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# TRANSPORTATION PLANNING BOARD MEETING PACKET

February 15, 2023

12:00 P.M. – 2:00 P.M.

Virtual Meeting



National Capital Region  
**Transportation Planning Board**



## **TRANSPORTATION PLANNING BOARD**

Wednesday, February 15, 2023  
12:00 P.M. - 2:00 P.M.

### **Virtual Meeting**

#### **AGENDA**

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**  
*Reuben Collins, TPB Chair*
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org) with the subject line "Item 1 Virtual Comment Opportunity" or call and leave a message at (202) 962-3315. These statements must be received by staff no later than 12 P.M. Noon on Tuesday, February 14, 2023 to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE JANUARY 18, 2023 MEETING MINUTES**  
*Reuben Collins, TPB Chair*
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**  
*Mark Rawlings, TPB Technical Committee Chair*
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT**  
*Richard Wallace, CAC Chair*
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kanti Srikanth, TPB Staff Director*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**  
*Reuben Collins, TPB Chair*

## **ACTION ITEM**

**12:50 P.M. 7. VISUALIZE 2050: TECHNICAL INPUTS SOLICITATION APPROVAL AND PLAN DEVELOPMENT KICKOFF**

*Lyn Erickson, TPB Plan Development and Coordination Program Director*

TPB is updating its long-range transportation plan and the first step of the update is to define the process and schedule for including projects, programs, and policies in the air quality conformity analysis. The Technical Inputs Solicitation (TIS) document defines the process and schedule and TPB will be asked to approve the TIS to kick off the plan and TIP development. After the TIS is approved, to inform the Visualize 2050 Constrained Element, staff will provide a list of current plan projects that identifies which projects are currently active and underway, and which projects are in a developmental stage where the TPB goals and priorities can be used to influence the scope of such projects.

**Action: Approve the TPB's Technical Inputs Solicitation document.**

## **INFORMATIONAL ITEMS**

**1:10 P.M. 8. BRIEFING ON THE DRAFT FY 2024 UNIFIED PLANNING WORK PROGRAM**

*Lyn Erickson, TPB Plan Development and Coordination Program Director*

The board will be briefed on the draft Unified Planning Work Program (UPWP) for FY 2024 (July 1, 2023 through June 30, 2024). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. The board will be asked to approve the FY 2024 UPWP at its March 15 meeting.

**1:30 P.M. 9. BRIEFING ON THE DRAFT FY 2024 COMMUTER CONNECTIONS WORK PROGRAM**

*Nicholas Ramfos, TPB Transportation Operations Programs Director*

The board will be briefed on the draft Commuter Connections Work Program (CCWP) for FY 2024 (July 1, 2023 through June 30, 2024). The CCWP is an annual statement of work that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals in the non-attainment area. The board will be asked to approve the FY 2024 CCWP at its March 15 meeting.

**1:45 P.M. 10. DOD OLDCC MILITARY INSTALLATION RESILIENCE PROGRAM IN THE METROPOLITAN WASHINGTON REGION**

*Jeff King, Director, Climate, Energy and Air Program, COG DEP*

COG DEP staff will provide an overview of the Department of Defense (DoD) Office of Local Defense Community Cooperation (OLDCC) Military Installation Resilience Review Program including COG's MIRR project study findings for military installations in Washington, DC. Staff will also provide a summary of MIRR activities in Virginia and Maryland. An overview of the transportation sector recommendations will be discussed.

**2:00 P.M.      11. ADJOURN**

The next meeting is scheduled for March 15, 2023.

**MEETING VIDEO**

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:

[www.mwcog.org/TPBmtg](http://www.mwcog.org/TPBmtg)





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Public Comment for the February 2023 TPB Meeting  
**DATE:** February 15, 2023

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The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email ([tpbcomment@mwkog.org](mailto:tpbcomment@mwkog.org)), online ([mwkog.org/tpbcomment](http://mwkog.org/tpbcomment)), and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between the January 2023 TPB meeting and noon on Tuesday, February 14, 2023, the TPB received two comments submitted via email, and one included a letter.

The comments are summarized below. All full comments are attached to this memo.

## **PUBLIC COMMENT**

### **Tad Aburn –Email – February 14, 2023**

Aburn, a former Maryland Department of the Environment representative on MWACQ, provided written comment asking TPB to work through MWCOG on transportation issues impacted by climate change including emissions goals and air quality conformity. The written comment is attached.

### **Stewart Schwartz, Coalition for Smarter Growth and 38 signatories – Letter via E-mail – February 14, 2023**

Schwartz, Executive Director for the Coalition for Smarter Growth, in addition to 38 signatories, provided a letter detailing concerns and recommendations for the TPB to consider about the Visualize 2050 plan update process. The attached letter comments on the Technical Inputs Solicitation process, the staff January Frequently Asked Questions document, the Zero Based Budgeting process, and asks TPB members to conduct public meetings.

## Marcela Moreno

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**From:** George Aburn <tadaburn@gmail.com>  
**Sent:** Tuesday, February 14, 2023 8:12 AM  
**To:** TPBcomment; Lyn Erickson  
**Cc:** Jeffrey King; Kanti Srikanth  
**Subject:** Item 1 Virtual Comment Opportunity  
**Attachments:** TPB 021523 Final Written Comment .pdf

Lyn, please register me to provide the written comments allowed for during the 2/15/23 TPB meeting.

The short written comment is attached.

Thank you again for your help with this process.

Tad

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)

(443) 829-3652

Comments for the February 15, 2023 TPB Meeting

Tad Aburn

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)

(443) 829-3652

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Mr. Chairman, Board members, thank you for providing the opportunity to provide public comment today.

My comments today, focus on two key issues ... the key roles transportation has in addressing environmental justice and climate change.

At your November meeting, my comments focused on a specific project, the District of Columbia's Claybrick Road Project in PG County - a poster child for government supported environmental racism. My comments on January 18th highlighted how regional transportation, air quality and land use policies are now driving unintentional racial inequity. Today I am urging TPB to work through MWCOG to update two critical transportation issues driven by climate change.

For the issues raised in November and January, have TPB or its members begun to address those issues? It would be very helpful if TPB could provide an update.

The two climate change issues are:

1. The work TPB is now doing to meet current MWCOG climate change goals (50% by 2030) may be wasteful as the region needs to update its goals to be consistent with the science and other leadership organizations. Goals in the 60% reduction by 2030 ... and net-zero emissions by 2045 range ... are more consistent with the science and other leadership areas. This is particularly important to transportation planning as the strategies to meet weaker goals may not be the same as strategies needed for tougher goals.
2. TPB needs to include CO2 as part of the transportation conformity process required under the Clean Air Act to ensure that updates to TIPs and CLRPs are consistent with the region's climate change goals ... before those plans are adopted.

Additional information is provided in my letter to TPB dated 2/15/2023 provided to COG staff and available in your Board packet. This letter attaches a letter to ACPAC, the region's climate change public advisory committee. The issue will also be raised to



CEEPC. Unfortunately, these committees do not routinely provide the opportunity for public comment at their meetings.

In closing, transportation planning, racial equity and climate change are three of the most important issues that TPB and MWCOG must address. I urge you to show real leadership and aggressively pursue solutions to these critical issues.

## Marcela Moreno

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**From:** Stewart Schwartz <stewart@smartergrowth.net>  
**Sent:** Tuesday, February 14, 2023 10:56 AM  
**To:** TPBcomment  
**Cc:** Bill Pugh  
**Subject:** Visualize 2050: 39 Org Sign-On Letter for distribution to TPB  
**Attachments:** Sign-on Letter - Final - to TPB re Visualize 2050 w 38 organizations Feb 2023 .pdf

Kanti and Lynn:

Please see the attached letter from 39 conservation, smart growth, housing, transportation, and climate organizations in the DC region (and including the Sierra Club National Office), sharing our concerns about the Visualize 2050 process.

Note that the letter includes an attachment after the signatures, with detailed recommendations.

Thank you,

Stewart and Bill

**Stewart Schwartz** | Executive Director  
**Bill Pugh** | Senior Policy Fellow  
**Coalition for Smarter Growth**  
PO Box 73282  
Washington, DC 20056  
[www.smartergrowth.net](http://www.smartergrowth.net) | @betterDCregion

Coalition for Smarter Growth | Piedmont Environmental Council | Virginia Interfaith Power and Light | Maryland League of Conservation Voters | Chesapeake Climate Action Network | Virginia Conservation Network | Washington Area Bicyclist Association | Northern Virginia Affordable Housing Alliance | Sierra Club – Maryland | Sierra Club – Virginia | Sierra Club – District of Columbia | Sierra Club – National | EcoAction Arlington | Fairfax Alliance for Better Bicycling | Faith Alliance for Climate Solutions | YIMBYs of Northern Virginia | Nature Forward | Virginia Bicycling Federation | Frederick, MD Citizens for Responsible Growth | Central Maryland Transportation Alliance | Bike Falls Church | Sustainable Mobility for Arlington County | Mobilize Frederick | Clean Fairfax | Bike Loudoun | Catoctin Coalition | BRUU Green Team | Center for Sustainable Communities | Grassroots Alexandria | Friends of Rural Roads (Frederick County, MD) | Lewinsville Faith in Action | Indivisible Howard County | Southern Environmental Law Center | Active Prince William | Deanwood Citizens Association | Adventure Cycling Association | MORE (Mid-Atlantic Off-Road Enthusiasts, Inc) | Northern Virginia Families for Safe Streets | Montgomery for All

February 14, 2023

TPB Chair, Hon. Reuben Collins  
National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

Dear TPB Chair Collins and Board members,

The following comments are provided by 39 regional organizations<sup>1</sup> that are concerned with the direction the Visualize 2050 update is going.

- This Visualize 2050 process is the last opportunity to make meaningful policy and project changes in the long-range plan that can help the region attain urgent 2030 climate and equity commitments; and
- The TPB Board in 2021 likewise recognized this and took the extraordinary step to call for immediately starting over after the 2022 long-range plan was adopted, with the purpose of achieving a significant change from the status quo; however,
- The process proposed by TPB staff thus far provides little substantive change.

Thus, we respectfully ask the TPB to:

1. Restore to the Technical Inputs Solicitation the clear direction that the Board *requires* members to prioritize projects supporting key regional policy goals;
2. Clarify the Zero-Based Budgeting process descriptions and FAQs to better reflect this requirement and key findings of TPB's Climate Change Mitigation Study. For example,

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<sup>1</sup> With eight additional individuals included from the participating signatory organizations.

staff FAQ #6 omits critical information regarding the connection between road expansion, induced demand, vehicle miles traveled and emissions;

3. Broaden the scope of projects subject to the Zero-Based Budgeting process to reflect the intention of TPB's Board. As proposed by staff, only 1 in 5 projects would be subject to review under the ZBB process, and even a number of projects not completed as far out as 2040 would be exempt; and
4. Commit as local jurisdictional members to conduct advertised public meetings to guide your localities' development of project submissions for Visualize 2050. We applaud the TPB's collection of comments received on its website during the project solicitation stage. But this process also needs proactive advertisement and public meetings directly with the local and state agencies and local elected bodies who will make critical project decisions between now and June.

Further details on these recommendations are included in the following pages.

Thank you for your consideration,

Stewart Schwartz, Executive Director  
Bill Pugh, Senior Policy Fellow  
Coalition for Smarter Growth

Christopher Miller  
President  
Piedmont Environmental Council

Faith B. Harris  
Executive Director  
Virginia Interfaith Power & Light

Kim Coble  
Executive Director  
Maryland League of Conservation Voters

Victoria Higgins  
Virginia Director  
Chesapeake Climate Action Network

Wyatt Gordon  
Senior Policy Manager  
Virginia Conservation Network

Jeremiah Lowery (Kevin O'Brien)  
Advocacy Director  
Washington Area Bicyclist Association

Jill Norcross  
Executive Director  
Northern Virginia Affordable Housing Alliance (NVAHA)

Josh Tulkin  
Executive Director  
Sierra Club – Maryland

Gustavo Angeles  
Acting Executive Director  
Sierra Club – Virginia

Matt Gravatt  
Chair  
Sierra Club – District of Columbia

Will Anderson, Deputy Legislative Director  
Sierra Club – National

Joy McManus  
Transportation and Smart Growth Issue Chair  
Sierra Club

Elenor Hodges  
Executive Director  
EcoAction Arlington

Bruce Wright, President  
Yvette White, Board Member  
Fairfax Alliance for Better Bicycling

Andrea McGimsey, Executive Director  
Scott Peterson, Vice Chair  
Jo Doumbia, Board Member  
Faith Alliance for Climate Solutions

Alex Goyette  
Lead  
YIMBYs of Northern Virginia

Eliza Cava  
Director of Conservation  
Nature Forward

Brantley Tyndall  
President  
Virginia Bicycling Federation

Kevin Sellner  
Member  
Frederick, MD Citizens for Responsible Growth

Brian O'Malley  
President & CEO  
Central Maryland Transportation Alliance

Andrew Olesen  
Co-Founder  
Bike Falls Church

Christopher Slatt  
President  
Sustainable Mobility for Arlington County

Karen Cannon  
Executive Director  
Mobilize Frederick

Jennifer Cole  
Executive Director  
Clean Fairfax

Lisa Campbell  
Co-Chair  
Bike Loudoun

Martha Polkey  
Coordinator  
Catocin Coalition

Dr. Larry Underwood  
BRUU Green Team

Garry Harris  
Managing Director  
Center For Sustainable Communities

Jonathan Krall  
Member, Steering Committee  
Grassroots Alexandria

Susan Hanson  
Spokesperson  
Friends of Rural Roads, Frederick County, MD

John Clewett  
Co-Lead  
Lewinsville Faith in Action

Peter Alexander, PhD  
Member, Climate Action Team  
Indivisible Howard County

Trip Pollard  
Senior Attorney  
Southern Environmental Law Center  
Mark Scheufler and Allen Muchnick  
Co-Chairs  
Active Prince William

Max Richman  
Treasurer  
Deanwood Citizens Association

Katie Harris  
Director of Routes and Advocacy  
Adventure Cycling Association

Ernest Rodriguez  
President  
MORE (Mid-Atlantic Off-Road Enthusiast, Inc)

Mike Doyle  
Founding Member  
Northern Virginia Families for Safe Streets

Brandi Panbach  
Steering Committee  
Montgomery for All

Pam Burke  
Individual

Sam Butler  
Media & Tech Professional  
Individual

*Attachment: Specific comments on the proposed Visualize 2050 Project Solicitation documents and Zero-based Budgeting Process:*

## **1) Restore to the Technical Inputs Solicitation the clear direction that the Board *requires* members to prioritize projects supporting key regional policy goals**

The proposed Technical Inputs Solicitation *weakens* rather than *strengthens* the expectation adopted by the TPB Board that projects support adopted regional policies. We ask TPB to restore the clear and direct policy language.

The TPB Board voted to include the following statement in the 2021 Visualize 2045 Technical Inputs Solicitation:

*"TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals as they submit their inputs for inclusion in the TPB's LRTP and TIP."*

*– TPB Board Adopted Technical Inputs Solicitation, January 2021*

The new staff draft removed this clear direction and replaced it with the following statements, replacing "requires to prioritize" with "enable to reflect" and "should review and consider":

*"...the intent [of the zero-based budgeting approach] is to enable the submissions to better reflect TPB planning priorities, to be more aligned with the TPB's policy framework, be more reflective of TPB scenario findings, and be more responsive to other findings from related TPB analysis. Documents that the TPB sponsoring agencies should review and consider prior to resubmitting their technical inputs are described and linked in this document." p. 2*

*"The TPB Synthesized Policy Framework and the TPB Summary of Scenario Studies Findings will be considered part of the TPB's Technical Inputs Solicitation for the Visualize 2050. These documents are expected to be used by TPB member agencies to develop inputs for Visualize 2050. Additionally, the TPB produces other analysis and information that should also be considered..." p. 3,*

*– Proposed Draft Technical Inputs Solicitation, January 2023*

Please retain the clear statement adopted by the TPB Board for the Jan. 2021 solicitation guide.



**2) Clarify the Zero-Based Budgeting process descriptions and FAQs to better reflect this requirement and key findings of TPB’s Climate Change Mitigation Study. For example, staff FAQ #6 omits critical information regarding induced demand, vehicle miles traveled and emissions;**

**2A. The Zero-based budgeting approach needs to elaborate how project submissions will be reviewed by TPB and the minimum information standards that project sponsors must meet in responding to questions regarding their project consistency with regional policies.**

With regard to demonstrating support for regional policies, we have not yet heard how the zero-based budgeting approach proposed by staff is substantively different from the Visualize 2045 process two years ago. In response to Technical Committee member agency questions on what the Solicitation document “should review and consider” statement means, TPB staff responded that while member agencies are being encouraged to review the policy summaries, in practice there is no requirement to answer the policy consistency questions differently, that member agencies could, if they so desired, copy and resubmit their policy consistency responses from two years ago.

CSG does not believe that this process is what the TPB board had in mind when it called for a special update to the long-range plan to make significant changes to help meet urgent policy needs in climate change, safety and equity.

We ask TPB at a minimum to make this simple clarifying change to the FAQ document #5:

*“The agency submitting the project for inclusion in Visualize 2050 ~~can~~ **must** use a variety of supporting studies, analysis, and/or technically reasonable assumptions in responding to the policy questions.*

**2.B The FAQ document further weakens the connection between TPB’s climate change goal and project consistency, going out of its way to point out that not all roadway capacity adding projects increase GHG emissions, while failing to note that studies show that in aggregate, these projects do just that.**

The draft FAQ document states:

*“6. ... it would be incorrect to generalize that all roadway capacity adding projects will increase emissions. For example, vehicles operating at low/congested speeds emits higher number of certain pollutants; they also consume more fossil fuel, which results in higher levels of GHG emissions. Improvements to relieve such congested travel can help to reduce emissions.”*

This FAQ #6 needs to include the important context that highway and arterial capacity expansions typically induce more driving and result in [overall more GHG emissions](#).<sup>2</sup>

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<sup>2</sup> Joe Cortright (2017). [Urban myth busting: congestion, idling and carbon emissions](#). City Observatory, June 26, 2017.

This document should also note that TPB's Climate Change Mitigation Study found that the region must reduce per capita passenger vehicle miles traveled by 20% by 2030 – in addition to meeting TPB's electric vehicle adoption goal – to meet the minimum on-road emissions reductions in the COG 2030 Climate and Energy Action Plan. Meeting TPB's even stronger adopted GHG emissions goal will require shifting even more trips from driving to walking, biking and transit, and reducing trip distances through smart growth land use planning.

**2.C CSG is glad to see these clear statements in the FAQs and hope they are retained in the final version (however, with clarification of “funding”, see #3 below):**

*“3. ...A zero-based budgeting approach will help focus efforts on projects that are in a developmental stage where the TPB goals and priorities can be used to influence the scope of such projects, including dropping them from further consideration if they do not meet TPB goals and objectives.”*

*“4. ...The set of projects under construction OR have funding would be exempt from TPB member agencies re-examining the decision to implement these projects. This does not preclude the TPB member agency from a re-examination and subsequent change to the project. Member agencies will be asked to re-examine the need, scope, and plans to implement the remaining projects that are not under construction and have no funds expended and to propose changes as appropriate.”*

**3) Broaden the scope of projects subject to the Zero-Based Budgeting process to reflect the intention of TPB's Board. As proposed by staff, only 1 in 5 projects would be subject to review under the ZBB process, and even a number of projects not completed as far out as 2040 would be exempt.**

The TPB Feb. 3 staff memo describes the ZBB Funded/Committed List as comprising only "projects that are active, under construction, or have dedicated funding in the near future."

However, the large majority of projects, 4 out of 5, are considered Funded/Committed by TPB staff in their draft classification of projects. This staff list of “active” or “short-term” projects includes a number of projects with completion dates as far out as 2040. We do not believe only including 1 in 5 projects meets the intent of the TPB board's direction to do Zero-Based Budgeting. Indeed, the TPB Board resolution R19-2021 stated "all projects" minus those with an exemption, suggesting that the application of ZBB would be the rule not the exception.

We ask for a much broader list of projects to be required to go through the ZBB process. While we still wait for clarification from staff on how it devised its draft lists, we ask for a new draft list of Developmental/Non-Exempt projects that includes:

- All projects not in the FY 2023-2026 Transportation Improvement Program (TIP);
- Projects in the TIP but without activity during the six-year TIP period; and
- Projects with no construction funding.

#### **4) Require local jurisdictions to conduct advertised public meetings to guide their development of project submissions for Visualize 2050.**

We applaud the TPB's decision to collect comments received on its website during the project solicitation stage and provide them to relevant member agencies. But this process also needs proactive advertisement and public meetings directly with the local and state agencies and local elected officials who will make critical project decisions between now and June.



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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES  
January 18, 2023**

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Reuben Collins, TPB Chair – Charles County  
Mark Rawlings – DDOT  
Patrick Wojahn – College Park  
Kelly Russell – City of Frederick  
Dennis Enslinger – Gaithersburg  
Brian Lee – Laurel  
Marilyn Balcombe – Montgomery County  
R. Earl Lewis, Jr. - MDOT  
Takis Karantonis – Arlington County  
James Walkinshaw – Fairfax County  
David Snyder – Falls Church  
Kristen Umstattd – Loudoun County  
Pamela Sebesky – City of Manassas  
Victor Angry – Prince William County  
Ann B. Wheeler – Prince William County  
Amir Shahpar – VDOT  
Bill Cuttler – VDOT  
Allison Davis – WMATA

MEMBERS AND ALTERNATES PRESENT *VIRTUALLY*

Heather Edelman – DC Council  
Kevin Whitfield – DC Council  
Anna Chamberlin - DDOT  
Sakina Khan – DC Office of Planning  
Mati Bzurto – Bowie  
Mark Mishler – Frederick County  
Neil Harris – Gaithersburg  
Christopher Conklin – Montgomery County Executive  
Gary Erenrich – Montgomery County Executive  
Victor Weissberg – Prince George’s County Executive  
Canek Aguirre - Alexandria  
Catherine Read – City of Fairfax  
Walter Alcorn – Fairfax County  
Adam Shellenberger – Fauquier County  
David Edmonson – Frederick County  
Corinna Sigsbury – Loudoun County  
Jeanette Rishell – City of Manassas Park  
Mark Phillips - WMATA  
Sandra Jackson - FHWA  
Daniel Koenig – FTA  
Julia Koster – NCPC

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth  
Chuck Bean  
Clark Mercer  
Lyn Erickson

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Andrew Meese  
Tim Canan  
Mark Moran  
Nick Ramfos  
Tim Canan  
Jeff King  
Dusan Vuksan  
Rachael Beyerle  
Kim Sutton  
Deborah Etheridge  
Pierre Gaunaurd  
Katherine Rainone  
Janie Nham  
Marcela Moreno  
Leonardo Pineda  
John Swanson  
Justine Velez  
Ashley Hutson – Community Advisory Committee  
Kari Snyder – MDOT  
Malcolm Watson – Fairfax County  
Bill Pugh – Coalition for Smarter Growth  
Bill Orleans – public

## **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**

Chair Reuben Collins called the meeting to order. He described the procedures for conducting hybrid meetings.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first page of the minutes. She confirmed there was a quorum.

One person provided an in-person public comment. Bill Pugh with the Coalition for Smarter Growth encouraged the board to further explore all of the 14 strategies that the board endorsed last year to advance climate change greenhouse gas mitigation activities. He said he understood that the board would mainly exploring strategies to promote electric vehicles, which he said was important, but not enough. Regarding the development of Visualize 2050, he said his organization would like to see more objective standards for zero-based budgeting.

Lyn Erickson said the TPB received two comments via email. A memo with a summary of the comments as well as the entire comments can be found on our TPB meeting page. She said that Arlene Montemarano submitted an email forwarding a 2023 article about highway widening and congestion. The second comment came from Tad Aburn, a former Maryland Department of the Environment representative on COG's Metropolitan Washington Air Quality Committee. He provided written comment letters and a concept paper asking TPB to consider updating regional policies and projects that may contribute to environmental justice issues.

## **2. APPROVAL OF THE DECEMBER 21, 2022 MEETING MINUTES**

Pam Sebesky made a motion to approve the minutes. The motion was seconded by Kristen Umstadd and was approved with abstentions from Catherine Read and Marilyn Balcombe .

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### **3. TECHNICAL COMMITTEE REPORT**

Referring to the posted material, Mark Rawlings said the Technical Committee met on January 6. He said the committee reviewed items on the TPB's January agenda, including the Unified Planning Work Program, the federally required environmental justice analysis, and the technical input solicitation for Visualize 2050. Items that were presented for information and discussion included the financial plan status for Visualize 2050, streamlining access to online planning tools and resources, the TPB's new resiliency program, and the 2017-2018 Regional Travel Survey seven-day panel evaluation.

### **4. COMMUNITY ADVISORY COMMITTEE REPORT**

Referring to the posted material, Ashley Hutson said the CAC met on January 12. She said this was her last meeting as CAC chair, and she thanked the TPB for the opportunity to serve. She said the committee received a briefing on WMATA's Better Bus project and also discussed the committee's end-of-year report, which was included in the posted material.

Chair Collins presented Ashley Hutson with a certificate expressing the TPB's gratitude for her service as chair of the CAC.

### **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**

Referring to the posted report, Kanti Srikanth acknowledged and welcomed a few new members to the board: Jessica Fitzwater, Marilyn Balcombe, Catherine Read, and Eric Olson.

Kanti Srikanth said the Steering Committee met on January 6 and approved two amendments to the Transportation Improvement Program (TIP), including the addition of \$49.3 million of federal and state funds to six different projects in Maryland. In particular, he highlighted a project to study the Southern Maryland Rapid Transit, which received \$5 million in federal funds through a congressionally directed spending appropriation. He noted that expanding high-capacity transit is one of the climate change strategies endorsed by the TPB last year. He said the other TIP amendment, requested by VDOT, add \$115 million to four different projects in Prince William County.

Kanti Srikanth called attention to the announcements and updates section of his report, which included a calendar for 2023 TPB meetings and an announcement about the application period for the Transportation Land-Use Connections (TLC) program and Regional Roadway Safety Program (RRSP). He said the packet also included information about EPA's finalization of the National Clean Air Standards to reduce emissions from heavy-duty trucks, beginning with the 2027 model year.

Finally, he noted that COG's Climate, Energy, Environment Policy Committee would be hosting a special event at this year's auto show. He also welcomed COG's incoming executive director, Clark Mercer, who was in attendance at the meeting that day.

### **6. CHAIR'S REMARKS**

Chair Collins said his goal as chair is to efficiently facilitate the overall agenda for TPB. He said he hoped that 2023 will be the year when the region fully bounces back from the disruptions caused by the covid pandemic. He said he looked forward to several exciting opportunities to advance the region's mobility and accessibility goals, including the long-range plan update. He said he has observed that TPB does not shy away from tackling several tough issues. He noted that the TPB, as a body, represents a vast region with 24 different localities with very different characteristics and interests. He said that ensuring that the interests of every single jurisdiction are reviewed and taken seriously is of the highest importance. He said he has been impressed about the collegiality and collaborative spirit of TPB members. He said he looked forward to

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working with everyone this year.

Chair Collins announced that Item 9 on the agenda would be tabled due to staff illness.

## **7. APPROVAL OF 2023-2024 APPOINTMENTS TO THE TPB'S COMMUNITY ADVISORY COMMITTEE**

Chair Reuben Collins called on Marcela Moreno to present the appointments to the 2023–2024 Community Advisory Committee (CAC). He added that he and the TPB Vice Chairs reviewed applications from their respective jurisdictions to help develop the list of appointments.

Marcela Moreno referred to the presentation materials and reported to the board about the application period, and information about the 2023 – 2024 appointments to the CAC.

Marcela Moreno recommended that the TPB should approve, or make changes and then approve, the nominations for the 2023–2024 CAC. She said that after approval, Chair Collins would announce the 2023 CAC Chair.

Chair Reuben Collins asked the board for any questions.

Kristen Umstattd asked if it was possible to receive information about which Equity Emphasis Areas were represented in the applications.

Marcela Moreno affirmed that she could provide that data.

James Walkinshaw motioned to approve the 2023 – 2024 CAC appointments. The motion was seconded by Pamela Sebesky.

Chair Reuben Collins asked for any nays or abstentions. Hearing none, he said the motion was approved. He announced that the 2023 CAC Chair would be Richard Wallace of Charles County.

## **8. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2024 UPWP**

Lyn Erickson referred to the presentation materials to explain the federal responsibilities that the TPB has as the metropolitan planning organization for Washington, DC, Maryland, and Virginia urbanized area as well as those of Frederick and Waldorf in Maryland. Erickson noted that the UPWP is the TPB's annual budget. She stated that the board will be asked to approve the UPWP in March 2023.

Lyn Erickson stated that the next steps for the UPWP are to develop revenues and expenditures for February 2023 TPB review. She said that the February TPB presentation will highlight revenues, expenditures, and specific activities in the FY 2024 UPWP. Upon board approval, TPB staff will submit the UPWP for federal approval.

Brian Lee asked with the projects planned, will the TPB need more staff support and what does that look like in the budget.

Kanti Srikanth said that the federal bipartisan infrastructure law increased federal funding across the board for existing programs, and funding for MPOs has gone up, and he has been working with state DOTs to determine the increase that the TPB can expect in the upcoming fiscal year.

Kanti Srikanth said that in terms of tasking, the federal planning regulations have been asking for the MPO to do more in transportation resiliency planning, and the TPB has hired a new resiliency expert and has created a transportation resiliency program. He said the TPB has been under resourced in terms of looking



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at emissions and climate impact and has proposed adding another position to help TPB's work on these topics.

Kanti Srikanth also said that the TPB has been able to put aside funding to take a deeper dive into data to understand what types of crashes and issues are leading to unacceptably high traffic fatalities. He said that the TPB is also able to collect its own data and purchase data so that TPB staff can answer policy questions and help with decisions.

David Snyder thanked the TPB staff for undertaking high priority issues such as climate and highway safety. He said that the MATOC initiative appeared on the slides and that there may be some that do not understand what that is. He asked if TPB staff could take a moment to provide an update on the Metropolitan Area Transportation Operations Coordination.

Kanti Srikanth and Andrew Meese explained that the TPB and state DOTs fund MATOC which provides real-time coordination between the 24 different jurisdictions, the three states, and approximately 50 different agencies for monitoring roadway systems, weather, and emergency preparedness. Kanti Srikanth said that the TPB staff would be happy to invite MATOC personnel to do a presentation at the board meeting on how they function and the services provided.

Patrick Wojahn said that the TPB has agreed to be aggressive in reduction of greenhouse gas emissions and asked how that work ties into the UPWP so that the TPB knows what it needs to go beyond those strategies to meet the aggressive goals set by the board. He asked how the TPB is going to continue to ensure the need for greenhouse gas emission reduction in the region and how is that incorporated into the UPWP.

Kanti Srikanth said that in looking at the 14 strategies that the TPB has endorsed to help reduce greenhouse gases from the on-road sectors, many of the policies have to be enacted at the local government, state, and federal level. He said the TPB, for its part, collects data, conducts analysis, and provides the effectiveness of a particular strategy, using the regional roadway safety study as an example.

Kanti Srikanth said that increasing transit is another way to address greenhouse gas emission reduction, and the TPB has been asking member agencies to come up with transit improvements. He said that WMATA is currently reexamining their bus service and looking at fare structure. He said another TPB policy priority to address strategies is to bring jobs and housing closer together. He provided another example of working with COG to reexamine the population, employment, and housing projections.

Takis Karantonis asked if the TPB members will see resources being dedicated to the adopted climate goals to frame the way that local jurisdictions have to adopt to make decisions,

Kanti Srikanth replied that for the 14 reduction strategies, if there are specific information analyses that members need, the TPB staff is here to see how best to put the resources towards developing that. He said if there are legitimate requests for information or for data, the TPB will be happy to do that.

## **9. ENVIRONMENTAL JUSTICE ANALYSIS**

Item 9 was tabled and will be included on a future TPB board meeting agenda.

## **10. VISUALIZE 2050: DRAFT TECHNICAL INPUTS SOLICITATION**

Lyn Erickson, referring to the staff memo and presentation, provided a briefing and schedule for the Technical Inputs Solicitation for the update to the Visualize 2045 plan, Visualize 2050. She said that the approval of the Technical Inputs Solicitation (TIS) is the traditional kickoff of the TPB's plan update, and the board will be asked to approve the TIS in February.

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Lyn Erickson said that this plan development activity is entirely focused on the constrained element of the plan, and there will be 23 agencies entering data into the project list, and there are 626 conformity records in the current plan. She said TPB staff has developed a frequently asked questions document available on the TPB meeting materials page.

Lyn Erickson stated that all projects must be resubmitted, and all data must be reentered. She said that projects currently under construction or currently funded with federal, state, regional, local, or private funds, are intended to be kept in Visualize 2050. She requested any comments on the TIS document and schedule by January 27.

Lyn Erickson commented that agencies should look at each project and evaluate each project against the TPB goals and policy priorities findings from the TPB scenario analysis, both of which are documents provided to the TPB in November and December 2022. She said that TPB staff will provide a reorganized list of all the current projects in the approved plan, noting that 70 percent of the projects in the plan right now are active projects that will stay in the plan until the projects are completed.

Lyn Erickson said that the board will be asked to approve the Technical Inputs Solicitation at the February TPB meeting. She said that the TPB will schedule three meetings in DC, Maryland, and Virginia between board members and transportation agencies. She explained that the TPB will hold public comment in fall 2023, and comments will be provided to the TPB members, and the board will be asked to approve draft inputs in November. She said that the air quality analysis will be run after that point, and a year later the TPB will be asked to approve the long-range plan and the TIP.

Sakina Kahn said that she is trying to understand how Visualize 2050 will differ from Visualize 2045, and in terms of opportunities to review policy around equity and land use, is Visualize 2050 framed more as a check against the existing TPB goals and policy priorities rather than delving more into them and possibly revisiting them? She asked if Visualize 2050 is a new plan as opposed to an update to Visualize 2045 or is the plan being framed as an update.

Kanti Srikanth replied that since a long-range plan already exists the federal agencies do not make distinctions between updating a plan and a new plan, and an MPO is supposed to be in a continuous state of planning. He said that the original plan was established by the TPB in the early 1960s and since then the MPO has been updating the plan, and Visualize 2050 will be an update of Visualize 2045 adopted in 2022.

Regarding how this update will be different, Kanti Srikanth said that this time the TPB will send all projects in the current plan back out to every agency, ask them to reevaluate the projects, and repopulate the plan. This is like total redevelopment of the plan. He said that the TPB has recently updated the aspirational components of the plan, including last year by adding climate change mitigation initiatives and strategies. As such the focus will be on updating the projects and not revisiting the aspirational initiatives. He said that the TPB plans to use Cooperative Forecast 10.0 for the plan, which is an update over Cooperative Forecast 9.2, and the 10.0 forecast reflects 2020 Census data and the latest economic outlook.

Sakina Khan said that her question was in part due to looking at Visualize 2045 and seeing a section on factors affecting the future, including equity and climate change and the relationship between land use and population, and then emerging technology, and wondering to what extent will those factors be brought forward into this 2050 update.

## **11. ADJOURN**

There being no other business, the meeting was adjourned at 1:54 P.M. The February 15 TPB meeting will be a virtual meeting.



## Meeting Highlights TPB Technical Committee – February 3, 2023

The Technical Committee met on Friday, February 3, 2023. Meeting materials can be found here: <https://www.mwcog.org/events/2023/2/3/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's February agenda.

### **TPB AGENDA ITEM 7 – VISUALIZE 2050: TIS APPROVAL AND PLAN DEVELOPMENT KICKOFF**

TPB is updating its long-range transportation plan and the first step of the update is to define the process and schedule for including projects, programs, and policies in the air quality conformity analysis. The Technical Inputs Solicitation (TIS) document defines the process and schedule and TPB will be asked to approve the TIS to kick off the plan and TIP development on February 15. Staff provided a list of current plan projects that identifies which projects are currently active and funded, and which projects are in a developmental stage where the TPB goals and priorities can be used to influence the scope of such projects. Staff began to discuss training opportunities and provide suggestions for data entry.

### **TPB AGENDA ITEM 8 – BRIEFING ON THE DRAFT FY 2024 UNIFIED PLANNING WORK PROGRAM**

The committee was briefed on the draft Unified Planning Work Program (UPWP) for FY 2024 (July 1, 2023 through June 30, 2024). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. The board will be asked to approve the FY 2024 UPWP at its March 15 meeting.

### **TPB AGENDA ITEM 9 – 2 BRIEFING ON THE DRAFT FY 2024 COMMUTER CONNECTIONS WORK PROGRAM**

The committee was briefed on the draft Commuter Connections Work Program (CCWP) for FY 2024 (July 1, 2023 through June 30, 2024). The CCWP is an annual statement of work that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals in the non-attainment area. The board will be asked to approve the FY 2024 CCWP at its March 15 meeting.

### **TPB AGENDA ITEM 10 – DOD OLDCC MILITARY INSTALLATION RESILIENCE PROGRAM IN THE METROPOLITAN WASHINGTON REGION**

COG DEP staff provided an overview of the Department of Defense (DoD) Office of Local Defense Community Cooperation (OLDCC) Military Installation Resilience Review Program including COG's MIRR project study findings for military installations in Washington, DC. Staff also provided a summary of MIRR activities in Virginia and Maryland. An overview of the transportation sector recommendations was discussed.

The following items were presented for information and discussion:

### **2017-2018 REGIONAL TRAVEL SURVEY 7-DAY PANEL EVALUATION**

Staff presented key findings of a 7-day panel survey evaluation to assess the effectiveness of using smartphone app-based data collection technology for conducting regional travel surveys.

### **CONTINUOUS AIRPORT SYSTEMS PLANNING (CASP) PROGRAM UPDATE**

Staff briefed the Committee on recent updates and upcoming activities of the CASP Program, including the 2023 Washington-Baltimore Regional Air Passenger Survey.

## **OTHER BUSINESS**

- TLC and RRSP reminder applications due March 3 (*John Swanson*)
- Feedback sought on TPB Resource Inventory page- (<https://trip-mwcog.hub.arcgis.com/>) (*Charlene Howard*)
- TPB safety letter to federal and state officials (*Andrew Meese*)
- Staff Update



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## COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

February 9, 2023  
*Richard Wallace, CAC Chair*

The first meeting of the 2023 - 2024 TPB Community Advisory Committee (CAC) was held on Thursday, February 9. The committee was provided an overview of the TPB and CAC's structure, history, and role from TPB staff and the TPB Chair, Reuben Collins. The meeting was held virtually and in-person at the MWCOG office.

### DISCUSSION ABOUT THE CAC ORIENTATION

The CAC was presented with a panel of remarks from TPB Staff and the TPB Chair. Marcela Moreno opened the orientation session with an introduction about the TPB, its relationship to the MWCOG, and the CAC.

Then, Kanti Srikanth provided remarks about the TPB and its planned activities for 2023. He highlighted that the TPB process was a critical step in transportation projects receiving federal funding.

Reuben Collins, TPB Chair and President Commissioner from Charles County also shared his vision for the year ahead, the importance of a regional perspective, and how the CAC can engage with the TPB. He shared his vision of taking a 'cacophony' across the region and making it harmonious. He added that one priority included Southern Maryland Rapid Transit, a joint project with Prince George's County – and how transit-oriented communities affect job creation. He expressed appreciation for hearing the introductions and experiences of the CAC members, and said the CAC was an opportunity to blend those voices together.

Member comments and questions included the following:

**Infrastructure project timelines and 'red tape'.** One member asked the panel about the pitfalls that extend the timeline of infrastructure projects. Kanti Srikanth added that because regional projects involve multiple stakeholders and communities, additional time is needed to hear their perspectives. He shared several examples of long-term projects like the Silver Line and the Inter-County Connector and Purple Line in Maryland. He outlined some of the factors that impact timeline like funding, multi-jurisdictional coordination, and legal recourse. He added that it is worth exploring ways the process can become more efficient.

**Priorities of the TPB Chair in 2023.** One member asked Chair Collins to expand on some of his priorities for 2023. Chair Collins shared that expanding upon the climate change work that TPB has done is important, in addition to continuing to pursue TPB's policy priorities. He added that he would like to ensure that the voices of smaller jurisdictions are heard and balance their needs with those of the larger jurisdictions.

**Highlighting the Value of TPB's Data.** One member commented on the importance of TPB's data, and how that data is used in transportation projects across the region. He added that TPB's data and resources are valuable not only to transportation agencies, but to community members interested in understanding projects in the National Capital Region.

**TPB's Role in Transportation for Older Adults.** One member expressed interest in the work that TPB is doing to address the needs of older adults in the region. Kanti Srikanth said that many projects in the LRTP are smaller, and more community focused and happen faster than projects like the Silver Line or ICC. In addition, the TPB distributes funding to the region through technical assistance programs like the Transportation Land Use Connections or Regional Roadway Safety Program or Enhanced Mobility (Section 5310) funding. He highlighted that TPB distributed \$5.5 million in Section 5310 funding last year and will be distributing \$11 million in funding this year.

**Bicycle and Pedestrian Infrastructure in Outer Jurisdictions.** Another member noted their appreciation for cycling and pedestrian infrastructure in the District of Columbia, and that they hope for similar projects in outer jurisdictions like Charles County. They noted that building sidewalks and bicycle lanes can encourage people to use active transportation modes, especially when they can feel safe. They added that this also contributes to better health outcomes. Kanti Srikanth shared that TPB adopted the National Capital Trail Network which includes approximately 1,400 miles of trails for recreation and transportation.

## OTHER BUSINESS

- Lyn Erickson of the TPB staff provided an overview of the upcoming TPB agenda.
  - Two CAC members had some questions about the Visualize 2045 project lists, which will be presented at the upcoming TPB meeting. The CAC will be briefed on the Visualize 2050 plan kick-off at the March 2023 CAC meeting.
- Marcela Moreno announced that the CAC will hold quarterly hybrid meetings, with the next in-person meeting being held in May 2023.

## ATTENDEES

### Members

Richard Wallace, *Chair*  
Allison Horn  
Ashley Hutson  
Christina Farver  
Daniel Papiernik  
Felipe Millán  
Gail Sullivan  
Heather Goana  
Jacqueline Overton Allen  
Jason Stanford  
Jeffery Parnes  
Kalli Krumpo  
Larkin Turman  
Lorena Rios  
Maribel Wong  
Mark Scheufler  
Noell Evans

Ra Amin  
Rick Rybeck  
Tafadzwa Gwitira  
Timothy Davis  
Vanessa Hercules

### Staff

John Swanson  
Justine Velez  
Kanti Srikanth  
Lyn Erickson  
Marcela Moreno  
Rachel Beyerle

### Guests

TPB Chair Reuben Collins  
Bill Orleans







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** February 9, 2023

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The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**SUBJECT:** Steering Committee Actions  
**FROM:** Kanti Srikanth, TPB Staff Director  
**DATE:** February 9, 2023

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At its meeting on February 3, 2023, the TPB Steering Committee adopted three resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT), as described below:

- TPB SR15-2023 – requested by DDOT to add \$50,000 for a new pilot program under the DC Circulator project and program grouping, and \$9.6 million for the National Electric Vehicle Infrastructure (NEVI) deployment program. Both programs are exempt from the air quality conformity requirement.
- TPB SR16-2023 – requested by MDOT to add \$400,000 for planning and engineering of the MD 97 Reddy Branch Bridge Removal project. Funding for planning and preliminary engineering of projects is exempt from the air quality conformity requirement.
- TPB SR17-2023 – requested by VDOT to add \$5 million for ROW acquisition for the I-495 NEXT - VDOT Oversight & Transportation Management Plan. This oversight and management plan is exempt from the air quality conformity requirement.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director’s report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

### Attachments:

- Attendance of the February 3, 2023 TPB Steering Committee
- Adopted resolution SR15-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-11.1, as requested by DDOT
- Adopted resolution SR16-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-11.2, as requested by MDOT
- Adopted resolution SR17-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-11.3, as requested by VDOT

**TPB Steering Committee Attendance – February 3, 2023**  
(only voting members and alternates listed)

TPB Chair/MD rep.: Reuben Collins  
TPB Vice Chair/DC Rep.: Christina Henderson  
Heather Edelman (Alt.)  
TPB 2<sup>nd</sup> Vice Chair/VA Rep.: James Walkinshaw  
DDOT/Tech. Cmte. Chair: Mark Rawlings  
MDOT: Kari Snyder  
VDOT: Amir Shahpar  
WMATA: Mark Phillips

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-07.3 WHICH ADDS TWO NEW  
PROGRAMS, THE DC CIRCULATOR B100 PILOT PROGRAM AND THE NATIONAL  
ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) DEPLOYMENT PROGRAM,  
AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-011.1 which adds \$50,000 for the **B100 Pilot Program**, a new subproject of the already funded **DC Circulator** operational program (**T6105**), and \$9.6 million for a new TIP record, for the **NEVI Deployment Program (T11614)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Project Overview reports showing how the projects will appear in the TIP following approval,

ATTACHMENT B) Amendment Summary report for each project showing the total project cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase,

ATTACHMENT C) Letter from DDOT dated January 25, 2023 requesting the amendments; and

**WHEREAS**, these programs have been entered into the TPB's Project InfoTrak database under TIP Action 23-11.1, creating the 11<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, these programs are both exempt from the air quality conformity requirement; and

**WHEREAS**, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-011.1 which adds \$50,000 for the **B100 Pilot Program**, a new subproject of the already funded **DC Circulator** operational program (**T6105**), and \$9.6 million for a new TIP record, for the **NEVI Deployment Program (T11614)** as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, February 3, 2023.  
Final approval following review by the full board on Wednesday, February 15, 2023.**



National Capital Region  
**Transportation Planning Board**

ATTACHMENT A

Overview Report for TIP Action 23-11.1: a Formal Amendment to the FY 2023-2026 Transportation Improvement Program Requested by the District Department of Transportation Approved by the TPB Steering Committee on Feb. 6, 2023

<i>TIP ID</i>	T11622	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - ITS/Technology
<i>Project Name</i>	National Electric Vehicle Infrastructure Deployment Program (NEVI)	<i>County</i>		<i>Total Cost</i>	\$9,577,115
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2028
		<i>Agency Project ID</i>			

*Description* The National Electric Vehicle Infrastructure (NEVI) Formula Program provides dedicated funding for the deployment of EV charging infrastructure. This funding will establish a publicly accessible interconnected network of EV charging stations to facilitate data collection, access, and reliability. Funding under this program is initially directed to designated Alternative Fuel Corridors (AFCs) for electric vehicles to build out this national network, particularly the Interstate Highway System.

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Various Locations
CON NEVI	-	\$4,819,558	\$2,842,133	-	-	-	\$7,661,691	\$7,661,691	
CON DC/STATE	-	\$1,204,890	\$710,534	-	-	-	\$1,915,424	\$1,915,424	
<i>Total CON</i>	-	\$6,024,448	\$3,552,667	-	-	-	\$9,577,115	\$9,577,115	
<i>Total Programmed</i>	-	\$6,024,448	\$3,552,667	-	-	-	\$9,577,115	\$9,577,115	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-11.1 Amendment 2023-2026	02/15/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



National Capital Region  
**Transportation Planning Board**

Overview Report for TIP Action 23-11.1: a Formal Amendment to the FY 2023-2026 Transportation Improvement Program Requested by the District Department of Transportation Approved by the TPB Steering Committee on Feb. 6, 2023

<i>TIP ID</i>	T6105	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Bus
<i>Project Name</i>	DC Circulator	<i>County</i>	Washington	<i>Total Cost</i>	\$774,994
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2026
		<i>Agency Project ID</i>			
<i>Description</i>	DC Circulator capital projects. a. DC Circulator On-Board Photo Enforcement b. DC Circulator Planning (TDP Implementation Activities) d. DC Circulator Sustainability and Zero Emissions Fleet Transition Plan e. DC Circulator B100 Pilot Program				

Phase	AC/ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		S. 5304	-	-	-	-	-	\$351,343
PE		DC/STATE	-	-	-	-	-	\$87,836
		<i>Total PE</i>	-	-	-	-	-	\$439,179
CON		CMAQ	\$40,000	-	-	-	\$40,000	\$40,000
CON		DC/STATE	\$10,000	-	-	\$1,000	\$11,000	\$11,000
		<i>Total CON</i>	\$50,000	-	-	\$1,000	\$51,000	\$51,000
STUDY		CMAQ	-	-	-	-	-	\$227,851
STUDY		DC/STATE	-	-	-	-	-	\$56,964
		<i>Total STUDY</i>	-	-	-	-	-	\$284,815
		<i>Total Programmed</i>	\$50,000	-	-	\$1,000	\$51,000	\$774,994

\*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-03.1	Amendment 2023-2026	10/19/2022	11/01/2022	Pending
23-11.1	Amendment 2023-2026	02/15/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$724,994 to \$774,994



ATTACHMENT B

Amendment Summary Report for TIP Action 23-11.3 FY 2023-2026 Transportation Improvement Program Requested by the District Department of Transportation, Approved by the TPB Steering Committee on Feb. 3, 2023							
TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11622	National Electric Vehicle Infrastructure Deployment Program (NEVI)	\$0	\$9,577,115	\$9,577,115	-	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ► Add funds in FFY 23 in CON for \$1,204,890 ► Add funds in FFY 24 in CON for \$710,534 NEVI ► Add funds in FFY 23 in CON for \$4,819,558 ► Add funds in FFY 24 in CON for \$2,842,133 <i>Total project cost \$9,577,115</i>
T6105	DC Circulator	\$724,994	\$774,994	\$50,000	7	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ► Add funds in FFY 23 in CON for \$10,000 CMAQ ► Add funds in FFY 23 in CON for \$40,000 <i>Total project cost increased from \$724,994 to \$774,994</i>
<b>Totals:</b>		<b>\$724,994</b>	<b>\$10,352,109</b>	<b>\$9,627,115</b>			

**Government of the District of Columbia**  
**Department of Transportation**



January 25, 2023

The Honorable Reuben B. Collins II, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street N.E., Suite 300  
Washington, DC 20002-4290

Dear Chair Collins,

The District Department of Transportation (DDOT) requests that the FY 2023-2026 Transportation Improvement Program (TIP) be amended as detailed below.

- 1. DC Circulator B100 Pilot Program (TIP ID: T-6105c)**
  - a. Create subproject c.
  - b. Increase CMAQ funding for Construction by \$50,000 in FY 2023.
  
- 2. National Electric Vehicle Infrastructure Deployment Program (NEVI) (TIP ID: T-11622)**
  - a. Create new project.
  - b. Increase NEVI funding for Construction by \$6,021,448 in FY 2023.
  - c. Increase NEVI funding for Construction by \$3,552,666 in FY 2024.

The proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its February 2<sup>nd</sup> meeting.

We appreciate your cooperation in this matter. Should you have questions regarding these amendments, please contact Mark Rawlings at (202) 671-2234 or by e-mail at [mark.rawlings@dc.gov](mailto:mark.rawlings@dc.gov). Of course, please feel free to contact me directly.

Sincerely,

Saesha Carlile  
Chief Administrative Officer  
District Department of Transportation  
[Saesha.carlile@dc.gov](mailto:Saesha.carlile@dc.gov)

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-11.2 WHICH  
ADDS A NEW PROJECT, MD 97 REDDY BRANCH BRIDGE REMOVAL (PE ONLY),  
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Infrastructure Investment and Jobs Act (IIJA) which was signed into law on November 21, 2021, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-11.2 which adds \$400 thousand for planning and engineering on a new project, **MD 97 Reddy Branch Bridge Removal (PE only) (T11623)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Project Overview report showing how the project will appear in the TIP following approval,

ATTACHMENT B) Amendment Summary report showing the total project cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Letter from MDOT dated January 25, 2023 requesting the amendments; and

**WHEREAS**, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-11.2, creating the 11<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, funding for planning and engineering for this project in the TIP is exempt from the air quality conformity requirement; and

**WHEREAS**, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-11.2 which adds \$400 thousand for planning and engineering on a new project, **MD 97 Reddy Branch Bridge Removal (PE only) (T11623)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, February 3, 2023.  
Final approval following review by the full board on Wednesday, February 15, 2023.**



National Capital Region  
**Transportation Planning Board**

**ATTACHMENT A**

Overview Report for TIP Action 23-11.2: a Formal Amendment to the FY 2023-2026 Transportation Improvement Program Requested by the Maryland Department of Transportation Approved by the TPB Steering Committee on Feb. 6, 2023

<i>TIP ID</i>	T11623	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration				<i>Project Type</i>	Preliminary Engineering/Environmental Analysis
<i>Project Name</i>	MD 97 Reddy Branch Bridge Removal (PE only)	<i>County</i>	Montgomery				<i>Total Cost</i>	\$400,000
<i>Project Limits</i>		<i>Municipality</i>					<i>Completion Date</i>	2024
		<i>Agency Project ID</i>	M07463					
<i>Description</i>	Design for removal of existing MD 97 bridge over Reddy Branch							

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE DC/STATE	-	\$30,000	\$50,000	-	-	-	\$80,000	\$80,000
PE STBG	-	\$120,000	\$200,000	-	-	-	\$320,000	\$320,000
<i>Total PE</i>	-	\$150,000	\$250,000	-	-	-	\$400,000	\$400,000
<i>Total Programmed</i>	-	\$150,000	\$250,000	-	-	-	\$400,000	\$400,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-11.2 Amendment 2023-2026	02/15/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

ATTACHMENT B

Amendment Summary Report for TIP Action 23-11.3  
 FY 2023-2026 Transportation Improvement Program  
 Requested by the Maryland Department of Transportation - State Highway Administration,  
 Approved by the TPB Steering Committee on Feb. 3, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11623	MD 97 Reddy Branch Bridge Removal (PE only)	\$0	\$400,000	\$400,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ► Add funds in FFY 23 in PE for \$30,000 ► Add funds in FFY 24 in PE for \$50,000 STBG ► Add funds in FFY 23 in PE for \$120,000 ► Add funds in FFY 24 in PE for \$200,000 <i>Total project cost \$400,000</i>

January 25, 2023

The Honorable Reuben Collins  
 Chairman  
 National Capital Region Transportation Planning Board  
 Metropolitan Washington Council of Governments  
 777 North Capitol Street, NE, Suite 300  
 Washington DC 20002

Dear Chairman Collins:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one new MDOT State Highway Administration (SHA) project as described below and in the attached memo.

This action reflects MDOT SHA’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the project below. This new project is associated with the MD 97 at Brookeville Highway Construction project (T3106), and through coordination and consultation with the Maryland-National Capital Park and Planning Commission (M-NCPPC), this bridge removal was an agreed upon mitigation project between both agencies.

<b>TIP ID</b>	<b>Project</b>	<b>Amount of New Funding (In 000s)</b>	<b>Comment</b>
11623	MD 97 Reddy Branch Bridge Removal	\$400	Adds new project and funds for preliminary engineering.

The MDOT requests that this amendment be approved by the TPB Steering Committee at its upcoming meeting.

This project is using new, previously unencumbered funds, and it will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Reuben Collins  
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



**MEMORANDUM**

**TO:** OPCP DIRECTOR HEATHER MURPHY  
**ATTN:** OPCP REGIONAL PLANNING MANAGER TYSON BYRNE  
 OPCP REGIONAL PLANNER KARI SNYDER  
**FROM:** OPPE DEPUTY DIRECTOR ERIC BECKETT *E. Beckett*  
**SUBJECT:** REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL  
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION  
 IMPROVEMENT PROGRAM (TIP)  
**DATE:** JANUARY 24, 2023  
**RESPONSE**  
**REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

To request the MDOT Office of Planning and Capital Programming (OPCP) approve and forward to TPB for its approval the following TIP amendments.

**SUMMARY**

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2023-2026 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
11623	MD 97 Reddy Branch Bridge Removal	ENG	\$400,000

**ANALYSIS**

*MD 97 Reddy Branch Bridge Removal (TPB11623)* – This requested amendment reflects the addition of a new project to the FY 2023-2026 TPB TIP and adds \$400,000 to the FY 2023-2026 TPB TIP preliminary engineering funding for TPB 11623. This amendment ensures the FY 2023-2026 TPB TIP reflects MDOT SHA updated programmed funds and project schedule in FY 2023-2026. The design is anticipated to be complete in 2024. This project is being advanced by MDOT SHA at the request of the Maryland-National Capital Park and Planning Commission (M-NCPPC) as we continue with the MD 97 Brookeville Bypass project.

The attached Statewide TIP (STIP) reports document MDOT’s requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

Ms. Heather Murphy  
Page Two

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the draft FY 2023-2028 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Schlie, MDOT SHA Office of Planning and Preliminary Engineering (OPPE) Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5674 or via email at [dschlie@mdot.maryland.gov](mailto:dschlie@mdot.maryland.gov).

### **ATTACHMENTS**

- FY 2023-2026 TPB TIP project 11623 report
- FY 2022-2025 Maryland STIP project TPB 11623 report

cc: Maurice Agostino, P.E., Director, Office of Structures, MDOT SHA  
Mr. Matt Baker, Acting Director, OPPE, MDOT SHA  
Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, MDOT SHA  
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HDD), Office of Highway Development (OHD), MDOT SHA  
Jeff Davis, P.E., AICP, Assistant Chief, HDD, OHD, MDOT SHA  
Mr. Ryan Doran, Area Engineer – Construction, District 3, MDOT SHA  
Derek Gunn, P.E., District Engineer, District 3, MDOT SHA  
Jill Lemke, Assistant Chief, RIPD, OPPE, MDOT SHA  
C. Scott Pomento, P.E., Acting Director, OHD, MDOT SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, MDOT SHA  
Mr. David Schlie, Regional Planner, RIPD, OPPE, MDOT SHA  
Barry Smith, P.E., Deputy Director of Operations, OHD, MDOT SHA  
Ms. Jill Smith, Transportation Design Engineer, HHD, OHD, MDOT SHA

**TIP ID** T11623  
**Project Name** MD 97 Reddy Branch Bridge Removal (PE only)  
**Project Limits**  
**Description** Design for removal of existing MD 97 bridge over Reddy Branch

**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Montgomery  
**Municipality**  
**Agency Project ID** M07463

**Project Type** Preliminary Engineering/Environmental Analysis  
**Total Cost** \$400,000  
**Completion Date** 2024

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE		-	\$30,000	\$50,000	-	-	-	\$80,000	\$80,000
PE	STBG		-	\$120,000	\$200,000	-	-	-	\$320,000	\$320,000
<b>Total PE</b>			-	\$150,000	\$250,000	-	-	-	\$400,000	\$400,000
<b>Total Programmed</b>			-	\$150,000	\$250,000	-	-	-	\$400,000	\$400,000




**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-11.2 Amendment 2023-2026	Pending	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11623										
SUMMARY TABLE										
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)						
				Federal	State/Local	Total				
MD 97 Reddy Branch Bridge Removal	B	Nonattainment	Supplement to 2018 FEIS	\$ -	\$ -	\$ -				
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)						
	MDOT SHA	TPB	N/A	\$ 320	\$ 80	\$ 400				
Description	Design for removal of existing MD 97 bridge over Reddy Branch									
Justification	Project is design for the removal of the existing MD 97 (Georgia Avenue) bridge over Reddy Branch, which will occur upon the completion of the related MD 97 Brookeville Bypass project.									
INDIVIDUAL REQUEST FORM										
<b>STIP/TIP Amendment Criteria</b> <input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other				Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total	
				Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
					Federal	\$ -	\$ -	\$ -	\$ -	\$ -
				State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	
				Proposed (000s)	Total	\$ -	\$ 150	\$ 250	\$ -	\$ 400
					Federal	\$ -	\$ 120	\$ 200	\$ -	\$ 320
				State/Local	\$ -	\$ 30	\$ 50	\$ -	\$ 80	
Change (000s)	Total	\$ -	\$ 150	\$ 250	\$ -	\$ 400				
	Federal	\$ -	\$ 120	\$ 200	\$ -	\$ 320				
State/Local	\$ -	\$ 30	\$ 50	\$ -	\$ 80					
PHASE DETAIL										
Current										
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL
PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Proposed										
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL
PE	STBG	\$ -	\$ -	\$ 120	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ 320
	State	\$ -	\$ -	\$ -	\$ 30	\$ -	\$ 50	\$ -	\$ -	\$ 80
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 120</b>	<b>\$ 30</b>	<b>\$ 200</b>	<b>\$ 50</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400</b>
Change										
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL
PE	STBG	\$ -	\$ -	\$ 120	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ 320
	State	\$ -	\$ -	\$ -	\$ 30	\$ -	\$ 50	\$ -	\$ -	\$ 80
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 120</b>	<b>\$ 30</b>	<b>\$ 200</b>	<b>\$ 50</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400</b>
TOTAL PROJECT COST										
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)		Total Project Cost
Federal	\$ -	Federal	\$ 320	Federal	\$ -	Federal	\$ -	Federal	\$ 320	
State/Local	\$ -	State/Local	\$ 80	State/Local	\$ -	State/Local	\$ -	State/Local	\$ 80	
<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ 400</b>	<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ 400</b>	

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-11.3  
WHICH ADDS FUNDING FOR THE I-495 NEXT - VDOT OVERSIGHT  
AND TRANSPORTATION MANAGEMENT PLAN, AS REQUESTED BY  
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Infrastructure Investment and Jobs Act (IIJA) which was signed into law on November 15, 2021, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-11.3 which adds \$5 million for ROW acquisition for the **I-495 NEXT - VDOT Oversight & Transportation Management Plan (T11576)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Project Overview report showing how the project will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Fund Change Detail report showing the Change Summary from Attachment B in table format, and
- ATTACHMENT D) Letter from VDOT dated January 19, 2023 requesting the amendment; and

**WHEREAS**, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-11.3, creating the 11<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, this project is exempt from the air quality conformity requirement; and

**WHEREAS**, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-11.3 which adds \$5 million for ROW acquisition for the **I-495 NEXT - VDOT Oversight & Transportation Management Plan (T11576)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, February 3, 2023.  
Final approval following review by the full board on Wednesday, February 15, 2023.**



National Capital Region  
**Transportation Planning Board**

**ATTACHMENT A**

Overview Report for TIP Action 23-11.3: a Formal Amendment to the FY 2023-2026 Transportation Improvement Program Requested by the Virginia Department of Transportation Approved by the TPB Steering Committee on Feb. 6, 2023

<b>TIP ID</b>	T11576	<b>Lead Agency</b>	Virginia Department of Transportation	<b>Project Type</b>	Transportation Operations
<b>Project Name</b>	I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan	<b>County</b>	Fairfax	<b>Total Cost</b>	\$57,400,000
<b>Project Limits</b>	S. of Old Dominion Drive to American Legion Bridge	<b>Municipality</b>		<b>Completion Date</b>	2025
<b>Description</b>	FROM: S. of Old Dominion Drive TO: American Legion Bridge				
		<b>Agency Project ID</b>	116754		

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
ROW	NHPP	-	\$5,000,000	-	-	-	-	\$5,000,000	\$5,000,000	
	<i>Total ROW</i>	-	\$5,000,000	-	-	-	-	\$5,000,000	\$5,000,000	
CON	CONCESSION	-	\$6,387,000	-	-	-	-	\$6,387,000	\$6,387,000	
CON	NHPP	-	\$16,567,712	-	-	-	-	\$16,567,712	\$16,567,712	
CON	AC* NHPP	-	\$16,306,208	-	-	-	-	\$16,306,208	\$16,306,208	
CON	ACCP* NHPP	-	-	\$9,858,651	-	-	-	-	-	
CON	DC/STATE	\$13,139,080	-	-	-	-	-	-	\$13,139,080	
	<i>Total CON</i>	\$13,139,080	\$39,260,920	-	-	-	-	\$39,260,920	\$52,400,000	
	<i>Total Programmed</i>	\$13,139,080	\$44,260,920	-	-	-	-	\$44,260,920	\$57,400,000	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-11.3 Amendment 2023-2026	02/15/20203	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$52,400,000 to \$57,400,000  
 \* ACCP is not part of the Total

\* Advance Construction (AC) is a funding mechanism wherein transportation agencies use state or local funds to pay for projects up front and request reimbursement using federal funds at a later time.

\*\*\* Advance Construction Conversion/Payback is the programming of federal funds in a later fiscal year with with the agency will reimburse itself for earlier state or local expenditures. ACCP is not included in the calculation of the Total Cost, but is provided for the purposes of determining financial constraint.

ATTACHMENT B

Amendment Summary Report for TIP Action 23-11.3 FY 2023-2026 Transportation Improvement Program Requested by the Virginia Department of Transportation Approved by the TPB Steering Committee on Feb. 3, 2023							
TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11576	I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan	\$52,400,000	\$57,400,000	\$5,000,000	10	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): CONCESSION ► Add funds in FFY 23 in CON for \$6,387,000 DC/STATE - Decrease funds in FFY 22 in CON from \$52,400,000 to \$13,139,080 NHP ► Add funds in FFY 23 in ROW for \$5,000,000 CON for \$32,873,920 ► Add funds in FFY 24 in CON for \$9,858,651 Total project cost increased from \$52,400,000 to \$57,400,000





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

January 19, 2023

The Honorable Reuben Collins  
Chair, National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4201

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendment:  
I-495 NEXT Phase 1 – VDOT Oversight & TMP (TIP ID T11576 / UPC #116754)

Dear Chair Collins:

The Virginia Department of Transportation (VDOT) requests the following project amendment be added to the FY 2023-2026 Transportation Improvement Program (TIP).

**Project Request for TIP Amendment**

I-495 NEXT Phase 1 – VDOT Oversight & TMP (TIP ID T11576 / UPC #116754)

This is a VDOT Oversight of Concessionaire Transurban's construction project of a three mile extension of two express lanes in each direction to the vicinity of the American Legion Bridge and includes TMP. The proposed amendment will:

- Add \$5,000,000 (NHPP) FFY23 for RW Phase
- Add \$12,958,572 (NHPP) FFY23 for CN Phase
- Add \$3,609,140 (NHPP) FFY23 for CN Phase
- Add \$16,306,208 (AC-NHPP) FFY23 for CN Phase
- Add \$6,387,000 (Other: Funds-Concession Funds) FFY23 for CN Phase
- Add \$9,858,651 (ACC-NHPP) FFY24 for CN Phase

VDOT requests approval of this TIP Amendment by the Transportation Planning Board’s Steering Committee at its meeting on February 3, 2023. VDOT’s representative will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

John D. Lynch, P.E.  
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Amir Shahpar, P.E., VDOT-NoVA



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** February 9, 2023

---

The attached letters were sent/received since the last TPB meeting.



National Capital Region  
**Transportation Planning Board**

January 18, 2023

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: RAISE Program Grant Application by Loudoun County for the W&OD Trail Overpass Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Loudoun County, Virginia for a FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to construct an overpass for bicyclist and pedestrians on the Washington and Old Dominion (W&OD) Trail.

The W&OD Trail is a 45-mile-long regional trail in Northern Virginia that starts in Arlington County and ends in the Town of Purcellville, Loudoun County, following the alignment of a former railroad. The trail is used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting, and recreational purposes. In response to safety concerns, the W&OD trail crossing at Sterling Boulevard was identified through a prioritization process as the number one priority for trail safety in the County with 222 potential conflicts. Daily volumes on the trail are about 820 on weekdays and over 2,000 users on weekends, with crossing vehicular traffic of about 27,000 vehicles a day. The requested RAISE grant funding will be used to build a grade-separated pedestrian and cyclist overpass above Sterling Boulevard.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range metropolitan transportation plan, Visualize 2045. The W&OD Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region.

The TPB requests your favorable consideration of this request by Loudoun County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the project would be added to the region's transportation improvement program (TIP).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Reuben Collins', with a large flourish extending to the right.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Nancy Boyd, Director, Loudoun County Department of Transportation and Capital Infrastructure



**National Capital Region  
Transportation Planning Board**

January 18, 2023

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: FY 2023 RAISE Program Grant Application by Arlington County, Virginia for the Arlington Memorial Trail Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Arlington County, Virginia for a FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Arlington Memorial Trail Project.

The Memorial Trail project will construct a ten-foot wide pedestrian and bicycle trail on the west side of Virginia Route 110, outside the boundary wall of Arlington National Cemetery, connecting Memorial Avenue with Columbia Pike. The project will complete a missing link of the National Capital Regional Trail Network and provide a “crosstown” bicycle and pedestrian connection between all three of Arlington’s major radial development corridors: Rosslyn-Ballston, Richmond Highway (US 1), and Columbia Pike. The Memorial Trail will also provide a safe, direct connection between Arlington and the District of Columbia via the Memorial Bridge and to the Arlington Cemetery Metrorail transit station.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region’s long-range metropolitan transportation plan, Visualize 2045. The Arlington Memorial Trail is part of the TPB’s adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region.

The TPB requests your favorable consideration of this request by Arlington County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region’s transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Reuben Collins', written over a blue circular stamp or seal.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Hui Wang, Deputy Director of Transportation and Development Services, Arlington County Department of Environmental Services



National Capital Region  
**Transportation Planning Board**

January 25, 2023

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: FY 2023 RAISE Program Grant Application by the District of Columbia for the Wheeler Road Safety Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to fund the implementation of the Wheeler Road Safety Project.

The Wheeler Road Safety Project aims to improve pedestrian, transit rider, and bicyclist safety along Wheeler Road, SE from Alabama Ave SE to Southern Ave SE. Building on previous traffic calming and pedestrian safety improvements, the project will install similar safety improvements for the entire corridor including roadway improvements, streetscape enhancements, sidewalk widening/shared use path, street lighting analysis including pedestrian level lighting, traffic signal upgrades, improving school pick-up and drop-off, bus priority evaluation, bus stop location and shelter evaluation, green infrastructure feasibility, drainage upgrades, and landscaping enhancements.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety improvements and targeted transportation investments that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the District of Columbia. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RC', with a long horizontal flourish extending to the right.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region  
**Transportation Planning Board**

January 25, 2023

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: FY 2023 RAISE Program Grant Application by the District of Columbia for the East Capitol Street Mobility and Safety Improvements Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to fund the implementation of the East Capitol Street Mobility and Safety Improvements Project.

The East Capitol Street Safety and Mobility Project will upgrade intersections and streets to improve safety and access for all users of East Capitol Street. Elements of the project include reconstructing three major road intersections and access to a community recreation center to improve safety; building over four miles of designated bike lanes; adding transit floating bus stops offset from the curb; and adding high-visibility crosswalks, HAWK (High-Intensity Activated crosswalk) beacons, and curb extensions to enhance pedestrian visibility and safety, along with enhanced traffic signal timing.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety improvements and targeted transportation investments that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the District of Columbia. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RC', with a long horizontal flourish underneath.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region  
**Transportation Planning Board**

February 6, 2023

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: FY 2023 RAISE Program Grant Application by Montgomery County, Maryland for the Capital Crescent Trail Passageway at Wisconsin Avenue Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Capital Crescent Passageway at Wisconsin Avenue Project.

The project would construct a grade-separated pedestrian and bicycle path under Wisconsin Avenue (MD 355) to complete a key link in the Capital Crescent Trail as well as provide a critical transit station access path. The passageway will provide access to the Bethesda Metrorail Red Line station and Purple Line light rail station (now under construction). The tunnel will improve safety and access to transit for thousands of daily pedestrians, bicyclists, and other non-motorized travelers.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The Capital Crescent Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. The provision of access to the two rail transit stations would also support another Aspirational Initiative: improve walk and bike access to transit. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by Montgomery County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RC', with a long horizontal flourish extending to the right.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation



National Capital Region  
**Transportation Planning Board**

February 6, 2023

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: FY 2023 RAISE Program Grant Application by the Maryland Department of Transportation for the MD 210 Shared Use Path Connectivity Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland Department of Transportation (MDOT) for a FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to fund the MD 210 Shared Use Path Connectivity Project.

The project will provide a separated shared use path to fill a critical gap in regional trail infrastructure, enabling seamless connectivity between two major trail systems. It will add dedicated bike and pedestrian facilities, fully separated from moving traffic, which will increase safety and enhance the user experience. The project will provide a safe and useful route for visitors and residents of Prince George's County and encourage active transportation choices for users of the MD 210 corridor. The project aligns with Prince George's County Vision Zero commitment to eliminate traffic fatalities.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The MD 210 Shared Use Path will complement and help connect portions of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported safety improvements and investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by MDOT. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Earl Lewis, Deputy Secretary, Maryland Department of Transportation





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** February 9, 2023

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The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



**MEMORANDUM**

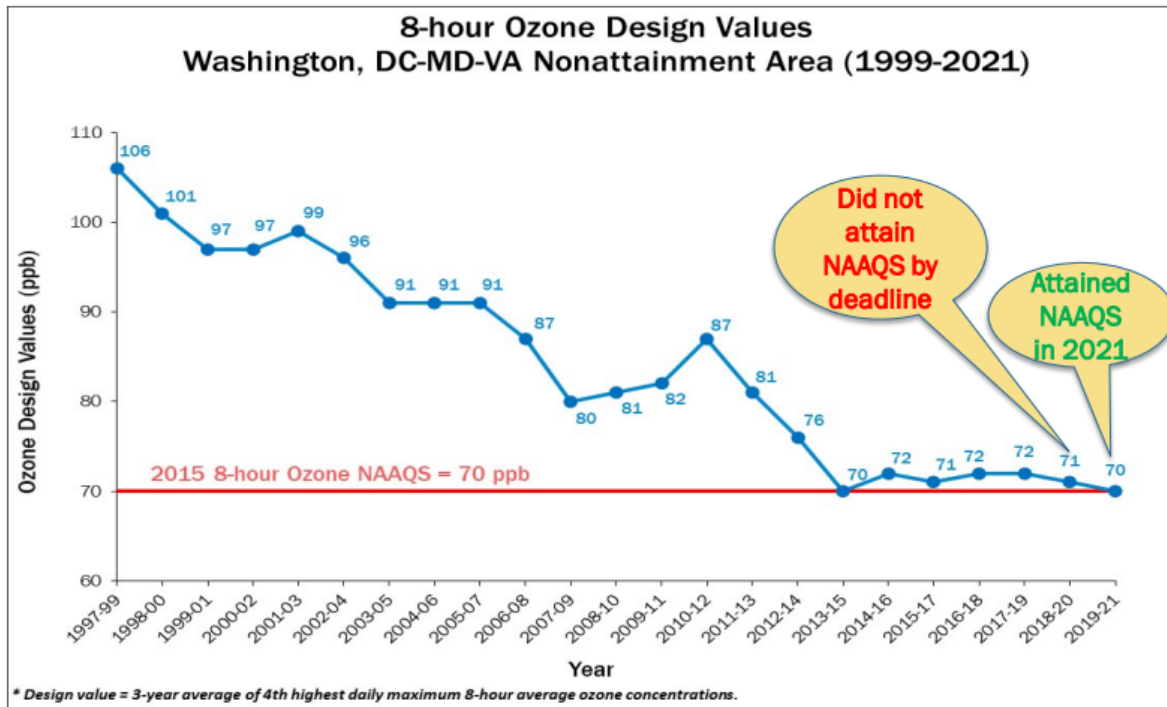
**TO:** National Capital Region Transportation Planning Board  
**FROM:** Jane Posey, TPB Transportation Engineer  
**SUBJECT:** 2015 Ozone National Ambient Air Quality Standards Clean Data Determination  
**DATE:** February 9, 2023

The U.S. Environmental Protection Agency (EPA) has just certified that the region’s air quality meets the current 2015 National Ambient Air Quality Standard (NAAQS or Standard) for ozone.

**BACKGROUND**

On October 1, 2015, the EPA strengthened the NAAQS for ground-level ozone to 70 parts per billion (ppb). Effective August 3, 2018, the EPA designated the Metropolitan Washington, D.C., (DC-MD-VA) region as being in “marginal” non-attainment for the 2015 Ozone Standard. Marginal non-attainment areas had three years from the date of designation to achieve the 2015 Ozone Standard. Accordingly, the DC-MD-VA area had an attainment year of 2021 (i.e., three years following the August 3, 2018 designation). Because the August 2021 attainment date falls in the middle of the region’s ozone season (March 1<sup>st</sup> - October 31<sup>st</sup>), the region had to achieve the standard by the end of the 2020 ozone season. The region did not achieve the 2015 Ozone Standard by the deadline, but it did achieve the 2015 Ozone Standard by the end of the 2021 ozone season, as noted in Figure 1.

Figure 1: Observed/Monitored Ozone Levels in the Washington, DC-MD-VA Nonattainment Area



## CLEAN DATA DETERMINATION

For a nonattainment area to be officially redesignated as being in attainment of a federal air quality standard, there are several steps that must be followed. The first of these is to have the EPA certify that the area's observed/monitored data shows that the pollutant levels meet the standard. The state air agencies for the District of Columbia, Maryland, and Virginia submitted the ozone monitor data and on February 1, 2023, the EPA published a proposed clean data determination,<sup>1</sup> certifying that the region has achieved the 2015 Ozone NAAQS. This means that the region will proceed with a "redesignation request," which is the next step, requesting that the region be officially designated as being in attainment of the 2015 Ozone NAAQS, and will develop a maintenance state implementation plan (SIP), showing how the region will continue to be in attainment of the standard into the future. TPB staff will work with the Metropolitan Washington Air Quality Committee's Technical Advisory Committee (MWAQC-TAC) to develop the redesignation request and maintenance plan over the next couple of years.

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<sup>1</sup> "Clean Data Determination; District of Columbia, Maryland, and Virginia; Washington, DC-MD-VA Nonattainment Area for the 2015 Ozone National Ambient Air Quality Standard Clean Data Determination," 88 Fed. Reg., pp. 6688-6691 (U.S. Environmental Protection Agency, February 1, 2023), <https://www.govinfo.gov/content/pkg/FR-2023-02-01/pdf/2023-01973.pdf>.



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
 Janie Nham, TPB Transportation Planner  
**SUBJECT:** Federal Grants - Safe Streets and Roads for All (SS4A) Awards  
**DATE:** February 9, 2023

On February 1, 2023, U.S. Transportation Secretary Pete Buttigieg announced \$800 million in grant awards for 510 communities through the first round of funding for the Safe Streets and Roads for All (SS4A) grant program. In this first round of the SS4A program, USDOT is awarding 473 action plan grants and 37 grants for implementation projects.

“Action plan grants assist communities that do not currently have a roadway safety plan in place to reduce roadway fatalities, laying the groundwork for a comprehensive set of actions. Implementation grants provide funding for communities to implement strategies and projects that will reduce or eliminate transportation-related fatalities and serious injuries.”

Awards announced for our region include the following:

**Action Plan Grants**

Lead Applicant	Project Title	Type of Plan	Funding
City of Frederick	Frederick Vision Zero: Comprehensive Safety Action Plan	Action Plan	\$200,000
Frederick County	Strengthening the Foundation for Safe Streets for All in Frederick County	Supplemental Action Plan	\$764,000
City of Alexandria	City of Alexandria High-Crash Intersection Audit & Design	Supplemental Action Plan	\$800,000
Loudoun County	Loudoun County Safe Streets and Roads for All Action Plan	Action Plan	\$464,000
Prince William County	Prince William County Comprehensive Safety Action Plan	Action Plan	\$992,000

**Implementation Grants**

Safe and Equitable Access to Montgomery Parks  
 Maryland-National Capital Park and Planning Commission  
 SS4A Award: \$7,500,000

Improvements along the Prince George’s County, Maryland, High-Injury Network  
 Prince George's County, Maryland  
 SS4A Award: \$21,253,985

## Program Overview and Additional Information

The Bipartisan Infrastructure Law (BIL) established the SS4A grant program to fund regional, local, and Tribal safety initiatives that prevent roadway fatalities and serious injuries. The program provides grants for the development of safety Action Plans or the implementation of strategies or projects. The BIL appropriated \$5 billion in discretionary funding to the program over the next five years, with \$1 billion allocated to the first year of the program (fiscal year 2022). SS4A aligns with the USDOT's National Roadway Safety Strategy, which recognizes zero roadway fatalities as a national long-term safety goal.

The following are links to the USDOT announcements and grant award fact sheets:

<https://www.transportation.gov/briefing-room/biden-harris-administration-announces-historic-800-million-more-500-projects-improve>

<https://www.transportation.gov/grants/ss4a/2022-awards>

<https://www.transportation.gov/sites/dot.gov/files/2023-02/SS4A-2022-Implementation-Grant-Award-Fact-Sheets.pdf>



## Application Period Now Open for TLC and Roadway Safety Programs

The TPB is now accepting applications for two technical assistance programs for local governments—the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP). For the next round of funding—for FY 2024—applicants will have the opportunity to fill out one joint application for both programs.

The deadline for applications is March 3, 2023. The deadline for submitting abstracts for proposed projects, which is an optional step, is January 24, 2023.

For more information, and to submit an online application, go to:

- TLC: [www.mwcog.org/tlc](http://www.mwcog.org/tlc)
- RRSP: [www.mwcog.org/rrsp](http://www.mwcog.org/rrsp)

### Solicitation Schedule for FY 2024

- Application period opens: January 6, 2023
- Abstracts due: January 24, 2023
- Applications due: March 3, 2023
- Panel recommendations: March-April, 2023
- TPB approves projects: April-May, 2023
- Consultant selection: June-July 2023
- Contracting process: August 2023
- Project kick-off meetings: Fall 2023

### Application Process

Any local jurisdiction in the National Capital Region that is a member of the Transportation Planning Board is eligible to apply for either or both programs. Projects are eligible to receive between \$30,000 and \$80,000 in assistance for planning projects or design projects. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2024 application period is open between January 6 and March 3, 2023. Potential applicants may also submit an optional abstract by January 24, 2023. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal.

For each program, a panel of industry experts and COG/TPB staff will review the application submissions and recommend projects to the TPB for funding. The panels' recommendations will represent a cross-section of jurisdictions throughout the region. The TPB is scheduled to approve the applications for both programs in April or May.

FY 2024 projects will begin in fall 2023 and must be completed by June 30, 2024.

## TLC Program

The Transportation Land Use Connections (TLC) Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Projects are eligible to receive \$80,000 in technical assistance for planning projects and design projects. TLC projects typically last 6-8 months.

As in past years, TLC projects may provide a range of services for community-oriented planning activities, such as:

- Small area & transit station area planning
- Bicycle and pedestrian safety & access
- Transit-oriented development studies
- Housing studies
- Economic development studies
- Roadway design guidelines & standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

The TPB encourages applications that address long-standing TPB priorities, including support for multimodal transportation options and land use enhancements in Activity Centers. This year, we are particularly interested in applications that support walking and biking improvements in high-capacity transit areas, especially Transit Access Focus Areas (TAFAs); projects to plan and design missing links in the National Capital Trail Network (NCTN); and projects that support access in Equity Emphasis Areas (EEAs).

## Regional Roadway Safety Program

The RRSP provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety in the National Capital Region. Any local jurisdiction in the region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Similar to the TLC Program, all projects are eligible to receive \$80,000 in technical assistance, regardless of whether they are planning or design projects. RRSP projects typically last 6-8 months.

Proposed projects may provide a range of services to support roadway safety efforts, including.

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits

- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program
- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

The TPB encourages applications that address five TPB priorities: safety improvements for Equity Emphasis Areas (EEAs), improvements to road user behavior, identifying and designing safety countermeasures, understanding safety data, and cross-jurisdictional collaboration.

## Changes This Year

This year, the application process for both programs features several enhancements:

- Planning projects are now eligible to receive up to \$80,000 in technical assistance—an increase of \$20,000 from previous years.
- The application timelines for both programs will be synchronized to simplify the application process for interested member jurisdictions.
- Applicants have the opportunity to submit one joint application for both programs.

The TPB is anticipated to approve slates of recommended projects for both programs in April or May 2023. The projects will get underway in fall 2023.

## About the TPB

The TPB is the federally designated metropolitan planning organization for the metropolitan Washington region. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. The TPB is staffed by the Metropolitan Washington Council of Governments (COG).

## Questions?

For more information, contact John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org)) regarding the TLC program and Janie Nham ([jnham@mwkog.org](mailto:jnham@mwkog.org)) regarding the RRSP. Or visit our website at [www.mwkog.org](http://www.mwkog.org).





**ITEM 7 – Action**  
February 15, 2023

Visualize 2050: Technical Inputs Solicitation Approval  
and Plan Development Kickoff

**Action:** Approve the TPB’s Technical Inputs Solicitation document.

**Background:** TPB is updating its long-range transportation plan and the first step of the update is to define the process and schedule for including projects, programs, and policies in the air quality conformity analysis. The Technical Inputs Solicitation (TIS) document defines the process and schedule and TPB will be asked to approve the TIS to kick off the plan and TIP development. After the TIS is approved, to inform the Visualize 2050 Constrained Element, staff will provide a list of current plan projects that identifies which projects are currently active and underway, and which projects are in a developmental stage where the TPB goals and priorities can be used to influence the scope of such projects.

**Attachments:**

- **Draft Technical Inputs Solicitation Document for Approval**
- **Memo – Visualize 2045 Project List Memo**



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Visualize 2045 Project Lists – Zero-Based Budgeting Approach for Air Quality Conformity Inputs for Visualize 2050  
**DATE:** February 9, 2023

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The National Capital Region Transportation Planning Board (TPB) is updating its long-range transportation plan, which will be called Visualize 2050. For the plan's Constrained Element, TPB is asking all member agencies to re-examine and re-submit projects from the current plan (Visualize 2045) project list based on TPB's policy priorities and the findings of the TPB's scenario studies.

The plan update's current focus is on developing the plan's Constrained Element which contains all the projects that must be included in the regional air quality conformity analysis. To initiate this process, TPB and agency staff have examined the current Visualize 2045 Constrained Element project list and following direction from TPB's resolution R19-2021, have organized the projects into two groups (see attached project lists). The two groups to be used to update the projects for Visualize 2050 include: (1) projects that are either under construction OR have received local, state, federal or private funding (funded/committed projects) and (2) projects that are planned and not under construction or with funding committed (developmental projects).

All listed projects are in the currently approved Visualize 2045 plan and are to be re-examined by the TPB member agencies as they decide what projects to submit for Visualize 2050. The TPB intends to retain the projects from the funded/committed project list in the Visualize 2050 plan. The TPB will approve the new Visualize 2050 project list in fall 2023.

### ***What projects qualify for which list?***

**Funded/Committed (green list)** projects are projects that are active, under construction, or have dedicated funding in the near future, and they are intended to be retained in the Visualize 2050 project list. The TPB recognizes the limited opportunities to make changes to projects that are under construction. The TPB, however, urges its member agencies to re-examine these projects and consider changes, where appropriate, that would better advance the TPB's policy priorities and goals.

**Developmental (orange list)** projects are projects that are not yet under construction, and do not have short term dedicated funding. The TPB expects its member agencies to re-examine these projects and resubmit them with changes as needed to better advance the TPB's policy priorities and goals for inclusion in Visualize 2050. Comments on these projects can help provide feedback on projects that are in a developmental stage where the TPB goals and priorities can be used to influence the scope of such projects.

### ***How were these lists developed?***

TPB staff and member agency staff reviewed 267 Visualize 2045 project records from Project InfoTrack, the TPB's project database and identified those projects that are under construction or had dedicated, short term funding. It must be noted that often a single project listed in the TPB constrained element has multiple segments due to phasing plans for project implementation/construction. Working with the member agency staff, these multiple segments of the same project have been combined and listed as a single project. Those using the project lists will still be able to view the detailed project information associated with each project segment via the links included in the files. Projects that are under construction or had dedicated, short term funding were added to the green list. All others were added to the orange list.

### ***What happens next with these lists?***

Member agencies will use these lists as they start internal discussions on what projects they will submit for inclusion in the update.

TPB staff will set up one facilitation meeting for each state in March/April. These facilitated sessions will provide an opportunity for agency staff to hear about the priorities or inputs for the update from their respective TPB members.

All public comments received by the TPB (TPB Comment page) will be shared with the transportation agency staff to inform their deliberations and decisions. A new comment form has been developed to make the process user friendly and efficient to organize the comments in a manner that helps the agencies.

**Once project inclusion decisions have been made by agencies, all project data and information, regardless of which list a project came from, must be re-entered into the database by June 30, 2023.**

## **BACKGROUND**

The TPB approved its current plan and TIP on June 15, 2022. The federal agencies approved the conformity determination for the plan and TIP on August 25, 2022. The plan and TIP approved in 2022 were based on project submissions that were approved by the TPB in Resolution R19-2021 in June 2021 for inclusion in the plan and TIP analysis. As part of Resolution R19-2021, the TPB further directed its staff to initiate an update to the 2022 plan with a target completion date of 2024 and said that the updated Plan "will be based on the concept of 'zero-based budgeting' where all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan."

### **"ZERO-BASED BUDGETING APPROACH"**

From the January Visualize 2050 FAQ:

- TPB Resolution, R19-2022, which called for a "zero-based budgeting" approach to update projects, also stated that "that projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such (re-examination) requirement."

- Projects in the plan are in various stages of project development. Those that are currently funded and/or under construction are carried in the plan until they are completed and are far enough along where the likelihood of change is small. There are also projects for which funding is reasonably expected to be available, yet no funding has been committed or spent. A zero-based budgeting approach will help focus efforts on projects that are in a developmental stage where the TPB goals and priorities can be used to influence the scope of such projects, including dropping them from further consideration if they do not meet TPB goals and objectives.
- Consistent with TPB Resolution R19-2021, step one of the zero-based budgeting approach is to determine which projects are under construction or currently funded and those that are not. The TPB intends to retain projects under construction OR that have funding in the updated plan and as such would be exempt from resubmission for consideration for inclusion in the plan. The TPB, however, urges its member agencies re-examine these projects and consider changes to the project where appropriate.
- Projects that are unfunded are not exempt and require re-examination and re-submission. Member agencies will be asked to re-examine the need, scope, and plans to implement the remaining projects that are not under construction and have no funds expended and to propose changes as appropriate.
- The intent of this approach is to develop a list of projects for implementation by the member agencies that would better advance the TPB's regional goals and policy priorities, and that would better reflect the findings from various scenario studies conducted by the TPB. Factors, including the changing prospects for travel in the future as a result of the pandemic-related disruptions and the urgency to address the impacts of climate change by reducing on-road greenhouse gas emissions, should be considered as part of this re-examination.

## NEXT STEPS

Technical Committee and TPB members should use the project lists to start discussions on the projects that will be submitted for inclusion into Visualize 2050. Stay tuned for facilitated listening sessions to be scheduled in March/April. TPB staff will also collect public comment on individual projects from the Visualize 2045 project list and distribute feedback received to member agencies. Project inputs with all updated project information must be completed and entered into the database by June 30, 2023.

Information will be available on the new Visualize 2050 website, [visualize2050.org](https://visualize2050.org), which will be under construction until the TPB approves the TIS which officially begins the plan update (February 15, 2023).

## ATTACHMENTS

- District of Columbia Green List
- Maryland Green List
- Maryland Orange List
- Virginia Green List
- Virginia Orange List

## Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - District of Columbia

This is a list of Visualize 2045 projects that are intended to be included into the fiscally-constrained Visualize 2050 project list. These projects are active, are funded, and/or are under construction.

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\*\*Note: These projects will still need to be re-entered into Project InfoTrak to reflect the most current updated project information and cost. Agencies may opt to remove or change these projects at their discretion.

Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	Project ID
<b>District Department of Transportation</b>						
1	Benning Rd Bridges and Transportation Improvements	Benning Rd NE	Oklahoma Ave NE	East Capitol St NE	Transit - Streetcar/ Light Rail	<a href="#">T5754</a>
2	C Street NE Implementation	C St NE/North Carolina Ave NE	Oklahoma Avenue	14th Street NE	Road - Other Improvement	<a href="#">CE3077</a>
3	District-wide Bicycle and Pedestrian Management Program		Bicycle racks, lanes and bicycle signs		Bike/Ped	<a href="#">CE1171</a>
4	East Capitol Street Corridor Mobility & Safety Plan	East Capitol Street	40th Street NE	Southern Ave NE	Bike/Ped	<a href="#">T6315</a>
5	Florida Ave NE Streetscape	Florida Ave NE	2nd Street	West Virginia Ave	Road -Recons/ Rehab/Maintenance	<a href="#">T6195</a>
6	Garvee Bond Debt Service - South Capitol St	Suitland Parkway	at Martin Luther King Jr. Ave		Debt Service	<a href="#">T6038</a>
7	Pennsylvania Avenue NW Protected Bicycle Lanes	Pennsylvania Avenue NW	17th Street	29th Street	Road - Other Improvement	<a href="#">CE3447</a>
8	Pennsylvania Avenue SE	Pennsylvania Avenue SE	2nd Street, Independence Avenue	Barney Circle	Bike/Ped	<a href="#">CE3654</a>
9	South Capitol Street Corridor	South Capitol Street	N St, MLK Ave, Suitland Pkwy, Memorial Bridge	Independence Ave.	Road - Add Capacity/Widening	<a href="#">T3423</a>
10	South Capitol Street Trail	South Capitol Street	Firth Sterling Ave.	Southern Ave. Maryland	Bike/Ped	<a href="#">T6114</a>
11	Union Station to Georgetown Streetcar Line		H Street NE at 3rd St. NE	Wisconsin Avenue under Whitehurst Fwy	Transit - Metrorail/Heavy Rail	<a href="#">CE3081</a>

## Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - Maryland

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Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
<b>Maryland Department of Transportation - State Highway Administration</b>							
1	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	US Bridge over Potomac	Charles County, MD	King George County, VA	Bridge - Replace + Add Capacity	Charles	<a href="#">T5527</a>
2	I-95/I-495 at Greenbelt Metro Station Interchange Construction	I 95 at Greenbelt Metro Station			Road - Interchange improvement	Prince Georges	<a href="#">T2894</a>
3	I-270 Innovative Congestion Management	I 270	I 495	I 70	Road - Add Capacity/Widening	Frederick, Montgomery	<a href="#">T6444</a>
4	MD 3 Corridor Study	MD 3	I 595	Prince George's/Anne Arundel County line	Road - Add Capacity/Widening	Prince Georges	<a href="#">T6394</a>
5	MD 4 Corridor (Prince Georges)	MD 4	Multiple Segments	Multiple Segments	Roadway Improvements	Prince Georges	<a href="#">T3547</a> <a href="#">CE1194</a>
6	MD 4 Corridor (Calvert)	MD 4	Multiple Segments	Multiple Segments	Roadway and Bridge Improvements	Calvert	<a href="#">CE1200</a> <a href="#">CE2246</a>
7	MD 5 Corridor Study	MD 5	US 301	I 95	Road - Add Capacity/Widening	Prince Georges	<a href="#">T3469</a>
8	MD 5 at Linda Lane Intersection Improvements	MD 5 at Linda Lane			Road - Intersection improvement	Prince Georges	<a href="#">T6395</a>
9	MD 28/MD 198 Corridor Study	MD 28 Norbeck Road and MD 198	MD 97	I 95	Road - Add Capacity/Widening	Montgomery, Prince Georges	<a href="#">T3476</a>
10	MD 85 Corridor	MD 85	Multiple Segments	Multiple Segments	Road - Add Capacity/Widening	Frederick	<a href="#">T6483</a> <a href="#">CE1210</a>
11	MD 97 at Brookeville Highway Construction	MD 97	Gold Mine Road	North of Brookeville	Road - New Construction	Montgomery	<a href="#">T3106</a>
12	MD 97 at MD 28 Interchange	MD 97	MD 28		Road - Interchange improvement	Montgomery	<a href="#">CE1211</a>
13	MD 97 Corridor	MD 97	MD 390	MD 192	Bike/Ped	Montgomery	<a href="#">CE2618</a>
14	MD 117 Corridor	MD 117	I 270	West of Game Preserve Road	Road - Add Capacity/Widening	Montgomery	<a href="#">CE1203</a>

## Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - Maryland

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Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
15	MD 124 Corridor	MD 124	Multiple Segments	Multiple Segments	Road - Add Capacity/Widening	Montgomery	<a href="#">T3057</a> <a href="#">CE1206</a>
16	MD 197 Corridor	MD 197	Kenhill Drive	MD 450	Road - Add Capacity/Widening	Prince Georges	<a href="#">CE2253</a>
17	MD 210 Corridor Study	MD 210	I 95	MD 228	Study/Planning/Research	Prince Georges	<a href="#">T6524</a>
18	MD 223 Corridor	MD 223	MD 4	Steed Road	Road - Intersection improvement	Prince Georges	<a href="#">CE2248</a>
19	Op Lanes Maryland Phase 1	I-495/I-270/I-270 Y	Multiple Segments	Multiple Segments	Road - HOV/Managed Lanes		<a href="#">T11582</a> <a href="#">T11583</a>
20	US 1 Corridor	US 1	Multiple Segments	Multiple Segments	Road - Recons/Rehab/Maintenance	Prince Georges	<a href="#">T3108</a> <a href="#">CE1202</a>
21	US 1/MD 201 Corridor	US 1	I 95 /I 495	North of Muirkirk Road	Road - Add Capacity/Widening	Prince Georges	<a href="#">CE1204</a>
22	US 29 Corridor	US 29	Multiple Segments	Multiple Segments	Road - Interchange improvement	Montgomery	<a href="#">T6389</a> <a href="#">T3641</a> <a href="#">CE1197</a>
23	US 50 Corridor	US 50	District of Columbia line	I 95 /I 495	Road - Other Improvement	Prince Georges	<a href="#">CE3425</a>
24	US 301 Corridor	US 301	Multiple Segments	Multiple Segments	Roadway Improvements	Charles, Prince Georges	<a href="#">T2944</a> <a href="#">CE1619</a> <a href="#">CE2239</a>
<b>Maryland Department of Transportation - Maryland Transit Administration</b>							
25	Corridor Cities Transitway (CCT)		Shady Grove	Metropolitan Grove	Transit - BRT	Montgomery	<a href="#">CE1649</a>
<b>Frederick County</b>							
26	Christopher's Crossing	Christopher's Crossing	Shookstown Road	Rocky Springs Road	Road - New Construction	Frederick	<a href="#">T6615</a>
27	Shockley to Spectrum Connector	Shockley Drive/Spectrum Drive Connector	MD 85 Buckeystown Pike	Existing Spectrum Drive	Bridge - New Construction	Frederick	<a href="#">CE3038</a>
<b>Montgomery County</b>							
28	Bus Rapid Transit: US 29 - Phase 2	US 29 - Colesville Road	MD 198	Wayne Avenue	Transit - BRT	Montgomery	<a href="#">T11412</a>



## Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - Maryland

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\*\*Note: These projects will still need to be re-entered into Project InfoTrak to reflect the most current updated project information and cost. Agencies may opt to remove or change these projects at their discretion.

Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
29	Dorsey Mill Road Bridge over I-270	I 270	Century Boulevard	Milestone Center Drive	Bridge - New Construction	Montgomery	<a href="#">CE1577</a>
30	Goshen Road South	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	Study/Planning/Research	Montgomery	<a href="#">T3049</a>
31	MD 355 Bus Rapid Transit	MD 355	MD 410	Redgrave Place	Transit - BRT	Montgomery	<a href="#">T6396</a>
32	MD 650 New Hampshire Avenue BRT	New Hampshire Ave. BRT	Collesville Park and Ride	Takoma Metro Station	Transit - BRT	Montgomery	<a href="#">CE3672</a>
33	Montrose Parkway	Montrose Parkway	Multiple Segments	Multiple Segments	Road - New Construction	Montgomery	<a href="#">T3542</a> <a href="#">T3703</a>
34	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Rock Spring Drive/Old Georgetown Road	Montgomery Mall Transit Center	White Flint Metrorail Station or Grosvenor Metrorail Station	Transit - Other	Montgomery	<a href="#">CE3663</a>
35	Observation Dr Ext	Observation Drive Extended	Observation Drive near Waters Discovery Lane	Observation Drive near Stringtown Road	Road - New Construction	Montgomery	<a href="#">T7503</a>
36	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Randolph Road BRT	US 29	MD 355	Transit - BRT	Montgomery	<a href="#">CE3662</a>
37	Veirs Mill Bus Rapid Transit	Veirs Mill Road	Wheaton Metrorail Station	Rockville Metrorail Station	Transit - BRT	Montgomery	<a href="#">CE3103</a>
38	White Flint District East - Transportation	White Flint District East			Road - New Construction	Montgomery	<a href="#">T5985</a>
39	White Flint District West: Transportation & West Workaround	White Flint District West: Transportation & West Workaround			Road - New Construction	Montgomery	<a href="#">T5986</a>
<b>Prince Georges County</b>							
40	Addison Road I	Addison road	Walker Mill Road	MD 214 (Central Avenue)	Road - Add Capacity/Widening	Prince Georges	<a href="#">T6367</a>
41	Bridge Replacement - Livingston Road	Bridge Replacement - Livingston Road		Over Piscataway Creek	Bridge - Replace + Add Capacity	Prince Georges	<a href="#">T5806</a>

**Part B: Zero-Based Budgeting "Developmental/Non-exempt" Project List - Maryland**

This is a list of Visualize 2045 projects that will be reexamined for inclusion into the fiscally-constrained Visualize 2050 project list. All projects must be re-evaluated using TPB's resources identified in the Technical Inputs Solicitation document and will be resubmitted for TPB's consideration.

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Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
<b>Maryland Department of Transportation - State Highway Administration</b>							
1	I-70/US 40 Corridor	I 70 /US 40	Multiple Segments	Multiple Segments	Roadway Improvements	Frederick	<a href="#">CE2250</a> <a href="#">CE1187</a>
2	MD 180/Ballenger Creek Pike Corridor	MD 180 /Ballenger Creek Pike	Greenfield Drive	I-70 (West Junction)	Road - Other Improvement	Frederick	<a href="#">CE2261</a>
3	MD 450 Highway Reconstruction	MD 450	Stonybrook Drive	MD 3	Road - Add Capacity/Widening	Prince Georges	<a href="#">CE1207</a>
4	US 15/US 40 Corridor	US 15	Multiple Segments	Multiple Segments	Road - Other Improvement		<a href="#">CE3567</a> <a href="#">CE3566</a>
<b>Maryland Department of Transportation - Maryland Transit Administration</b>							
5	Brunswick Line		Multiple Segments	Multiple Segments	Transit - Metrorail/Heavy Rail		<a href="#">CE3783</a> <a href="#">CE3787</a>
6	Camden Line		Multiple Segments	Multiple Segments	Transit - Metrorail/Heavy Rail		<a href="#">CE3784</a> <a href="#">CE3788</a>
7	MARC Improvements				Rail - Other		<a href="#">CE3427</a>
8	MARC Run-through service to L'Enfant Plaza				Transit - Operating		<a href="#">CE3782</a>
9	MARC Run-through service to Virginia				Transit - Metrorail/Heavy Rail		<a href="#">CE3786</a>
<b>Montgomery County</b>							
10	Middlebrook Road Extended Widening	Middlebrook Road Ext.	MD 355	M Midcounty Highway	Road - Add Capacity/Widening	Montgomery	<a href="#">CE1229</a>
11	Olney Transit Center		MD 108 adjacent to or north of MD 108		Transit - Park and Ride	Montgomery	<a href="#">CE1249</a>
<b>Prince Georges County</b>							
12	Bowie Race Track Road	Bowie Race Track Road	MD 450 Annapolis Road	Old Chapel Road	Road - Add Capacity/Widening	Prince Georges	<a href="#">CE1272</a>
13	Church Road	Church Road	Woodmore Road	MD 214 Central Avenue	Road - Add Capacity/Widening	Prince Georges	<a href="#">CE1279</a>
14	Columbia Park Road	US 50 Columbia Park Road Ramps	WB ramp to Columbia Park Rd		Road - Other Improvement	Prince Georges	<a href="#">CE1313</a>
15	Livingston Road and Bridge	Livingston Road	MD 210 Indian Head Highway at Eastover	MD Indian Head Highway at Kerby Hill Road	Road - Add Capacity/Widening	Prince Georges	<a href="#">CE1291</a>
16	Oak Grove and Leeland Roads	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US Robert Crain Highway	Road - Add Capacity/Widening	Prince Georges	<a href="#">CE1297</a>
17	Presidential Parkway	Presidential Parkway	Suitland Parkway	Melwood Road	Road - New Construction	Prince Georges	<a href="#">CE1324</a>
18	Ritchie-Marlboro Road	Ritchie Marlboro Road	White House Road	Old Marlboro Pike	Road - Other Improvement	Prince Georges	<a href="#">CE2623</a>
19	Sunnyside Avenue	Sunnyside Avenue	US 1 Baltimore Avenue	MD Kenliworth Avenue	Road - Add Capacity/Widening	Prince Georges	<a href="#">CE1309</a>
20	Woodyard Road	MD 223 Woodyard Road	Rosaryville Road	Dower House Road	Road - Other Improvement	Prince Georges	<a href="#">CE1294</a>

## Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - Virginia

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Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
<b>Virginia Department of Transportation</b>							
1	Alexandria 4th Track	Alexandria 4th Track Project	Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Parkway	Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road	Transit - Metrorail/Heavy Rail	City of Alexandria	<a href="#">T6673</a>
2	Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance	Potomac Yard Metro Station	Entrance @ E. Glebe Rd/ Potomac Ave.		Transit - Passenger Facilities	City of Alexandria	<a href="#">T6671</a>
3	Annapolis Way Extension	Annapolis Way	Route 123 Commuter Lot Entrance	Current termini west of Marina Way	Road - New Construction	Prince William	<a href="#">CE3753</a>
4	Arcola Boulevard Improvements	VA 606 Arcola Boulevard	Multiple Segments	Multiple Segments	Roadway Improvements	Loudoun	<a href="#">CE3308</a> <a href="#">CE3307</a> <a href="#">CE3306</a>
5	Arkendale to Powells Creek Third Track Project and Potomac Shores Station	Third Track	CFP 72 Arkendale, Stafford County VA	CFP 83.4 Powell's Creek, Prince William VA	Rail - Other	Prince William, Stafford	<a href="#">CE2831</a>
6	Battlefield Parkway/Route 15 Bypass Interchange	US 15 Bypass	Battlefield Parkway		Road - Interchange improvement	Loudoun	<a href="#">CE3523</a>
7	Belmont Ridge Road Reconstruct	VA 659 Belmont Ridge Road Relocated	Prince William County Line	VA 7	Road - Other Improvement	Loudoun	<a href="#">CE1897</a>
8	Boone Blvd Extension	Boone Boulevard	VA 123 Chain Bridge Road	Ashgrove Lane	Road - Other Improvement	Fairfax	<a href="#">CE3150</a>
9	Braddock Rd Improvements	Braddock Road	Multiple Segments	Multiple Segments	Roadway Improvements	Loudoun	<a href="#">CE3606</a> <a href="#">CE3604</a> <a href="#">CE3605</a> <a href="#">CE3731</a> <a href="#">CE3732</a>
10	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	VA 620 Braddock Rd	VA 7100 Fairfax County Parkway	VA Ox Road	Road - Other Improvement	Fairfax	<a href="#">CE2158</a>
11	Braddock Rd Improvements (I-495 to Burke Lake Road)	VA 620 Braddock Road	I 495 I-495	VA Burke Lake Road	Study/Planning/Research		<a href="#">CE1857</a>
12	Croscon Lane widening	VA 645 Croscon Lane	VA 901 Claiborne Parkway	VA 772 Old Ryan Road	Road - Other Improvement	Loudoun	<a href="#">CE3607</a>
13	Crosstrail Boulevard, Segment C	Crosstrail Boulevard	Sycolin Road	Dulles Greenway	Road - New Construction	Loudoun	<a href="#">CE3735</a>
14	Dale City Parkway Node New Through Boulevard	Thorough Boulevard	Minnieville Road (640)	Elm Farm Road (892)	Road - New Construction	Prince William	<a href="#">CE3755</a>
15	DASH Service Expansion	Throughout Alexandria			Transit - Other	City of Alexandria	<a href="#">CE2933</a>
16	Devlin Road Widening	VA 621 Devlin Road	VA 619 Linton Hall Road	Wellington Road	Road - Add Capacity/Widening	Prince William	<a href="#">CE3693</a>

## Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - Virginia

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Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
17	Duke Street BRT Design & Construction	Duke Street BRT	King Street Metro Station	Landmark	Transit - BRT	Fairfax	<a href="#">CE2932</a>
18	Dulles West Boulevard	Dulles West Blvd.	Multiple Segments	Multiple Segments	Roadway Improvements	Loudoun	<a href="#">T6602</a> <a href="#">CE3313</a> <a href="#">CE3314</a>
19	Eisenhower Valley Access and Circulation Improvements	Eisenhower Valley Access and Circulation Improvements	Mill Road	Holland Lane	Road - Add Capacity/Widening	City of Alexandria	<a href="#">CE1783</a>
20	Evergreen Mills Road Improvements	Evergreen Mills Road	Multiple Segments	Multiple Segments	Road - Other Improvement	Loudoun	<a href="#">CE3311</a> <a href="#">CE3312</a>
21	Fairfax County Parkway Improvements	VA 286 Fairfax County Parkway	VA 123 Ox Road	VA Dulles Toll Road	Road - Add Capacity/Widening	Fairfax	<a href="#">CE2106</a>
22	Farmwell Road Intersection Improvements	VA 640 Farmwell Road	Smith Switch Road	VA 641 Ashburn Road	Road - Add Capacity/Widening	Loudoun	<a href="#">T6664</a>
23	Franconia to Occoquan 3rd Track Project	CSX Richmond, Fredericksburg and Potomac (RF&P) Subdivision	1 mi. N. Franconia-Springfield VRE Station (CFP 98.8)	Approximately 400' N. of Furnace Rd, just N. of the Occoquan River (CFP (90.08)	Transit - Metrorail/Heavy Rail		<a href="#">T6706</a>
24	Franconia-Springfield Parkway (and SOV)	VA 289 Franconia-Springfield Parkway	VA 7100 Fairfax County Parkway	VA 2677 Frontier Drive	Road - Other Improvement	Fairfax	<a href="#">CE1833</a>
25	Frontier Drive Extension	VA 2677 Frontier Drive	Franconia -Springfield Transportation Center	VA 789 Loisdale Road	Bridge - Rehab + Add Capacity	Fairfax	<a href="#">CE3460</a>
26	Grant Avenue Road Diet	VA 234 Grant Avenue	Lee AVenue	Wellington Road	Road - Other Improvement	City of Manassas	<a href="#">CE3375</a>
27	Greensboro Drive Extension	VA Greensboro Drive	VA Spring Hill Road	VA Tyco Road	Road - Other Improvement	Fairfax	<a href="#">CE3155</a>
28	Herndon Metrorail Intermodal Access Improvements	VA Herndon Parkway	VA 666 Van Buren Street (East of)	VA Spring Street (West of )	Road - Other Improvement		<a href="#">CE3166</a>
29	Herndon Metrorail Intermodal Access Improvements - Phase II	Worldgate Drive Extension	Van Buren Street	Herndon Parkway		Fairfax	<a href="#">CE3759</a>
30	I-66 Improvements	I 66	Multiple Segments	Multiple Segments	Roadway Improvements	Prince William	<a href="#">CE3448</a> <a href="#">CE1956</a>
31	I-95 Express Lane Extension to Fredericksburg	I 95	Russell Road (exit 148)	0.25 miles south of Exit 148	Road - Other Improvement	Prince William	<a href="#">CE3556</a>
32	I-95 Reversible Ramp (EPG Southern Loop Road)	I 95 I-95 Reversible Ramp	EPG Southern Loop Road	I HOV/BUS/HOT Lanes	Road - Other Improvement	Fairfax	<a href="#">CE2668</a>

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Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
33	I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.	I-95 Reversible Ramp	Express Lanes @ Opitz Blvd.	Dale Blvd	Road - HOV/Managed Lanes		<a href="#">T11510</a>
34	I-95 SB Auxiliary Lane, between Route 123, Exit 160 and Route 294, Exit 158	I 95	Rt 123	Rt 294	Road - Other Improvement		<a href="#">CE3667</a>
35	I-495 Improvements	I 495	Multiple Segments	Multiple Segments	Road - Other Improvement	Fairfax	<a href="#">CE3186</a> <a href="#">CE3272</a> <a href="#">CE2069</a> <a href="#">CE3208</a>
36	Richmond Hwy /Fuller Heights Improvements	VA 619 Fuller Road/Joplin Road	I-95 Ramp	Fuller Heights Rd	Road - Other Improvement	Prince William	<a href="#">CE3187</a>
37	King and Beaugard Intersection Improvements, Phases 1 and 2	VA 7 King/Beaugard Intersection Improvements	0.05 mi N of Beaugard St	0.19 mi S of Beaugard St.	Road - Other Improvement	City of Alexandria	<a href="#">CE3174</a>
38	Landmark Transit Center	Landmark Transit Center	Van Dorn St.	DUke Street	Transit - Other	City of Alexandria	<a href="#">CE3071</a>
39	Lee Highway Widening	US 29 Lee Highway	Multiple Segments	Multiple Segments	Roadway Improvements	Fairfax	<a href="#">T6604</a> <a href="#">CE3474</a>
40	Liberia Avenue widening	Liberia Avenue	VA 28	Richmond Avenue	Road - Other Improvement	City of Manassas	<a href="#">CE2876</a>
41	Long Bridge VA - DC	Long Bridge	Control Point LE Interlocking in Washington D.C.	Control Point RO in Arlington, VA	Transit - Other	Arlington	<a href="#">T6727</a>
42	Loudoun County Parkway	VA 607 Loudoun County Pkwy	VA 620 Braddock Road @ VA 613	VA Harry Byrd Highway	Road - Other Improvement	Loudoun	<a href="#">CE1878</a>
43	Loudoun County Parkway Widening (Shellhorn Road to Ryan Road)	Loudoun County Parkway	Shellhorn Road	Ryan Road	Road - Add Capacity/Widening	Loudoun	<a href="#">CE3736</a>
44	Loudoun County Parkway Interchange at US 50	VA 607 Loudoun County Parkway	US 50	Route 606	Road - Other Improvement	Loudoun	<a href="#">CE3315</a>
45	Loudoun: Evergreen Mills Road Realignment	VA 621 Evergreen Mills Road	VA 860 Watson Road	VA 861 Reservoir Road	Road - Recons/Rehab/Maintenance	Loudoun	<a href="#">CE3601</a>
46	Marina Way Extended	Horner Road	Route 123/Gordon Blvd	Annapolis Way	Road - New Construction	Prince William	<a href="#">CE3756</a>
47	McGraws Corner Drive	McGraws Corner Drive Parallel	US 29 Lee Highway	US 15 James Madison Highway	Road - Other Improvement	Prince William	<a href="#">CE1985</a>
48	Multimodal Bridge to Van Dorn Metro Station		Eisenhower Avenue	S. Pickett Street		City of Alexandria	<a href="#">CE3284</a>
49	Neabsco Mills Road	Neabsco Mills Road	Multiple Segments	Multiple Segments	Roadway Improvements	Prince William	<a href="#">T6541</a> <a href="#">CE3374</a>

## Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - Virginia

This is a list of Visualize 2045 projects that are intended to be included into the fiscally-constrained Visualize 2050 project list. These projects are active, are funded, and/or are under construction.

\*Note: Complete project and project segment information can be found at the links in the Project ID Column at the far right of the table. "Multiple segments" refers to projects with multiple records that may be located along different segments of roadway. There is a link for each segment in the Project ID column.

\*\*Note: These projects will still need to be re-entered into Project InfoTrak to reflect the most current updated project information and cost. Agencies may opt to remove or change these projects at their discretion.

Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
50	New Herndon Station Park and Ride Garage	Silver Line Phase 2 New Herndon Metrorail (formerly Herndon-Monroe Park and Ride site)			Transit - Other		<a href="#">CE3700</a>
51	Northstar Boulevard	Northstar Boulevard	Multiple Segments	Multiple Segments	Roadway Improvements	Loudoun	<a href="#">T6634</a> <a href="#">T6687</a> <a href="#">CE3737</a> <a href="#">CE3318</a>
52	Park and Ride Lot at Arcola Center	Park and Ride Lot	Arcola Center		Transit - Other	Loudoun	<a href="#">CE2874</a>
53	Potomac Shores	VA 234 Potomac Shores Parkway	US 1 Richmond Highway	Potomac Shores Parkway	Road - New Construction	Prince William	<a href="#">CE3480</a>
54	Prentice Drive Improvements	VA 1071 Prentice Drive	Multiple Segments	Multiple Segments	Road - Other Improvement	Loudoun	<a href="#">CE3321</a> <a href="#">CE3320</a>
55	Richmond Highway Corridor Improvements	Richmond Highway	Jeff Todd Way	VA 626 Sherwood Lane	Road - Add Capacity/Widening	Fairfax	<a href="#">T6443</a>
56	Rock Hill Road Overpass Improvements	Rock Hill Road Overpass	Multiple Segments	Multiple Segments	Bridge Improvements	Fairfax	<a href="#">CE3609</a> <a href="#">CE3449</a>
57	Rolling Road	VA 638 Rolling Road	VA 286 Fairfax Co. Pkwy (0.369 mi N. of Pkwy)	VA 644 Old Keene Mill Road	Road - Add Capacity/Widening	Fairfax	<a href="#">T6247</a>
58	Route 1 Improvements	US 1	Multiple Segments	Multiple Segments	Roadway and Transit Improvements	Prince William	<a href="#">T6692</a> <a href="#">T6446</a> <a href="#">CE2594</a> <a href="#">CE2685</a> <a href="#">CE1942</a> <a href="#">CE3291</a> <a href="#">CE3180</a> <a href="#">CE2161</a>
59	Route 1 Metroway Extension (Alexandria)	Crystal City Transitway	Multiple Segments	Multiple Segments	Transit - BRT	City of Alexandria	<a href="#">T6672</a> <a href="#">CE3521</a>
60	Route 7-690 Interchange	Harry Byrd Highway	VA 690 Hillsboro Road		Road - Interchange improvement	Loudoun	<a href="#">T6618</a>
61	Route 7/George Washington Blvd Overpass	VA 7 Harry Bird Highway	Overpass @ G.W. Blvd		Road - Grade Separation	Loudoun	<a href="#">T6553</a>

## Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - Virginia

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Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
62	Rte 7 Corridor Improvements - Phase 2	Leesburg Pike	Reston Avenue	500 ft. E of Colvin Forest Drive	Road - Add Capacity/Widening	Fairfax	<a href="#">T6539</a>
63	Route 15 Bypass/Edwards Ferry Road Interchange	US 15 Rt 15 Bypass	US 15	VA Edwards Ferry Road	Road - Interchange improvement	Loudoun	<a href="#">CE2671</a>
64	Route 15 North Widening	US 15 James Madison Highway	Battlefield Parkway	VA 661 Montresor Road	Road - Other Improvement	Loudoun	<a href="#">CE3608</a>
65	Rte. 28 Bypass	Manassas Bypass	VA 234 Sudley Road	VA 28 Centreville Road	Road - New Construction	Prince William	<a href="#">CE1865</a>
66	Route 50 Corridor Improvements in Fairfax and Loudoun Counties	Route 50	Tall Cedars Parkway	Loudoun County Parkway	Road - Add Capacity/Widening	Loudoun	<a href="#">CE3740</a>
67	Route 50 / Everfield Roundabout	US 50 John Mosby Highway	Everfield Drive			Loudoun	<a href="#">CE3603</a>
68	Route 50 / North Collector Road	Route 50 (North Collector Road)	Tall Cedars Parkway	VA 28	Road - New Construction	Loudoun	<a href="#">CE3739</a>
69	Route 123/ Route 1 Interchange in PWC	Richmond Highway	VA 123 Gordon Boulevard		Road - Interchange improvement	Prince William	<a href="#">T6309</a>
70	Russell Branch Parkway Improvements	VA 1061 Russell Branch Parkway	Belmont Bridge Road	Tournament Drive	Road - Other Improvement	Loudoun	<a href="#">CE3324</a>
71	Seminary Road & Beaugard Street Ellipse	Seminary Road/ Beaugard St. Intersection	Seminary	Beaugard	Road - Other Improvement	City of Alexandria	<a href="#">CE3175</a>
72	Shellhorn Road Extension	VA 643 Shellhorn Road Extension	VA 606 Loudoun County Parkway	VA 634 Moran Road	Road - New Construction	Loudoun	<a href="#">CE3502</a>
73	Shirley Gate Road Improvements	Shirley Gate Road	Multiple Segments	Multiple Segments	Road - Other Improvement	Fairfax	<a href="#">CE3442</a> <a href="#">CE3468</a> <a href="#">CE3472</a>
74	Soapstone Drive Connector	Soapstone Connector	Multiple Segments	Multiple Segments	Roadway Improvements	Fairfax	<a href="#">T6583</a> <a href="#">CE3450</a>
75	Sterling Boulevard Extension	VA 846 Sterling Blvd	VA 625 Pacific Blvd	VA 634 Moran Road	Road - New Construction	Loudoun	<a href="#">T6663</a>
76	Sudley Manor Drive/Prince William Parkway Interchange	VA 234 Prince William Parkway	VA 1566 Sudley Manor Drive		Road - Other Improvement	Prince William	<a href="#">CE3467</a>
77	Sudley Road 3rd Lane, NB	VA 234 Sudley Road	Grant Avenue	Godwin Drive	Road - Other Improvement	City of Manassas	<a href="#">T6617</a>
78	Sycolin Road – Loudoun Center Place to Crosstrail Boulevard	RT 643 Sycolin Rd.	RT 659 0.924 mi. E. of Belmont Ridge Rd.	659 1.802 mi. W. of Belmont Ridge Rd.	Road - Other Improvement	Loudoun	<a href="#">T6346</a>
79	Telegraph Road	VA 1781 Telegraph Road	Multiple Segments	Multiple Segments	Road - Other Improvement	Prince William	<a href="#">CE1921</a> <a href="#">CE1837</a>
80	TIP Grouping project for Construction: Safety/ITS/Operational Improvements	Safety/ITS/Operational Facilities	District-wide				<a href="#">CE2695</a>
81	Town Center Parkway (underpass DTR)	Town Center Pkwy.	VA 5320 Sunrise Valley Drive	VA 675 Sunset Hills Road	Road - Other Improvement	Fairfax	<a href="#">CE3699</a>

## Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - Virginia

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\*\*Note: These projects will still need to be re-entered into Project InfoTrak to reflect the most current updated project information and cost. Agencies may opt to remove or change these projects at their discretion.

Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
82	US 1 Bus Rapid Transit	US 1 Richmond Highway	Multiple Segments	Multiple Segments	Transit - BRT		<a href="#">T6680</a> <a href="#">CE3496</a>
83	US 15 Improvements	US 15 James Madison Highway	Multiple Segments	Multiple Segments	Roadway Improvements	Prince William	<a href="#">T6693</a> <a href="#">CE1803</a>
84	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	US 29	ECL City of Fairfax (vic. Nutley St.)	I Capital Beltway	Road - Other Improvement	Fairfax	<a href="#">CE1933</a>
85	VA 7	VA 7 Leesburg Pike	Multiple Segments	Multiple Segments	Roadway Improvements	Fairfax	<a href="#">CE3701</a> <a href="#">CE3161</a> <a href="#">CE2105</a>
86	VA 7 and Rte. 690 Interchange	VA 7 Interchange	VA 690		Road - Other Improvement	Loudoun	<a href="#">CE3331</a>
87	VA 9 Improvements	VA 9	Multiple Segments	Multiple Segments	Road - Other Improvement	Loudoun	<a href="#">CE3486</a> <a href="#">CE1917</a>
88	VA 17 Intersection Improvements in Warrenton	VA 17	Frost Avenue south of	Winchester Street south of	Road - Other Improvement		<a href="#">CE3441</a>
89	VA Route 28 Widening (Prince William County Line to Route 29)	VA 28 Centreville Road	PW County Line	Old Centreville Road	Road - Add Capacity/Widening	Fairfax	<a href="#">T6450</a>
90	VA 28 Widening	VA 28	Multiple Segments	Multiple Segments	Road - Add Capacity/Widening	Prince William	<a href="#">T6298</a> <a href="#">CE2045</a>
91	VA 123 Widening (Prince William)	VA 123	Multiple Segments	Multiple Segments	Roadway Improvements	Prince William	<a href="#">CE1784</a> <a href="#">CE1723</a> <a href="#">CE1856</a>
92	VA 123 Widening (Fairfax)	VA 123	Multiple Segments	Multiple Segments	Road - Add Capacity/Widening	Fairfax	<a href="#">CE3698</a> <a href="#">CE3376</a>
93	VA 234 Bypass @ BallsFord	VA 234 Bypass	Va Balls Ford Road Relocated		Road - Other Improvement	Prince William	<a href="#">CE3177</a>
94	VA 234 Bypass @ Dumfries Road	VA 234 Bypass	Dumfries Road/Brentsville		Road - Interchange improvement	Prince William	<a href="#">CE3178</a>
95	VA 234 Bypass interchange @ Clover Hill Road	VA 234 Bypass	Clover Hill Road		Road - Interchange improvement	Prince William	<a href="#">CE3703</a>
96	VA 286 - Popes Head Road Interchange	Fairfax County Pkwy	Popes Head		Road - Interchange improvement	Fairfax	<a href="#">T6694</a>
97	VA 294 / VA 640 Interchange	VA 294 Prince William Parkway	VA 640 Minnville Road		Bridge - Rehab + Add Capacity		<a href="#">CE3705</a>
98	VA 294 / VA 641 Interchange	VA 294 Prince William Parkway	VA 641 Old Bridge Road		Road - Interchange improvement	Prince William	<a href="#">CE3704</a>



## Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - Virginia

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\*\*Note: These projects will still need to be re-entered into Project InfoTrak to reflect the most current updated project information and cost. Agencies may opt to remove or change these projects at their discretion.

Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
99	VA 294 @ University Blvd Interchange	VA 294 Prince William Parkway	VA 840 University Boulevard		Road - Other Improvement	Prince William	<a href="#">CE3471</a>
100	Van Buren Road Extension	VA 627 Van Buren Road	234 Dumfries Road	610 Cardinal Drive	Road - New Construction	Prince William	<a href="#">CE3372</a>
101	Vint Hill Road Improvements	VA 215 Vint Hill Road	655 Schaeffer Lane	1566 Sudley Manor Drive	Road - Other Improvement	Prince William	<a href="#">CE3371</a>
102	VRE - Broad Run Expansion	VRE Manassas Line			Transit - Other	Prince William	<a href="#">CE2420</a>
103	VRE L'Enfant Station and 4th Track	Expanded VRE L'Enfant Station/Additional Mainline Track	L'Enfante (LE) Interlocking	Virginia (VA) Interlocking	Transit - Other	Washington	<a href="#">T11581</a>
104	Washington Boulevard Widening	Washington Boulevard	Wilson	Kirkwood	Road - Other Improvement	Arlington	<a href="#">CE2830</a>
105	Waxpool Road & Loudoun County Parkway Intersection	VA 625 Waxpool Road/ VA 607 Loudoun County Parkway Intersection	Loudoun County Parkway	Waxpool Road	Road - Intersection improvement	Loudoun	<a href="#">CE3333</a>
106	Westwind Drive	VA 645 Westwind Drive	VA 607 Loudoun County (opposite Moorefield Boulevard) Parkway	VA 606 Old Ox Road	Road - Add Capacity/Widening	Loudoun	<a href="#">T6659</a>
107	Widen East Spring Street	Spring Street	Herndon Parkway	Fairfax County Parkway	Road - Other Improvement		<a href="#">T6537</a>
108	West End Transitway	Van Dorn Metrorail Station	Van Dorn Metrorail Station	Pentagon Metrorail Station	Transit - BRT	City of Alexandria	<a href="#">CE2930</a>
<b>Added by Manassas</b>							
109	Dean Drive Widening					Manassas	
110	Roundabout Sudley/Centreville					Manassas	

## Part B: Zero-Based Budgeting "Developmental/Non-exempt" Project List - Virginia

This is a list of Visualize 2045 projects that will be reexamined for inclusion into the fiscally-constrained Visualize 2050 project list. All projects must be re-evaluated using TPB's resources identified in the Technical Inputs Solicitation document and will be resubmitted for TPB's consideration.

\*Note: Complete project and project segment information can be found at the links in the Project ID Column at the far right of the table. "Multiple segments" refers to projects with multiple records that may be located along different segments of roadway. There is a link for each segment in the Project ID column.

Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
<b>Virginia Department of Transportation</b>							
1	Battlefield Park Bypass Project	Manassas National Battlefield Park Bypass	US 29 Intersection with Rte. 705 (Pageland Lane) & Rt 29	US West of intersection of Bull Run Post Office Rd & Rt 29	Road - New Construction	Fairfax, Prince William	<a href="#">CE3061</a>
2	Catharpin Road, Widening	VA 676 Catharpin Road	VA 55 John Marshall Highway	Heathcote Boulevard	Road - Add Capacity/Widening	Prince William	<a href="#">CE1754</a>
3	Dale Blvd HOV Lanes	Dale Blvd/PW Pkwy/Minnieville Rd			Road - HOV/Managed Lanes	Prince William	<a href="#">CE3754</a>
4	Dulles Airport Access Road Project	Dulles Airport Access Road	Dulles Airport	VA 123	Road - Other Improvement	Fairfax	<a href="#">CE1965</a>
5	Dulles Toll Road Collector	VA 267 Dulles Toll Road	Multiple Segments	Multiple Segments	Road - Other Improvement	Fairfax	<a href="#">CE3151</a> <a href="#">CE3154</a>
6	Dulles Toll Road Expansion	267 Dulles Toll Road	Dulles Greenway/Dulles Toll Road Merge	Centreville Road	Road - Add Capacity/Widening	Loudoun	<a href="#">CE3671</a>
7	Farrington Connector	New road	Van Dorn Street at Eisenhower Avenue	Edsall Road	Road - Other Improvement	Fairfax	<a href="#">CE3286</a>
8	Frying Pan Road Widening	va 608 Frying Pan Road	VA 28 Sully Road	VA 657 Centreville Road	Road - Other Improvement	Fairfax	<a href="#">CE3475</a>
9	Hooes Road Improvements	VA 636 Hooes Road	VA 286 Fairfax County Parkway	VA 600 Silverbrook Road	Road - Other Improvement	Fairfax	<a href="#">CE3478</a>
10	I-95/VA 613 Interchange	I 95 Capital Beltway Interchange	VA 613		Road - Other Improvement	Fairfax	<a href="#">CE2147</a>
11	I-95 SB Ramp Improvements	I 95 I-95 Ramp	I 95 SB I-95	NB Fairfax County Parkway/EPG Southern Loop Road	Road - Other Improvement		<a href="#">CE2667</a>
12	John Marshall Widening	John Marshall Highway	US 29 Lee Highway	Fayette Street	Road - Add Capacity/Widening	Prince William	<a href="#">CE3694</a>
13	John Marshall Widening (University Boulevard to VA 621 Devlin / Balls Ford Road)	VA 55 John Marshall Highway	University Boulevard	VA 621 Devlin / Balls Ford Road	Road - Add Capacity/Widening	Prince William	<a href="#">CE3695</a>
14	Magarity Road Widening	Magarity Road	VA 7 Leesburg Pike	VA Great Falls Street	Road - Other Improvement	Fairfax	<a href="#">CE3158</a>
15	New Braddock Rd.	VA 620 New Braddock Rd.	VA 28	US @VA 622 (Stone Rd.) @ VA 662 (Stone Rd.)	Road - Other Improvement		<a href="#">CE2206</a>
16	New Guinea Road, Construct	VA 651 New Guinea Road	VA 123 Ox Road	Roberts Road	Road - New Construction	Fairfax	<a href="#">CE1748</a>
17	Reston Parkway Improvements	VA 602 Reston Pkwy.	VA 5320 Sunrise Valley Drive	VA 606 Baron Cameron Avenue	Road - Other Improvement	Fairfax	<a href="#">CE1849</a>
18	Rippon Boulevard Extension	VA 1392 Rippon Boulevard Extension	US 1 Jefferson Davis Highway	Rippon VRE Station	Road - Other Improvement	Prince William	<a href="#">CE2008</a>

## Part B: Zero-Based Budgeting "Developmental/Non-exempt" Project List - Virginia

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Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	County	Project ID
19	Rolling Road widening project	Rolling Road	Rt 5297 DeLong Road	Rt 4502 .01mi. N. of Fullerton Rd.	Road - Other Improvement	Fairfax	<a href="#">CE3301</a>
20	Rollins Ford Road	Rollins Ford Road	Linton Hall Road	Wellington Road	Road - Other Improvement	Prince William	<a href="#">CE3293</a>
21	Stringfellow Roadway Improvements	VA 645 Stringfellow Rd.	VA 7100 Fairfax County Parkway	US 50	Road - Other Improvement	Fairfax	<a href="#">CE1859</a>
22	Telegraph Road widening	VA 611 Telegraph Road	US 1	VA 644 Franconia Road	Road - Add Capacity/Widening	Fairfax	<a href="#">CE2186</a>
23	US 50 Improvements	US 50	ECL City of Fairfax	Arlington County Line	Road - Other Improvement	Fairfax	<a href="#">CE2182</a>
24	VA 7, Widen	VA 7 Bypass	VA 7 Leesburg Pike West	US 15 South King Street (South)	Road - Other Improvement	Loudoun	<a href="#">CE1870</a>
25	VA 613 Van Dorn Interchange at VA 644 Franconia Road	Van Dorn Street			Road - Other Improvement	Fairfax	<a href="#">CE3275</a>
26	VRE Service Improvements (Reduce Headways)	Fredericksburg and Manassas lines			Transit - Metrorail/Heavy Rail		<a href="#">CE2832</a>
27	Wellington Road Improvements	VA 674 Wellington Road	VA 619 Linton Hall Road Relocated	VA Rixlew Lane	Road - Add Capacity/Widening	Prince William	<a href="#">CE2145</a>
28	Williamson Boulevard Improvements	Williamson Boulevard	VA 1566 Sudley Manor Drive	VA Portsmouth Road)	Road - Other Improvement	Prince William	<a href="#">CE2176</a>



**ITEM 7 – Action**  
February 15, 2023

Visualize 2050: Technical Inputs Solicitation Approval  
and Plan Development Kickoff

**Action:** Approve the TPB’s Technical Inputs Solicitation document.

**Background:** TPB is updating its long-range transportation plan and the first step of the update is to define the process and schedule for including projects, programs, and policies in the air quality conformity analysis. The Technical Inputs Solicitation (TIS) document defines the process and schedule and TPB will be asked to approve the TIS to kick off the plan and TIP development. After the TIS is approved, to inform the Visualize 2050 Constrained Element, staff will provide a list of current plan projects that identifies which projects are currently active and underway, and which projects are in a developmental stage where the TPB goals and priorities can be used to influence the scope of such projects.

**Attachments:**

- **Draft Technical Inputs Solicitation Document for Approval**
- **Memo – Visualize 2045 Project List Memo**



**DOCUMENT SAME AS POSTED IN JANUARY - NO EDITS HAVE BEEN MADE**

# **The TPB's Long-Range Transportation Plan and Transportation Improvement Program: Technical Inputs Solicitation**

## ***Policy Guide***

**Draft for TPB Approval February 2023**



## Purpose of this Technical Inputs Solicitation Document

The Technical Inputs Solicitation is a process used by the TPB to solicit technical inputs for two federally required documents: the long-range transportation plan (LRTP) and the biennial Transportation Improvement Program (TIP). The LRTP represents a collection of both motorized (highway and transit) projects and non-motorized (walk and bike) projects as well as travel demand management programs that TPB member agencies plan to invest transportation funds in and implement over the next 20 years (at a minimum). The TIP is a federal obligation document that describes the planned schedule in the next four years for distributing federal, state and local funds to construct or implement specific projects that are in the LRTP.

The TPB's current LRTP is called Visualize 2045 and its TIP covers FY 2023-2026. When either of these documents are updated, the federal government requires the TPB to conduct an in-depth analysis to ensure projected emissions of certain pollutants generated by users of the region's future transportation system will not exceed (or will "conform to") the air quality emissions budgets set forth in the region's air quality plans. This is known as air quality conformity. Based on the results of the analysis, a determination is made to confirm conformity.

The TPB intends to update its LRTP, to be called Visualize 2050, and its TIP. This solicitation document requests technical inputs from the TPB member agencies for Visualize 2050 and the FY 2025-2028 TIP. It also provides a brief overview of the plan and TIP update including: 1) the technical inputs solicitation process, 2) requirements, 3) information to consider when examining and submitting projects, and 4) the schedule.

## 1. Technical Inputs Solicitation Process for the Next Update

The TPB approved its current plan and TIP on June 15, 2022. The federal agencies approved the conformity determination for the plan and TIP on August 25, 2022. The plan and TIP approved in 2022 were based on project submissions that were approved by the TPB in Resolution R19-2021 in June 2021 for inclusion in the plan and TIP analysis. As part of Resolution R19-2021, the TPB further directed its staff to initiate an update to the 2022 plan with a target completion date of 2024. If the process takes longer (beyond first quarter of 2025); out of term amendments should be considered.

One of the major activities for the development of Visualize 2050 and the FY 2025-FY 2028 TIP, as outlined in the Resolution R19-2021, is using a zero-based budgeting approach for this technical inputs solicitation, and consideration of scenario study findings to inform the submissions.

Using a zero-based budgeting approach means that the TPB member agencies will re-examine all projects, programs, and policies in the current Plan and TIP and resubmit them for the Plan and TIP update. Specifically, the intent is to enable the submissions to better reflect TPB planning priorities, be more aligned with the TPB's policy framework, be more reflective of TPB scenario findings, and be more responsive to other findings from related TPB analysis. Documents that the TPB sponsoring agencies should review and consider prior to resubmitting their technical inputs are described and linked in this document.

Resolution R19-2021 also noted that projects that are under construction or have funding allocations would be exempt from a re-examination and re-submission for this update. TPB member agencies are being provided a comprehensive list of projects

that are in the current LRTP, Visualize 2045, with those that are under construction or have funding identified.

Pages 5-7 present a proposed schedule for Visualize 2050 and the TIP. This schedule is in part driven by requirements related to the Air Quality Conformity requirements and is subject to change. For due dates for the technical inputs please see the schedule included herein.

## 2. What's Required

This Technical Inputs Solicitation requires that agencies undertake the following:

- Step 1. Financial Plan and Fiscal Constraint Analysis: Submit updated projected revenues and estimated expenditures to expand, operate, and maintain the region's transportation system through 2050.
- Step 2. LRTP and Air Quality Conformity Analysis: Review and update existing projects, programs, and policies to be included in the conformity analysis.
- Step 3. LRTP and Air Quality Conformity Analysis: Add new projects, programs, and policies to be included in the conformity analysis.
- Step 4. LRTP and Air Quality Conformity Analysis: Add additional operational and service details to be included in the conformity analysis

Each sponsoring agency will be provided specific data entry details in the Technical Input Solicitation Instructional Guide and Transit Memorandum.

### Review, Comment, and Approval Process

The submissions to this solicitation (draft technical inputs) will undergo a process of review, comment, and approval before initiating the air quality conformity analysis. The steps of this process are outlined on the next page.

## REGIONALLY SIGNIFICANT PROJECT

What is a 'regionally significant project?'

To meet federal guidelines, the TPB defines it with respect to the air quality conformity analysis as:

- 1) Any project on a facility that is included in the coded regional network that adds or removes at least one continuous vehicular lane from one major road to the next, or adds a new access/egress location or capacity; or
- 2) Any transit project that adds or modifies fixed-guideway transit facilities (heavy rail, light rail, streetcar, bus rapid transit).





## Board and Committee Review

It is the TPB's responsibility to approve project, program, and policy submissions for inclusion in the LRTP and TIP. The LRTP and TIP inputs have typically undergone local review, however, the TPB is responsible for a regional review. The TPB's tasks are to:

- Become acquainted with project and program details
- Review for consistency with regional planning goals and priorities
- Review for consistency with locally adopted plans and priorities
- Ensure that opportunity for input from the public and local officials has been provided
- Discuss whether and how submissions support the concept "think regionally, act locally"

## 3. Information that TPB sponsor agencies should consider when re-examining, resubmitting, or submitting new projects, programs, and policies

The TPB's actions to set regional goals, priorities and its various studies and analysis are intended to inform regional planning and to influence the decision-making process of its member agencies as to the most effective projects, programs and policies in which to invest. Therefore, as part of the Technical Inputs Solicitation, the TPB staff are making readily available documents for consideration as agencies re-evaluate what inputs to submit for Visualize 2050.

The TPB Synthesized Policy Framework and the TPB Summary of Scenario Studies Findings will be considered part of the TPB's Technical Inputs Solicitation for the Visualize 2050. These documents are expected to be used by TPB member agencies to develop inputs for Visualize 2050. Additionally, the TPB produces other analysis and information that should also be considered as

agencies examine the potential inputs to Visualize 2050, such as the performance analysis, public comment, and environmental justice analysis of the 2022 LRTP (Visualize 2045). Brief descriptions of these resources and links to where each can be reviewed are on the new Visualize 2050 webpage ([Visualize2050.org](https://Visualize2050.org)) and below:

To inform regional planning, the TPB sponsor agencies should review and consider the following resources:

- [Visualize 2050, Synthesized Policy Framework](#)
- [Visualize 2050, Scenario Planning Studies – Summary of Findings](#)
- [Visualize 2050, Scenario Planning Studies – Appendix A: Detailed Findings](#)
- [Visualize 2045 Update, Environmental Justice Analysis \(forthcoming\)](#)
- [Visualize 2045 Update, Air Quality Conformity Determination Summary](#)
- [Visualize 2045 Update, Performance Analysis of the Transportation System](#)
- [Visualize 2045 Update, Voices of the Region Outreach](#)
- [Visualize 2045 Update, Public Comments](#)
- [Visualize 2045 Update, list of all projects in the plan by jurisdiction, and how each sponsor agency indicates the projects advance the TPB policy priorities and federal planning factors](#)
- [Visualize 2045 Update, key elements of the Air Quality Conformity policy and technical approach](#)
- [Equity Emphasis Areas \(EEAs\)](#)
- [High-Capacity Transit Station and EEA interactive planning tool](#)

## 4. Visualize 2050 Schedule

Timeframe		Activity
CY 2023	January 2023	<ul style="list-style-type: none"> <li>• TPB staff present to TPB and its Technical Committee the complete draft Technical Inputs Solicitation document for review</li> <li>• TPB staff publish new LRTP 2024 update (Visualize 2050) and Technical Inputs Solicitation webpage with resources to support the update</li> </ul>
	February 2023	<ul style="list-style-type: none"> <li>• Staff present to the TPB and its Technical Committee the complete final and Technical Inputs Solicitation document for review and approval</li> <li>• The TPB releases the Technical Inputs Solicitation document to initiate the Call for Projects</li> <li>• The list of exempt and non-exempt projects will be published for board and public review, the TPB will receive public comments from March-June on the non-exempt projects and will provide the comments to the members of the board and their technical agencies</li> <li>• Coordination begins with members of the board and technical staff to schedule policy priority discussions and non-exempt projects</li> <li>• InfoTrak training will be provided for technical staff of the sponsor agencies</li> </ul>
	March - April 2023	<ul style="list-style-type: none"> <li>• Sponsor agencies will review and consider the TPB priorities/synthesized policy framework, scenario findings, and other resources provided by the TPB for consideration as they consider what to submit for Visualize 2050</li> <li>• TPB staff will facilitate meetings with board members and their technical agency staff to discuss potential inputs during applied ZBB approach (3 meetings, one for each DC, MD, VA)</li> <li>• Agency technical staff will begin to input technical information into Project InfoTrak (fresh start- re-entry of data) for ZBB Approach-Exempt projects</li> <li>• Continue financial analysis: repeat high-level revenue and expenditure forecast process with local jurisdictions and all agencies' InfoTrak project cost review</li> </ul>
	May - June 2023	<ul style="list-style-type: none"> <li>• TPB staff will continue to facilitate meetings with board members and their technical agency staff as necessary to discuss potential inputs during applied ZBB approach (3 meetings, one for each DC, MD, VA)</li> <li>• Agency technical staff will begin to input technical information into Project InfoTrak (fresh start- re-entry of data) for ZBB Approach-Non-Exempt projects and new projects</li> <li>• Through June 2023 board meeting: continue accepting public comments received on projects that are non-exempt from the zero-based budgeting approach, and transmitting to members of the board and their technical agencies</li> </ul>

CY 2023	July - August 2023	<ul style="list-style-type: none"> <li>• Preliminary inputs due June 30 for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff for staff review and internal coordination: and staff review/compilation of the conformity table showing changes, August 1 staff send draft table with changes to agencies for review, corrections due August 15</li> <li>• Sponsor agencies submit technical corrections to preliminary inputs and updates based on TPB/interagency consultation to produce final inputs for comment period</li> <li>• Final project inputs for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff for presentation in comment period documentation (August 15)</li> <li>• Continue financial analysis: (through July) in tandem with InfoTrak database project cost review, (July-September) reconcile draft analysis results and produce preliminary financial plan to reflect project submissions</li> </ul>
	September 2023	<ul style="list-style-type: none"> <li>• The TPB Technical Committee will review the conformity project inputs table and the draft inputs to the plan and the draft AQC scope of work, as well as the results of the preliminary financial analysis</li> <li>• The TPB will receive a briefing on the draft inputs to the plan/AQC analysis and the draft AQC scope of work and the preliminary financial analysis</li> <li>• Public comment period on inputs to the plan/AQC analysis, and AQC scope of work. MWAQC TAC will review this information during its fall meeting</li> </ul>
	October 2023	<ul style="list-style-type: none"> <li>• The TPB will receive a summary of the public comments on the draft inputs to the plan and AQC analysis; agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses</li> <li>• The TPB will review responses to comments and updates to inputs to the plan and scope of work for the AQC analysis</li> </ul>
	November 2023	<ul style="list-style-type: none"> <li>• The TPB will be asked to accept the comments and approve the inputs and scope, authorizing staff to begin analysis</li> <li>• MWAQC approves updated MVEBs associated with 2008 ozone maintenance plan (December drop-dead date)</li> <li>• Continue financial analysis: (November 2023-September 2024) final revisions, report production</li> </ul>
	December 2023	<ul style="list-style-type: none"> <li>• TPB staff commence Air Quality Conformity technical analysis</li> </ul>
	Spring 2024	<ul style="list-style-type: none"> <li>• Spring 2024 EPA anticipated to find MVEBs adequate for use in conformity</li> <li>• TPB staff continue Air Quality Conformity technical analysis and other technical work</li> </ul>

CY 2024	Spring 2024	<ul style="list-style-type: none"> <li>• Spring 2024 EPA anticipated to find MVEBs adequate for use in conformity</li> <li>• TPB staff continue Air Quality Conformity technical analysis and other technical work</li> </ul>
	Summer 2024	<ul style="list-style-type: none"> <li>• Transportation Improvement Program (TIP) inputs due for the FY 2025-2028 TIP July 26, 2024</li> <li>• TPB staff complete financial analysis: (November 2023-September 2024) final revisions, report production</li> <li>• TPB staff complete Air Quality Conformity technical analysis and draft report</li> <li>• TPB staff draft performance analysis for the plan and TIP</li> </ul>
	October 2024	<ul style="list-style-type: none"> <li>• Public comment period on the plan, TIP and the results of AQC analysis determination for the updated plan and FY 2025-2028 TIP</li> <li>• The TPB Technical Committee and MWAQC and MWAQC TAC will review the draft results of AQC analysis for the updated plan and FY 2025-2028 TIP during their meetings</li> <li>• The TPB will receive a briefing on the draft results of the AQC analysis for the plan and TIP</li> </ul>
	November 2024	<ul style="list-style-type: none"> <li>• The TPB will receive a summary of the comments received on the analysis, the agencies sponsoring the projects will have the opportunity to advise staff on responses to comments</li> </ul>
	December 2024	<ul style="list-style-type: none"> <li>• The TPB will review and be asked to accept the responses to the comments on the results of the AQC analysis</li> <li>• The TPB will be asked to approve the results of the AQC analysis and adopt the updated plan and the FY 2025-2028 TIP</li> </ul>



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National Capital Region  
**Transportation Planning Board**





**MEMORANDUM - DRAFT**

**TO:** National Capital Region Transportation Planning Board  
**FROM:** Lyn Erickson, TPB Plan Development and Coordination Program Director  
**SUBJECT:** Draft FY 2023 Unified Planning Work Program (UPWP) Amendments to Budgets and Work Activities, Including 'Carryover' Amounts  
**DATE:** February 9, 2023

---

The Board will be asked to amend the FY 2023 Unified Planning Work Program (UPWP) at its March 15, 2023, meeting, to remove certain work activities and associated funding amounts and to approve "carrying over" this funding into the draft FY 2024 UPWP.

The amendment to remove work activities and funding reflects staff's determination that the work activities will not be completed in the remaining months of FY 2023 (between now and June 30, 2023). Two independent actions will occur: 1) the FY 2023 UPWP will be amended to remove some subtasks and associated funding, and 2) these subtasks and associated funding will be "carried over" into the FY 2024 UPWP. The two actions are contingent upon each other, so they either both occur or neither occurs.

This memorandum identifies the revisions to the specific work activities and changes to the budget amounts in the FY 2023 UPWP that are to be "carried over" into the new FY 2024 UPWP. The projects and funding are already included in the Draft FY 2024 UPWP that is out for review. The proposed amendment and "carry over" funding and activities were reviewed by the state funding and oversight agencies: the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT).

**SUMMARY OF BUDGET REVISIONS**

Staff recommends that the current FY 2023 UPWP be amended to reduce the total budget for the basic UPWP by \$1,824,500 (\$1,734,500 Core UPWP, \$90,000 Technical Assistance) to reflect work activities that are not anticipated to be completed during the remaining part of fiscal year ending June 30, 2023, OR work activities being deferred. Staff recommends this amount and work activities be "carried over" to the FY 2024 UPWP to support continued work on these activities and other activities planned for FY 2024. The proposed FY 2023 UPWP amended budget amounts and distribution are listed in Tables 1, 2, and 3 which are attached to this memo.

**CHANGES TO FY 2023 UPWP ACTIVITIES AND BUDGETS**

The \$1,824,500 recommended reduction in budget would be in the core program's work activity budget and the combined Technical Assistance program budget. These amounts will be carried over to the FY 2024 UPWP core program and Technical Assistance.

The breakdown of the funds within the core program recommended to be carried over is as follows:

1. Task 1 – Long-Range Transportation Planning: Carry over \$90,000 to conduct additional analysis to support long-range planning for planning areas such as, but not limited to, considering equity and Justice40 in regional transportation planning and supporting the Planning and Environmental Linkages approach.
2. Task 3 – Planning Elements: Carry over a total of \$225,000, including:
  - a) \$125,000 budgeted for certain Regional Public Transportation Planning activities, regarding inter-city/commuter bus and rail usage surveys, as well as addressing TPB-related recommendations from the 2019 Regional Bus Transformation Project; these activities will be delayed due to uncertainties in transit service and ridership during the continuing coronavirus pandemic, in particular data collection and analysis of public transportation travel and use. In addition, continuing work in support of the Bus Transformation Project recommendations was delayed because anticipated related WMATA activities were deferred.
  - b) \$100,000 budgeted for certain Resiliency Planning activities. Several activities started later in FY 2023 due to the hiring process.
3. Task 5 – Travel Forecasting: Carry over \$682,000 in funding.
  - a) \$382k of that funding is associated with consultant assistance to continue the multi-year project to develop the region's next-generation travel demand forecasting model, a disaggregate activity-based model, to be known as the Gen3 Travel Model.
  - b) \$300k of that funding is associated with a potential data purchase or data collection to support the Gen3 Travel Model, or its successor. Such an expenditure is now not expected until FY 24.
4. Task 7 – Transportation Research and Data Programs: Carry over \$575,000 in funding budgeted for consultant services and data purchases in order to support data acquisition and consultant services for conducting travel surveys and transportation research activities during FY 2024.
5. Task 8 – Regional Land Use and Transportation Planning Coordination: Carry over \$50,000 in funding budgeted for consultant services to support consultant services during FY 2024.
6. Task 9 – Mobility Enhancement Programs: Carry over \$112,500 in funding under the Regional Roadway Safety Program, to enable completion of projects selected in the FY 2022-funded round of program grants. Work on these projects began in FY 2022 and will be completed in FY 2023. Additional funds supporting shares of the costs of these projects will also be carried over under Task 11, Technical Assistance.
7. Task 11 – Technical Assistance: Carry over \$90,000 from the Regional Public Transportation Technical Assistance budget earmarked for developing a regional High-Capacity Transit station map graphic into the FY 2024 Regional Public Transportation Technical Assistance budget to develop a regional High-Capacity Transit station map graphic.



2/6/2023

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**TABLE 1**  
**REVENUE ESTIMATES FOR FY 2023 UPWP - AMENDED**

	FTA SECT 5303 80% FED & 20% STA/ LOC	FHWA PL FUNDS 80% FED & 20% STA/ LOC	OTHER CASP (FAA: 90/10) FHWA (SPR:80/20)	TOTALS
<b>DISTRICT OF COLUMBIA - ALLOCATIONS</b>				
NEW FY 2023 <sup>1</sup>	\$531,775	\$2,526,984	-	\$3,058,760
PRIOR UNEXPENDED <sup>2</sup>	\$102,439	\$1,263,415	-	\$1,365,854
FY 2022 CARRYOVER	\$41,683	\$290,247	-	\$331,930
<b>SUBTOTAL - D.C</b>	<b>\$675,897</b>	<b>\$4,080,646</b>	-	<b>\$4,756,544</b>
<b>MARYLAND - ALLOCATIONS</b>				
NEW FY 2023 <sup>1</sup>	\$1,233,589	\$3,516,157	-	\$4,749,746
PRIOR UNEXPENDED <sup>2</sup>	\$409,627	\$1,115,690	-	\$1,525,317
FY 2022 CARRYOVER	\$94,800	\$487,315	-	\$582,115
<b>SUBTOTAL - MD</b>	<b>\$1,738,016</b>	<b>\$5,119,162</b>	-	<b>\$6,857,178</b>
<b>VIRGINIA - ALLOCATIONS</b>				
NEW FY 2023 <sup>1</sup>	\$1,001,677	\$2,721,740	-	\$3,723,417
PRIOR UNEXPENDED <sup>2</sup>	\$347,825	\$601,723	-	\$949,548
FY 2022 CARRYOVER	\$78,517	\$430,938	-	\$509,455
<b>SUBTOTAL - VA</b>	<b>\$1,428,019</b>	<b>\$3,754,401</b>	-	<b>\$5,182,420</b>
<b>TOTAL FUNDING ALLOCATIONS</b>				
SUB-TOTAL NEW FY 2023	\$2,767,041	\$8,764,882	-	\$11,531,923
SUB-TOTAL PRIOR UNEXPENDED	\$859,891	\$2,980,828	-	\$3,840,719
SUB-TOTAL FY 2022 CARRYOVER	\$215,000	\$1,208,500	-	\$1,423,500
<b>TOTAL BASIC UPWP</b>	<b>\$3,841,932</b>	<b>\$12,954,210</b>	-	<b>\$16,796,142</b>
<b>OTHER TPB PROGRAMS</b>				
Continuous Air System Planning (CASP)	-	-	\$629,030	\$629,030
State Planning & Research (SPR)	-	-	\$245,721	\$245,721
<b>GRAND TOTAL UPWP</b>	<b>\$3,841,932</b>	<b>\$12,954,210</b>	<b>\$874,751</b>	<b>\$17,670,893</b>

2/6/2023

TABLE 2

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## EXPENDITURE ESTIMATES FOR FY 2023 UPWP - AMENDED

WORK ACTIVITY	FY 2023 TOTAL COST ESTIMATE
<b>UPWP CORE PROGRAMS</b>	
1. Long-Range Transportation Planning	\$1,032,781
2. Transportation Improvement Program	\$428,465
3. Planning Elements	\$2,839,122
4. Public Participation	\$913,277
5. Travel Forecasting	\$2,682,640
6. Mobile Emissions Planning	\$2,265,567
7. Transportation Research and Data Programs	\$2,034,576
8. Regional Land Use and Transportation Planning Coordination	\$1,115,429
9. Mobility Enhancement Programs (EM, TLC, TAP, RSP)	\$969,999
10. TPB Support and Management	\$989,547
<b>Sub-total: Core Program</b>	<b>\$15,271,404</b>
<b>UPWP TECHNICAL ASSISTANCE PROGRAM</b>	
A. District of Columbia	\$329,633
B. Maryland	\$492,971
C. Virginia	\$384,845
D. Public Transportation	\$317,289
<b>Sub-total: Technical Assistance Program</b>	<b>\$1,524,738</b>
<b>Total - Basic U P W P</b>	<b>\$16,796,142</b>
<b>OTHER TPB PROGRAMS</b>	
1. Continuous Airport System Planning (CASP)	\$629,030
2. State Planning and Research Program (For DDOT)	\$245,721
<b>GRAND TOTAL UPWP</b>	<b>\$17,670,893</b>

TABLE 3 TPB FY 2023 UPWP BUDGET BY WORK PROGRAM ACTIVITY AND EXPENDITURE CATEGORY - AMENDED

2/6/2023

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UPWP - Work Activity	COG Labor Cost		Total COG Labor	COG Labor Fringe Cost	Supplemental Labor		Total Labor & Fringe Cost	COG Indirect Cost	Direct Costs (Implementation)			Total Prgrm. (Implmntn.) Direct Cost	Grand Total Cost
	DTP Staff	Other Staff			Interns	Temps			Sftwre, Data, PC	Studies Programs	Other Costs		
	<b>CORE PROGRAMS</b>												
1. Long-Range Transportation Planning	\$459,999	\$0	\$459,999	\$105,478	\$0	\$0	\$565,476	\$295,405	\$5,000	\$160,000	\$6,900	\$171,900	\$1,032,781
2. Transportation Improvement Program	\$121,542	\$0	\$121,542	\$27,870	\$0	\$0	\$149,412	\$78,053	\$200,000	\$0	\$1,000	\$201,000	\$428,465
3. Planning Elements	\$1,127,093	\$59,275	\$1,186,368	\$272,034	\$0	\$0	\$1,458,402	\$761,869	\$12,500	\$550,000	\$56,350	\$618,850	\$2,839,122
4. Public Participation	\$385,403	\$0	\$385,403	\$88,373	\$0	\$0	\$473,776	\$247,501	\$2,000	\$90,000	\$100,000	\$192,000	\$913,277
5. Travel Forecasting	\$1,074,088	\$0	\$1,074,088	\$246,288	\$0	\$0	\$1,320,376	\$689,764	\$135,000	\$439,000	\$98,500	\$672,500	\$2,682,640
6. Mobile Emissions Planning	\$939,502	\$98,746	\$1,038,248	\$238,070	\$0	\$0	\$1,276,318	\$666,749	\$64,000	\$165,000	\$93,500	\$322,500	\$2,265,567
7. Transportation Research and Data Program	\$857,380	\$0	\$857,380	\$196,597	\$0	\$0	\$1,053,978	\$550,598	\$230,000	\$150,000	\$50,000	\$430,000	\$2,034,576
8. Regional Land Use and Transportation Planning Coordination	\$239,106	\$260,459	\$499,565	\$114,550	\$0	\$0	\$614,115	\$320,814	\$75,000	\$50,000	\$55,500	\$180,500	\$1,115,429
9. Mobility Enhancement Programs	\$211,452	\$46,364	\$257,816	\$59,117	\$0	\$0	\$316,933	\$165,566	\$1,000	\$485,000	\$1,500	\$487,500	\$969,999
10. TPB Support and Management	\$305,213	\$0	\$305,213	\$69,985	\$0	\$0	\$375,198	\$196,003	\$2,045	\$200,000	\$216,300	\$418,345	\$989,546
<b>UPWP Core Program Total</b>	<b>\$5,720,778</b>	<b>\$464,843</b>	<b>\$6,185,622</b>	<b>\$1,418,363</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,603,985</b>	<b>\$3,972,322</b>	<b>\$726,545</b>	<b>\$2,289,000</b>	<b>\$679,550</b>	<b>\$3,695,095</b>	<b>\$15,271,403</b>
<b>TECHNICAL ASSISTANCE PROGRAM</b>													
A. District of Columbia	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$30,000	\$287,813	\$317,813	\$329,633
B. Maryland	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$195,000	\$286,152	\$481,152	\$492,971
C. Virginia	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$175,000	\$198,025	\$373,025	\$384,845
D. Public Transportation	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$250,000	\$55,469	\$395,469	\$407,289
<b>Technical Assistance Program Total</b>	<b>\$25,263</b>	<b>\$0</b>	<b>\$25,263</b>	<b>\$5,793</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,056</b>	<b>\$16,224</b>	<b>\$0</b>	<b>\$650,000</b>	<b>\$827,459</b>	<b>\$1,567,459</b>	<b>\$1,614,739</b>
<b>Total Basic Program</b>	<b>\$5,746,042</b>	<b>\$464,843</b>	<b>\$6,210,885</b>	<b>\$1,424,156</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,635,041</b>	<b>\$3,988,545</b>	<b>\$726,545</b>	<b>\$2,939,000</b>	<b>\$1,507,009</b>	<b>\$5,172,554</b>	<b>\$16,886,142</b>
<b>OTHER PROGRAMS</b>													
Continuous Air Systems Planning	\$140,030	\$0	\$140,030	\$32,109	\$0	\$0	\$172,139	\$89,925	\$0	\$235,000	\$131,966	\$366,966	\$629,030
State Planning & Research Program (DC)	\$80,141	\$0	\$80,141	\$18,376	\$0	\$0	\$98,517	\$51,466	\$0	\$95,738	\$0	\$95,738	\$245,721
<b>GRAND TOTAL</b>	<b>\$5,886,071</b>	<b>\$464,843</b>	<b>\$6,350,915</b>	<b>\$1,456,265</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,807,180</b>	<b>\$4,078,471</b>	<b>\$726,545</b>	<b>\$3,269,738</b>	<b>\$1,638,975</b>	<b>\$5,635,258</b>	<b>\$17,760,893</b>



## **ITEM 8 – Information**

February 15, 2023

### Briefing on the Draft FY 2024 Unified Planning Work Program

#### **Background:**

The board will be briefed on the draft Unified Planning Work Program (UPWP) for FY 2024 (July 1, 2023 through June 30, 2024). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. The board will be asked to approve the FY 2024 UPWP at its March 15 meeting.

#### **Attachments:**

- **Draft FY 2024 Unified Planning Work Program**
- **Draft FY 2023 UPWP Carry Over Memo**

# UNIFIED PLANNING WORK PROGRAM

## FY 2024

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2024

March 2023

**DRAFT**



National Capital Region  
**Transportation Planning Board**

## **DRAFT - UNIFIED PLANNING WORK PROGRAM (UPWP): FY 2024**

*The preparation of this program document was financially aided through grants from the District Department of Transportation, Maryland Department of Transportation, Virginia Department of Transportation, and the U.S. Department of Transportation.*

### **ABOUT THE TPB**

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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# I. INTRODUCTION

## Purpose

The National Capital Region Transportation Planning Board (TPB) is responsible for the federally required metropolitan transportation planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB's responsibilities.

The FY 2024 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region incorporates, in one document, all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2023 through June 30, 2024. The UPWP provides a mechanism to coordinate transportation planning activities conducted by the TPB. It is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Metropolitan Washington Council of Governments (COG) serves as the administrative agent for the TPB. The TPB is staffed by COG's Department of Transportation Planning. COG provides the administrative functions necessary to meet federal fiduciary and other regulatory requirements to receive FHWA and FTA funds.

This work program describes all transportation planning activities utilizing federal funding, including FHWA metropolitan planning funds (PL Funds) and FTA Section 5303 metropolitan planning funds. The Federal Aviation Administration (FAA) Continuous Airport System Planning (CASP) program is a separate grant and is included for informational purposes as the TPB is responsible for implementing the grant. The UPWP identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

## Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. On May 27, 2016, the FHWA and FTA jointly published a final rule on **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning**. The planning rule updates federal surface transportation regulations with changes adopted in the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America's Surface Transportation (FAST) Act, and the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA) passed in November 2021.

MAP-21 introduced and the FAST Act continues implementing performance management requirements through which states and metropolitan planning organizations (MPOs) will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds." In addition, MAP-21, the FAST Act and the IIJA included modest modifications to the planning process, policy board composition, participants in the process, and contents of the metropolitan long-range transportation plan. This work program complies with the requirements regarding metropolitan planning.

On June 15, 2022, the TPB approved the 2022 Update to Visualize 2045, the long-range transportation plan for the National Capital Region, and the FY 2023-2026 Transportation Improvement Program (TIP). On August 25, 2022, FHWA and FTA found that Visualize 2045 and the FY 2023-2026 TIP conform to the region's State Implementation Plans (SIPs) for complying with the federal Clean Air Act.

On June 15, 2022, the TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certified that the metropolitan transportation planning process being conducted by the TPB is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable federal metropolitan planning requirements as described under 23 CFR 450.336. The Self-Certification Statement is signed by the three state DOTs and the TPB.

In June 2019, FHWA and FTA jointly certified that the TPB's planning process complies with metropolitan planning regulations and issued a certification report. On April 10-11, 2019, FHWA and FTA conducted a certification review of the metropolitan planning process in the Washington, DC-VA-MD Transportation Management Area (TMA) which is the responsibility of the TPB and the Fredericksburg Area Metropolitan Planning Organization (FAMPO). Improvement and enhancements identified in the report will continue to be integrated into the TPB's ongoing planning process. The next certification review will be conducted in calendar year 2023.

The TPB will continue its rich tradition of coordinating with neighboring MPOs and with those MPOs with which it shares DOTs. The TPB will not only continue to coordinate but will look to enhance all its coordination opportunities. TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. The TPB is an active participant and a voting member of the Virginia Association of Metropolitan Planning Organizations (VAMPO). A TPB staff member served as the VAMPO Vice Chair in FY 2023.

## THE CLEAN AIR ACT

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in long-range transportation plan (LRTP) and Transportation Improvement Program (TIP) support the attainment of federal health standards for ozone (smog), carbon monoxide (CO), and particulate matter (PM-10).<sup>1</sup> The LRTP and TIP must meet specific requirements as specified by the Environmental Protection Agency (EPA) regulations first issued on November 24, 1993, and amended several times, most recently in April 2012,<sup>2</sup> regarding criteria and procedures for determining air quality conformity of transportation plans, programs, and projects funded or approved by FHWA and FTA. These conformity requirements are also addressed in this document.

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<sup>1</sup> Office of Air and Radiation (OAR) of the U.S. Environmental Protection Agency (EPA), "1990 Clean Air Act Amendment Summary: Title I," Clean Air Act Overview, August 31, 2015, <https://www.epa.gov/clean-air-act-overview/1990-clean-air-act-amendment-summary-title-i>.

<sup>2</sup> "Transportation Conformity Regulations as of April 2012" (U.S. Environmental Protection Agency, April 2012), [https://www.fhwa.dot.gov/environment/air\\_quality/conformity/laws\\_and\\_regs/rule.cfm](https://www.fhwa.dot.gov/environment/air_quality/conformity/laws_and_regs/rule.cfm).

## TITLE VI AND ENVIRONMENTAL JUSTICE: ENSURING NON-DISCRIMINATION

It has been the long-standing policy of both COG and TPB to actively ensure nondiscrimination under Title VI of the Civil Rights Act of 1964. Title VI states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Executive Order 12898, issued February 11, 1994, requires that the TPB identify and address, as appropriate, disproportionately high or adverse effects of its programs, policies, and activities on minority populations and low-income populations. While COG, as the TPB’s administrative agent, has the primary responsibility for meeting Title VI requirements, ensuring non-discrimination is an underlying tenet that permeates this work program. The TPB has a two-pronged approach to ensuring nondiscrimination: 1) analysis of the long-range transportation plan for disproportionately high and adverse impacts, and 2) engaging traditionally transportation-disadvantaged populations in the planning process. The specific tasks related to Title VI analysis is under Activity 1: Long-Range Transportation Planning. Engaging transportation disadvantaged-populations, primarily through the Access for All Advisory Committee, is found in Activity 4: Public Participation. COG’s Title VI Plan and Title VI Program (including the Language Assistance Plan), the Title VI notice to the public, and complaint procedures can be found at <https://www.mwcog.org/documents/titlevi/>.

After USDOT review on June 24, 2021, COG’s Title VI program meets the necessary requirements. The next triennial Title VI program update is due to FTA on June 1, 2024. On September 9, 2021, DDOT issued a determination that the COG Title VI Program satisfies DDOT’s Title VI program requirements. VDOT also conducted a Title VI review in 2021.

## Federal Requirements for Performance-Based Planning and Programming

MAP-21 and the FAST Act call for metropolitan planning organizations, public transportation providers and states **to establish and use a performance-based approach to transportation decision making**. USDOT has established performance measures related to seven goal areas for the federal-aid highway system. The goal areas include safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Additional goal areas for public transportation address transit safety and transit asset management.

FHWA and FTA have completed the issuance of final rulemakings for the performance measures, with deadlines set for target setting and periodic updates. TPB has been and will continue to work with the states and public transportation providers to collect data, make forecasts for performance, and update performance targets in support of those measures; and the TPB subsequently has up to 180 days to update performance targets as required, coordinated with those of the states and public transportation providers. The metropolitan transportation plan and the Transportation Improvement Program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The metropolitan transportation plan is required to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan. The approved plan and TIP are compliant with these requirements.

## Regional Planning Goals

In 1998, the TPB adopted the TPB Vision, which outlines a set of policy goals that have since served to guide the TPB's planning work program:

- The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.
- The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment.
- The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.
- The Washington metropolitan region will use the best available technology to maximize system effectiveness.
- The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
- The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.
- The Washington metropolitan region will achieve enhanced funding mechanisms for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- The Washington metropolitan region will support options for international and inter-regional travel and commerce.

These goals are broad in scope, and together with the strategies and objectives that are also outlined in the TPB Vision, provide a framework for setting out core principles for regional transportation planning. TPB Vision's policy goals encompass the ten planning factors required under the planning process of MAP-21 and are considered when developing the metropolitan transportation plan. Each planning factor is included in one or more of the TPB Vision goals, objectives, and strategies, except for security, which is implicitly addressed in the TPB Vision.

On January 15, 2014, after a three-year process, the TPB approved the Regional Transportation Priorities Plan (RTPP) for the National Capital Region. The Priorities Plan developed a comprehensive set of regional transportation goals and challenges, and then identified three regional priorities that local, state, and regional agencies should consider when developing projects for inclusion in the LRTP. The Priorities Plan will influence future policy actions, funding strategies, and potential projects considered for incorporation into Visualize 2045.

In 2017, the TPB established the Long-Range Plan Task Force, who engaged in a sketch planning effort to identify initiatives that could help the region achieve these goals. At that time, TPB Members had decided that the previous long-range plan did not show satisfactory performance compared to current conditions, nor did it bring us close enough to reach these regional planning goals. In December 2017 and January 2018, the TPB endorsed seven aspirational initiatives recommended

by the Long-Range Plan Task Force which have potential to significantly improve the performance of the region's transportation system compared to current plans and programs. These seven aspirational initiatives are included in Visualize 2045, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals.

As approved in Resolution R1-2021, the TPB and its staff commit to being guided by the following statement on equity, and the activities as carried out in the UPWP are intended to reflect this:

*The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and the TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and we recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.*

In October 2020, the TPB endorsed new, interim, non-sector specific GHG reduction goals and new climate resiliency goals. These include a 2030 interim, regional, non-sector specific GHG reduction goal of 50% below 2005 levels by 2030;<sup>3</sup> Later, in June 2022, the TPB adopted Resolution R18-2022 adding greenhouse gas (GHG) reduction goals and strategies, specifically for the on-road transportation sector, as planning priorities in the development of the regional long-range transportation plans, to help support the region attain its multi-sectoral GHG reduction goals. In its June 2022 action, the TPB set the GHG reduction goals for the on-road transportation sector to be equivalent to the non-sector specific goals (e.g., 50% by 2030), even though the TPB's Climate Change Mitigation Study of 2021 showed that such ambitious goals for the transportation sector would be extremely challenging to attain.

TPB produced two summary documents to make it easy to understand the TPB's policies and all of the scenario work accomplished over the last 15 years. The TPB Synthesized Policy Framework can be found [here](#) and the TPB Summary of Scenario Findings can be found [here](#).

## Responsibilities for Transportation Planning

The National Capital Region Transportation Planning Board (TPB) is the official metropolitan planning organization (MPO) for the National Capital Region and is responsible for conducting a continuing, cooperative, comprehensive (3-C) metropolitan transportation planning process. The TPB was designated as the region's MPO by the governors of Maryland and Virginia and the mayor of the District of Columbia.

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<sup>3</sup> "Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Interim Goals for Reducing Greenhouse Gases (TPB R8-2021)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, October 21, 2020), <https://www.mwcog.org/events/2020/10/21/transportation-planning-board/>.

The TPB is composed of representatives from the 24 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments (COG), the three state-level transportation agencies,<sup>4</sup> the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

The TPB also serves as the transportation policy committee of COG. This relationship serves to ensure that transportation planning is integrated with comprehensive metropolitan planning and development and is responsive to the needs of the local governments in the area. Figure 1 lists the jurisdictions and organizations represented on the TPB and its technical committees and subcommittees. Figure 2 shows the geographic location of each of the local member jurisdictions and urbanized areas (UZA).

Policy coordination of regional highway, transit, bicycle, pedestrian, and intermodal planning is the responsibility of the TPB. This coordinated planning is supported by the three state departments of transportation (DOTs), FTA, FHWA, and the member governments of COG. The TPB coordinates, reviews, and approves work programs for all proposed federally assisted technical studies as part of the UPWP. The relationship among land use, environmental, and transportation planning for the area is established through the continuing, coordinated land-use, environmental, and transportation planning work programs of COG and TPB. Policy coordination of land use and transportation planning is the responsibility of COG, which formed the Region Forward Coalition in 2010 to foster collaboration in these areas, and the Transportation Planning Board. COG's regional land use cooperative forecasts are consistent with the adopted metropolitan transportation plan.

The chairman of the TPB and the state transportation directors are members of the Metropolitan Washington Air Quality Committee (MWAQC), which was formed under the authority of the governors of Maryland and Virginia and the mayor of the District of Columbia to recommend the region's air quality plans. These recommendations are forwarded to the governors and mayor for inclusion in the air quality State Implementation Plans (SIPs) they submit to EPA.

In metropolitan Washington, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA, and the local government public transportation operators for cooperatively carrying out regional transportation planning and programming have been established over several years. As required under planning regulations, the TPB, the state DOTs, and the public transportation operators have documented their transportation planning roles and responsibilities in an agreement that was executed by all parties in April 2018. To meet Performance-Based Planning and Programming provisions, the TPB and individual stakeholders have documented their roles in responsibilities in Letters of Agreement (LOAs) that respond to each required performance area: Highway Safety, Highway and Bridge Condition, and System Performance (Congestion, Freight, and CMAQ). The responsibilities for the primary planning and programming activities are indicated in Figure 3.

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<sup>4</sup> The District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT).

With regards to coordination with other MPOs near the TPB's planning area, there are two agreements in place that lay out responsibilities for planning, programming, and the air quality conformity analysis. Both agreements can be found in the Appendices. In Virginia, the TPB has an agreement with the Fredericksburg Area MPO (FAMPO) from 2004 in which FAMPO assumes responsibility for meeting the transportation management area (TMA) planning and programming requirements within the Washington, DC-VA-MD Urbanized Area portion of Stafford County and producing the required planning documents for the TPB's current planning cycle. This agreement was reviewed in 2012 by both FAMPO and TPB staff, and it was mutually agreed that no changes were necessary. On May 21, 2021 this agreement was updated and approved to reaffirm and validate the mutually agreed upon roles of each MPO and in consideration of the passage of multi-year federal surface transportation legislation to ensure that ongoing roles and responsibilities are consistent with regional, State and Federal expectations. In Maryland, the TPB formalized an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and Calvert County, Maryland, regarding the conformity analysis of transportation plans, programs, and projects in Calvert County. Calvert County is in the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area and is also a member of the new Southern Maryland MPO. The agreement between the three parties was signed in January 2016.

A list of transportation planning studies to be conducted within the National Capital Region can be found in Figure 4.



**Figure 1: Jurisdictions and Organizations Represented on the TPB and its Technical Committees and Subcommittees**

**VIRGINIA**

Arlington County	City of Manassas Park
Fairfax County	Northern Virginia Transportation Authority
Loudoun County	Northern Virginia Regional Commission
Fauquier County	Northern Virginia Transportation Commission
Prince William County	Virginia Department of Transportation
City of Alexandria	Virginia Department of Rail and Public Transportation
City of Fairfax	Virginia Department of Aviation
City of Falls Church	Virginia General Assembly
City of Manassas	Potomac and Rappahannock Transportation Commission

**MARYLAND**

Frederick County	City of Greenbelt
Montgomery County	City of Laurel
Prince George's County	City of Rockville
City of Bowie	City of Takoma Park
City of College Park	Maryland-National Capital Park and Planning Commission
City of Frederick	Maryland Department of Transportation
City of Gaithersburg	Maryland General Assembly

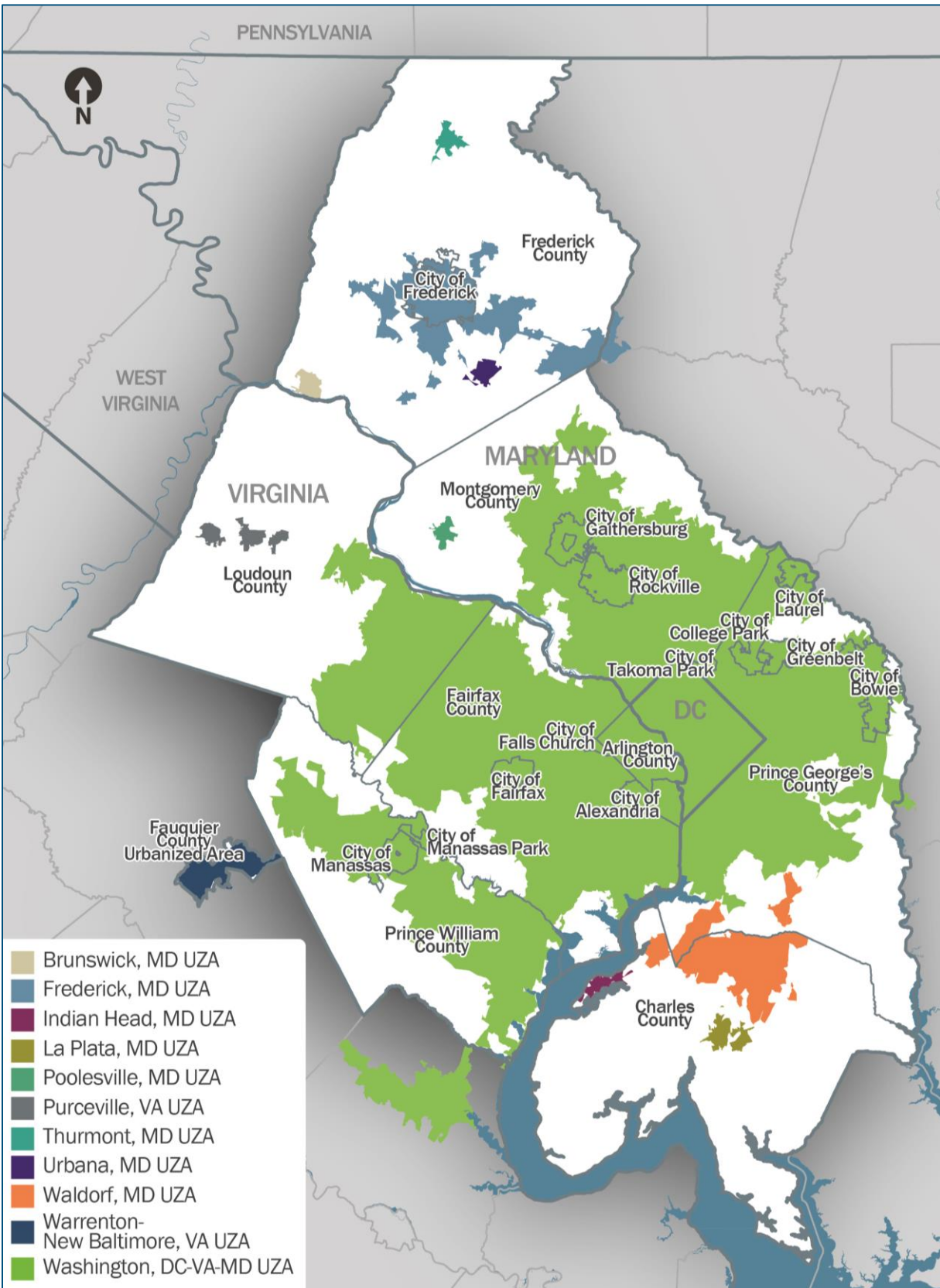
**DISTRICT OF COLUMBIA**

District of Columbia Council  
District of Columbia Department of Transportation  
District of Columbia Office of Planning

**REGIONAL, FEDERAL, AND PRIVATE SECTOR**

Washington Metropolitan Area Transit Authority  
Private Transportation Service Providers  
Metropolitan Washington Airports Authority  
Federal Highway Administration  
Federal Transit Administration  
National Capital Planning Commission  
National Park Service

**Figure 2: Membership of the National Capital Region Transportation Planning Board**



**Figure 3: Transportation Planning and Programming Responsibilities**

<b>RESPONSIBILITY</b>	<b>AGENCIES</b>
<b>UPWP Development</b>	TPB, DOTs, WMATA, Local Governments
<b>Planning Certification</b>	TPB, DOTs
<b>Performance-Based Planning</b>	TPB, DOTs, WMATA, Public Transportation Providers
<b>Visualize 2045 Development</b>	
Air Quality Conformity	TPB, FAMPO
Congestion Management Process	TPB, DOTs, Local Governments, FAMPO
Environmental Consultation	TPB, DOTs, Local Governments
Financial Element	TPB, DOTs, WMATA, Local Governments
Freight Element	TPB, DOTs, Local Governments
Participation Plan	TPB
Performance Based Planning and Programming	TPB, DOTs, WMATA, Public Transportation Providers
Plan Inputs/Update	DOTs, WMATA, Local Governments, NVTA, PRTC, FAMPO
Project Selection	TPB, DOTs, WMATA, Local Governments
Safety Element	TPB, DOTs, Local Governments
Transportation/Land-Use Planning	TPB, MDPC, Local Governments
<b>TIP Development</b>	
TIP Inputs	DOTs, WMATA, Local Governments, NVTA, PRTC
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Governments, NVTA, PRTC
Human Service Transportation Coordination Planning	TPB, WMATA, Human Service Agencies
Private Enterprise Participation	TPB, WMATA, Local Governments, NVTC, PRTC
Project Selection	TPB, DOTs, WMATA
Projects Federal Funding	TPB, DOTs, WMATA
Public Involvement Plan	TPB
<b>State Implementation Plan</b>	MWAQC, TPB, DOTs
Motor Vehicle Emissions Budget	WMATA, State Air Quality Agencies
<b>Climate Change Mitigation</b>	TPB, DOTs, WMATA, Local Governments
CO2 Mobile Emissions Reduction	
<b>Corridor Studies</b>	DOTs, WMATA, TPB
<b>Travel Demand Forecasting</b>	TPB
<b>Travel Monitoring</b>	TPB, DOTs, WMATA, Local Governments

**Figure 4: Transportation Planning Studies within the National Capital Region, 2023**

<b>STUDY</b>	<b>PRIMARY AGENCIES</b>	<b>SCHEDULE</b>	<b>PRODUCTS</b>
<b>REGIONAL</b>			
Blue/Orange/Silver Corridor Capacity & Reliability Study	WMATA	2023 (cont)	Study/LPA
Benefits of Transit Analysis update	WMATA	2023	Study
Station Capacity and Guaranteed Access Studies	WMATA	Ongoing	Studies
Rail Reliability Project Development	WMATA	Ongoing	Plans/Design
Metro Station Bus Amenities Project Development	WMATA	Ongoing	Plans/Design
Bus ROW Safety and Design Plan	WMATA	2023-2026	Study/Plan
Bus Network Redesign	WMATA	2023-2024	Plan
New Bus Operating Division Feasibility Study – Silver Spring	WMATA	2023-2024	Study
Bus Loop and Facility Analysis	WMATA	2023-2024	Study
Sustainability Action Plan	WMATA	2023	Plan
Resilience Program	WMATA	2023-2025	Plan/Strategy
Decarbonization Strategy	WMATA	Ongoing	Plan
Customer EV Charging Feasibility /Implementation Analysis	WMATA	2023-TBD	Study/Plan
Update Origin-Destination Land Use Ridership Model (OD-LURM)	WMATA	2023-2024	Model/Data tool
Station Mode-of-Access Targets	WMATA	2022-2023	Plan
TOD Strategic Plans	WMATA	2024-2025	Plan
Bus-Oriented Development Study	WMATA	2024-2025	Study
Academic Research Partnership applied analysis/studies	WMATA	2023-2024	Study

**Figure 4: Transportation Planning Studies within the National Capital Region, 2023**

<b>STUDY</b>	<b>PRIMARY AGENCIES</b>	<b>SCHEDULE</b>	<b>PRODUCTS</b>
<b>MARYLAND</b>			
MD 3 Widening/Upgrade Study (US 50 to MD 32)	MDOT SHA	On-hold	DEIS
MD 5 Transportation Study (I-95/I-495 to US 301)	MDOT SHA	On-hold	DEIS
MD 185 Needs Analysis (Chevy Chase Circle to MD 193)	MDOT SHA	2022	Plan/Report
MD 187 Needs Analysis (McKinley Street to Tilden Lane/Nicholson Lane)	MDOT SHA	2022	Plan/Report
MD 28/MD 198 Corridor Study (MD 97 to I-95)	MDOT SHA	2021	Plan/Report
US 15/US 40 Frederick Freeway Study	MDOT SHA	2022	CE
US 301 South Corridor Transportation Study (I-595/US 50 to Potomac River)	MDOT SHA, Charles County	On-hold	TBD
US 301 Waldorf Study (TB to South of Waldorf)	MDOT/SHA, Charles County	On-hold	TBD
TOD Planning for the Purple Line Project	UMD/MDOT MTA	2022	TBD
<b>DISTRICT OF COLUMBIA</b>			
East End Bike Lane Study	DDOT	2022	Design
New York Avenue Streetscape and Trail	DDOT	2022	Study/Design
K Street Transitway	DDOT	2022	Design
DC Circulator Electrification Plan	DDOT	2022	Plan
DC Circulator South Capitol Street Facility Improvement	DDOT	2022	Design
DC Circulator Transit Development Plan 2020 Update	DDOT	2022	Plan

**Figure 4: Transportation Planning Studies within the National Capital Region, 2023**

<b>STUDY</b>	<b>PRIMARY AGENCIES</b>	<b>SCHEDULE</b>	<b>PRODUCTS</b>
DC Circulator Claybrick Road Facility	DDOT	2022	Environmental /Design
MLK at Good Hope Road Safety and Connectivity Study	DDOT	2022	Concept Development/ Plan
Alabama Avenue	DDOT	2022	Design
Tenleytown Multimodal	DDOT	2022	Concept Development
Van Ness Commercial	DDOT	2022	Study/Design
<b>VIRGINIA</b>			
I-495 NEXT Express Lanes Extension to GWMP in vicinity of the American Legion Bridge	VDOT	Ongoing	NEPA Study/EA/FON SI
Arlington Master Transportation Plan Bike Element Update	Arlington County		Plan
Rosslyn Street Network Study	Arlington County		Study
Courthouse Square Shared Streets Study	Arlington County		Study
Wilson Blvd. Road Diet Follow-up Study	Arlington County	On hold	Study
Public Open Spaces Master Plan	Arlington County		Plan
Arlington General Land Use Plan Amendment Study	Arlington County		Study
Four Mile Run Valley Area Study	Arlington County		Study
Lee Highway Corridor Study	Arlington County		Study
I-495 Southside Capital Beltway Transit/TDM Study	DRPT	2022	Study

STARS Route 123/I-95 Safety and Operational Study	VDOT	2022	Report
STARS Route 123/Old Bridge Road Safety and Operational Study	VDOT	2022	Report
STARS Route 123/U.S. 1 Safety and Operational Study	VDOT	2022	Report
STARS Route 234 from Battlevue Pkwy to Godwin Road Safety and Operational Study	VDOT	2022	Report
STARS Route 236 from I-495 to I-395 Safety and Operational Study	VDOT	2022	Report
STARS Route 50 from Route 28 to Stringfellow Road Safety and Operational Study (Phase 2 – Chantilly)	VDOT	2022	Report
STARS Route 7 from Plaza Street to Fort Evans Road Operational Study	VDOT	2022	Report
Dale Blvd/Minnieville Road Intersection Improvements Study	VDOT	2022	Report
Project Pipeline Study – Route 236 from Prosperity Avenue to Wakefield Chapel Road	VDOT	2022	Report
Project Pipeline Study – Route 7 from Route 123 to I-495	VDOT	2022	Report
Project Pipeline Study – US 29 from US 15 to Linton Hall Road	VDOT	2022	Report
Project Pipeline Study – Prince William Parkway from Smoketown Road to Crossing Place	VDOT	2022	Report
Project Pipeline Study – Route 7 from Route 9 to Dulles Greenway	VDOT	2022	Report

## FY 2023 Accomplishments

In FY 2023, the TPB completed the following activities (this list also contains anticipated completions as well since the document will be approved three months prior to the end of the fiscal year):

1. *FY 2023 UPWP: TPB approval March 16, 2022; USDOT approval June 1, 2022.*
2. *On June 15, 2022, TPB approved the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP. The federal approval was received on August 25, 2022.*
3. *Kicked off the new plan updated called Visualize 2050, anticipated to be approved in calendar year 2024.*
4. *Produced performance measures for inclusion in plan (Dec 2021- March 2022)*
5. *Maintained and updated Visualize2045.org and Visualize2050.org websites.*
6. *Coordinated with the TPB, TPB Technical Committee and numerous TPB and COG subcommittees, as well as other stakeholders, on plan development and outreach*
7. *Updated data for infographics and animated videos.*
8. *Updated the TPB's Coordinated Human Service Transportation Plan*
9. *Integrated equity considerations for regional transportation planning into the content of plan.*
10. *State of Public Transportation Report*
11. *Regional Freight Plan update*
12. *Performance Based Planning and Programming*
  - a. *Highway Safety Targets set December 2022*
  - b. *Transit Safety Targets set December 2022*
13. *In Depth Analysis of Topics Requested from the Regional Travel Survey, periodic presentations throughout FY 2022*
14. *Travel Monitoring Snapshot monthly report, ongoing throughout FY 2022*
15. *Interactive web mapping tool of high-capacity transit and Equity Emphasis Areas in the region, October 2021 with ongoing enhancements.*
16. *Travel Trends Dashboard, ongoing development throughout FY 2022*
17. *Regional Ground Access Forecasts, December 2021*
18. *COVID-19 regional transportation impacts analysis, ongoing throughout FY 2023*
19. *Workplan for Round 10 Cooperative Forecasts, December 2021*
20. *Census 2020 report, October 2021*
21. *Multifamily housing Report, December 2021*
22. *Travel Model Employment Adjustment Factors, June 2022*
23. *Updated National Capital Trail Network map*
24. *Network development*
  - a. *COGTools, the software used by staff to edit and update transit networks used by the travel demand forecasting model*
    - i. *Maintained and updated both COGTools and the geodatabase used by COGTools. The new integrated geodatabase supports two file formats: Cube TRNBUILD and Cube Public Transport (PT).*
    - ii. *Developed a new station management module (Sep. 2022) and network quality assurance module (Dec. 2022) in COGTools.*
  - b. *Developed base-year transit network for use in the travel demand forecasting model.*
  - c. *Developed year-2021 jurisdictional weekday vehicle miles of travel (VMT) summaries (Nov. 2022).*



- d. Responded to numerous data requests concerning highway and transit networks.
25. Model development
- a. Planned for, coordinated, and conducted six meetings of the TPB Travel Forecasting Subcommittee.
  - b. Updated various model-related webpages on the COG website.
  - c. Continued support of COG's production-use regional travel demand forecasting model, the Gen2/Ver. 2.4 Travel Model, including developing an updated transmittal package, dated November 14, 2022, which includes the travel model, transportation networks, and land use data for the years 2017, 2021, 2023, 2025, 2030, 2040, and 2045.
  - d. Continued to improve, enhance, and refine the Gen2/Ver. 2.4 Travel Model on a developmental track. Staff implemented various model enhancements and bug fixes, including replacing the old ArcPy-based watershed generation process with a new GeoPandas-based process.
  - e. Continued four-year consultant assistance project to develop the TPB's next-generation travel demand model, an activity-based model (ABM), known as the Gen3 Travel Model. The Gen3, Phase 1 (prototype) Model was delivered to COG staff in Feb. 2022. The Gen3, Phase 2 (production-use) Model is due to COG staff in fall 2023. Staff continued to manage the consultant (RSG) developing the Gen3 Model. Staff reviewed and provided feedback on consultant deliverables. Staff also conducted various Phase 2 model development tasks in house, such as the estimation of three sub-models, the implementation of Cube Public Transport (PT) Multipathing in the Gen3 Model, conducting sensitivity tests, and implementing various model enhancements and bug fixes. Below are some COG/RSG documents from these work activities:
    - i. Xie. Memorandum to Files. "Implementing a Workaround to Address the Hyperpath Issue in the Public Transport (PT) Multipathing Implementation for the Gen3 Travel Model." August 16, 2022.
    - ii. Xie. Memorandum to Files. "Implementing Public Transport (PT) Multipathing with a Partial Fix to the Hyperpath Issue for Gen3 Travel Model." September 29, 2022.
    - iii. RSG. "MWCOC Gen 3 Model - ActivitySim Estimation Mode." Memorandum, December 20, 2022.
    - iv. RSG. "Gen3 Auxiliary Travel Model Implementation in the Phase 2 Development." Memorandum, August 18, 2022.
    - v. RSG, Baseline Mobility Group, and MWCOC. "Gen3 Model Phase 2 Model Estimation." December 20, 2022.
    - vi. Gen3 Model Phase 2 Model Calibration documentation (expected Feb. 2023).
  - f. Began planning for a multi-year effort to develop a regionally coordinated transit on-board survey. To initiate this effort, in FY 23, staff conducted outreach, held internal meetings and wrote memos that explored the strategies adopted by peer MPOs and proposed methodologies to move forward.
  - g. Worked with COG's Information Technology (IT) staff to migrate modeling servers, mobile emissions modeling workstations, and modeling files from on premises devices to devices in the cloud (Jan. 2023). Prior to migration, Travel Forecasting and Emissions Analysis (TFEA) staff worked with IT staff to conduct both technical and cost feasibility analyses of moving computing systems to the cloud.

- h. *Keeping abreast of developments in travel demand modeling: Attended conferences such as the Association of Metropolitan Planning Organizations Annual Conference (Minneapolis, Minnesota, October 25-28, 2022), the Transportation Research Board's Annual Meeting (Washington, D.C., January 8-12, 2023), and TRB Innovations in Travel Analysis and Planning Conference (June 4-6, 2023). Made presentations to AMPO: Newman, Freedman, Farmer, Castiglione, Sun, Chen, and Xie. "Using ActivitySim: Practical Experience with Collaborative Open-Source Modeling." October 26, 2022, as well as to TRB Innovations Conference (planned).*
  - i. *Reviewed the 2019 air passenger ground access travel forecasts, developed by the Planning Data and Research (PDR) Team (Oct. 2022) and processed the trip tables for the use of the Gen3 Model.*
  - j. *Responded and replied to about 40 model-related to technical data requests, which are typically submitted on the COG Data Request webpage.<sup>5</sup>*
26. *Model application*
- a. *Vuksan. "Using Data from the COG/TPB Regional Travel Demand Forecasting Model: Staff Recommendations for Consultants and Others Who Request Model Outputs." Presented at the COG/TPB Travel Forecasting Subcommittee, July 22, 2022.*
  - b. *Conducted a review of a Congestion Mitigation and Air Quality (CMAQ) Improvement Program Toolkit (Nov. 2022).*
  - c. *Conducted a sensitivity analysis to determine the response of the travel demand forecasting model to possible increases in toll rates on local toll roads (Dec. 2022).*
27. *Air Quality Conformity & Activities Associated with the LRTP*
- a. *Finished technical activities associated with the Air Quality Conformity (AQC) analysis of the 2022 LRTP and associated TIP, including analyzing motor vehicle registration data, also known as vehicle identification number (VIN) data, which was used as part of the input data for the mobile emissions modeling done using the EPA's MOVES model.*
  - b. *Developed technical travel-model-related output used by the Plan Development and Coordination (PDC) Team for the environmental justice analysis of the LRTP. For example, "Transmittal of Data in Support of the Environmental Justice Analysis of the 2022 Update to Visualize 2045." Memorandum, October 25, 2022.*
  - c. *Provided support for activities related to the TPB's 2024 Long-Range Transportation Plan interim update, including coordination with local jurisdictions on transit network inputs for the upcoming air quality conformity analysis.*
28. *Mobile Emissions Analysis, including Climate Change Planning*
- a. *In support of the update to motor vehicle emissions budgets (MVEBs) related to the Maintenance Plan for the Washington DC-MD-VA 2008 Ozone National Ambient Air Quality Standards (NAAQS) Nonattainment Area, developed and documented inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx) using EPA's MOVES3 model (in coordination with the Metropolitan Washington Air Quality Committee (MWAQC) and its subcommittees).*
  - b. *Participated in activities related to the development of an Attainment/Maintenance State Implementation Plan (SIP) to address requirements of the 2015 ozone NAAQS (in coordination with MWAQC).*

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<sup>5</sup> "Data Requests," Metropolitan Washington Council of Governments, Transportation, Modeling, November 16, 2022, <https://www.mwcog.org/transportation/data-and-tools/modeling/data-requests/>.

- c. *Participated in activities related to the recently established Carbon Reduction Program (CRP), designed to provide federal funding for the projects that reduce greenhouse gas emissions (e.g., coordination with state DOTs to gain a better understanding of DOT and TPB roles in the process).*
  - d. *Son, Park. "Emission Modeling Process Version 2.0.1 Compatible with MOVES3.0.4 (Draft)." Memorandum, August 22, 2022.*
  - e. *Son, Park. "MOVES3 & Related Software Applications Installation Guide (Draft)." Memorandum, August 22, 2022.*
  - f. *Conducted sensitivity test on the mobile emissions impact of the 2045 highway no-build scenario for the 2020 LRTP (Sep. 2022).*
  - g. *Comment letter: Srikanth, Kanathur. Letter to Stephanie Pollack, Acting Administrator, Federal Highway Administration. "Comments on 'National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure' [Docket No. FHWA-2021-0004]," September 29, 2022.*
  - h. *Conducted various internal sensitivity tests on EPA's new mobile emissions modeling software, MOVES3 (fall 2022).*
  - i. *Provided information to support various COG or TPB resolutions*
    - i. *"Resolution Endorsing Regional Climate Mitigation and Resiliency Goals (COG R49-2022)." Resolution. Washington, D.C.: Metropolitan Washington Council of Governments, October 12, 2022.*
    - ii. *"Resolution Endorsing Efforts to Support Electric Vehicle Deployment (COG R40-2022)." Resolution. Washington, D.C.: Metropolitan Washington Council of Governments, September 14, 2022.*
    - iii. *"Resolution on the Adoption of On-Road Transportation Greenhouse Gas Reduction Goals and Strategies (TPB R18-2022)." Resolution. Washington, D.C.: National Capital Region Transportation Planning Board, June 15, 2022.<sup>6</sup>*
  - j. *"Emissions Savings from 2022 Car Free Day." Memorandum, November 2, 2022.*
  - k. *Provided review for the following draft report: Cook, Srikanth. "A summary of the TPB and COG scenario study findings: Informing planning for the metropolitan Washington region," (Nov. 2022)*
  - l. *Met with the U.S. Government Accountability Office (GAO) on December 20, 2022, to provide information for a report being written by GAO about how MPOs analyze and plan for greenhouse gas (GHG) emissions.*
  - m. *Kept abreast of developments regarding air quality regulations/guidance and climate change planning.*
  - n. *Responded and replied to about 8 model-related to technical data requests.*
29. *Technical assistance to state DOTs and regional transit agencies as part of the UPWP Technical Assistance program.*

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<sup>6</sup> This occurred in late FY 2022 but was not reported in the FY 2022 accomplishments list of last year's UPWP.

## FY 2024 Regional Planning Priorities

In December 2021, USDOT issued planning emphasis areas for MPOs to consider in Unified Planning Work Programs. The eight areas are: 1) Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future; 2) Equity and Justice40 in Transportation Planning; 3) Complete Streets; 4) Public Involvement; 5) Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination; 6) Federal Land Management Agency (FLMA) Coordination; 7) Planning and Environment Linkages (PEL); and 8) Data in Transportation Planning. This section provides a summary of how the work activities in this UPWP address these USDOT priority areas. In addition, Figure 5 on page 26 provides a crosswalk of how UPWP activities and deliverables support the TPB's policy priorities

### TACKLING THE CLIMATE CRISIS – TRANSITION TO A CLEAN ENERGY, RESILIENT FUTURE

In 2010, the TPB joined MWCOC's action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change. Over the last decade, the TPB completed three studies to evaluate strategies to address these targets, including the What Would It Take? analysis,<sup>7</sup> the Multisector Working Group study,<sup>8</sup> and the TPB Climate Change Mitigation Study (CCMS) of 2021.<sup>9</sup> These three studies identified various types of projects, programs, and policies that have the greatest potential to reduce GHG emissions from the on-road, transportation sector. In October 2020, the TPB endorsed new, interim, non-sector specific GHG reduction goals and new climate resiliency goals. These include a 2030 interim, regional, non-sector specific GHG reduction goal of 50% below 2005 levels by 2030;<sup>10</sup> the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and the need to incorporate equity principles and expand education on climate change into CEEPC, COG and TPB members' actions to reach the climate mitigation and resiliency goals. This will require many changes, such as an increase in the share of the vehicle fleet that is zero emissions and a decrease in per-capita vehicle miles traveled (VMT) to effect an associated decrease in on-road vehicle emissions generated by vehicles using roads in the LRTP. In November 2021, the TPB published results of its TPB Resiliency Study, including a white paper on regional transportation planning for resiliency and an inventory of current TPB member resiliency planning activities. The TPB will use this information as it implements future planning activities for transportation resiliency. A new Task 3.10, Resiliency Planning, has been added to the UPWP, to focus and augment the TPB's climate and natural hazards resiliency planning activities. Also, on the topic of climate change planning, following up on the TPB Climate

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<sup>7</sup> Monica Bansal and Erin Morrow, "What Would It Take? Transportation and Climate Change in the National Capital Region," Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, May 18, 2010), <http://www.mwcog.org/uploads/pub-documents/qF5eXVw20110617114503.pdf>.

<sup>8</sup> ICF International, "Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region," Final Technical Report (Metropolitan Washington Council of Governments, January 31, 2016), <https://www.mwcog.org/file.aspx?D=Uj%2fOvKporwCjlofmfR2gk7ay5EmBOb9a4UHR7cKKQig%3d&A=ITSlgZNd01uWwMHJVzFUV1WIPhZ9IDhMGqWIEQSF9CM%3d>.

<sup>9</sup> ICF, Fehr & Peers, and Gallop Corporation, "TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings," Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022), <https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/>.

<sup>10</sup> "Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Interim Goals for Reducing Greenhouse Gases (TPB R8-2021)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, October 21, 2020), <https://www.mwcog.org/events/2020/10/21/transportation-planning-board/>.

Change Mitigation Study (CCMS), the TPB set a series of GHG reduction targets specifically for the on-road transportation sector which are identical to the earlier non-sector sector-specific goals,<sup>11</sup> despite the findings from the CCMS that such large GHG reductions from the transportation sector would be very challenging to attain. In February 2022, the TPB members were surveyed about which GHG reduction strategies they could support.<sup>12</sup> Based on this survey, seven GHG reduction strategies received majority or plurality support,<sup>13</sup> and seven strategies were deemed not yet ready to be adopted by the TPB, thus requiring further study.<sup>14</sup> In FY 2024, the TPB staff plans to work with COG's Department of Environmental Programs (DEP) to coordinate efforts to encourage implementation of those strategies that have TPB support and to further study those strategies identified.

## EQUITY AND JUSTICE<sup>40</sup> IN TRANSPORTATION PLANNING

TPB Resolution R1-2021 established equity as a fundamental value and integral part of all transportation planning board's work activities. The TPB and its staff resolved to commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and the TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and we recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.

*Examples of TPB's activities to improve equity related to transportation in the TPB region include:*

- TPB staff have participated in equity discussions and training.
- Asking questions in surveys that inform regional planning on issues of equity.
- Developing performance measures and other analysis that inform planning for a more equitable region.
- Incorporating equity considerations into TPB studies on climate mitigation and resilience, transit, and safety.

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<sup>11</sup> "Resolution on the Adoption of On-Road Transportation Greenhouse Gas Reduction Goals and Strategies (TPB R18-2022)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, June 15, 2022), <https://www.mwcog.org/documents/2022/06/15/r18-2022-resolution-on-the-adoption-of-on-road-transportation-ghg-reduction-goals-and-strategies/>.

<sup>12</sup> National Capital Region Transportation Planning Board, Climate Change Mitigation Goals and Strategies Questionnaire, interview by TPB staff, February 28, 2022, <https://www.mwcog.org/events/2022/2/4/tpb-technical-committee/>.

<sup>13</sup> See, for example, slide 9 of Mark S. Moran, "Climate Change Mitigation: Recent Efforts by the Transportation Planning Board to Establish Transportation-Sector Greenhouse Gas Reduction Goals and Strategies"; OR slide 6 of Kanti Srikanth, "Climate Change Elements Under Consideration by TPB: Transportation-Sector Greenhouse Gas Reduction Goals and Strategies," <https://www.mwcog.org/events/2022/6/3/tpb-technical-committee/>.

<sup>14</sup> See, for example, slide 10 of Moran, "Climate Change Mitigation: Recent Efforts by the Transportation Planning Board to Establish Transportation-Sector Greenhouse Gas Reduction Goals and Strategies"; OR slide 7 of Srikanth, "Climate Change Elements Under Consideration by TPB: Transportation-Sector Greenhouse Gas Reduction Goals and Strategies."

- The TPB’s Bicycle and Pedestrian plan identifies improvements and policies to encourage more walking and biking.
- The Access for All Advisory Committee provides input to the TPB on projects, programs, and services that are important to low-income individuals, minority communities, and persons with disabilities. The TPB has identified connectivity gaps in accessing essential services for older adults, people with disabilities, and those with low incomes in its Coordinated Human Service Transportation Plan, adopted by the TPB in December 2018, and currently undergoing an update. These unmet transportation needs are used to develop priorities for FTA’s Enhanced Mobility of Seniors and Individuals with Disabilities grant program. COG serves as the designated recipient for this program in the Washington DC-VA-MD Urbanized Area and the TPB solicits and selects the projects, which provide key access to essential services such as health care, education, employment, and recreation
- For the update to Visualize 2045, the TPB’s long-range transportation plan:
  - TPB staff incorporated equity considerations throughout the plan, including amplifying equity discussions and perspectives throughout the chapters of Visualize 2045 as well as the voice of under-represented/historically disadvantaged groups in the Voices of the Region public outreach
  - TPB staff conducted focus groups to discuss equity issues in transportation.
  - In FY 2016, an expanded analysis of the long-range transportation plan identified potentially vulnerable populations. Areas containing such populations are called Equity Emphasis Areas. Like past plans, the federally required environmental justice (EJ) analysis will be conducted after approval of the plan. Staff updated the Equity Emphasis Areas (EEAs) using 2020 census data in 2022, when all new census data required for the analysis is available, and used it to conduct the EJ analysis for the updated plan.
  - Information was provided regarding as to which projects in the constrained element are in an EEA or connect an EEA to an Activity Center, as well as narrative descriptions provided by the project sponsors about equity considerations in planning for each project in the constrained element. Funding totals for this subset of plan projects will be documented in the plan.

## **COMPLETE STREETS AND SAFETY**

TPB Resolution R3-2021, adopted in July of 2020, reaffirmed and codified the board’s resolve to dramatically reduce the number of people killed and injured on the Region’s roadways. Based on the findings of a regional roadway safety study commissioned by the TPB in 2019, the resolution urges TPB member jurisdictions and agencies to reaffirm road user safety as a top priority and to prioritize the implementation of projects, programs, and policies to reduce the number of fatal and serious injury crashes on the Region’s roadways. The resolution also established and funded an ongoing Regional Safety Program at a level of \$250,000 per fiscal year to provide short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues; this program will enter its fourth year in FY 2024.

## **PUBLIC INVOLVEMENT**

Task 4 “Public Participation” includes all public involvement activities: outreach activities to low-income, older adults, minorities, and persons with disabilities; and communication activities to support of the development of the long-range transportation plan, TIP, and all other TPB activities. Virtual Public Involvement (VPI) tools have played an integral role in how the TPB has been conducting public involvement over the past few years, and the TPB will continue to use them wherever possible.

Most recently updated in October of 2020, the TPB’s Participation Plan states the board’s commitment to transparent communications and engagement with the public and with relevant agencies to support the regional transportation planning process. This includes communications and engagement to inform developing the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

The plan articulates the TPB’s policy for public participation. It describes how members of the public can get involved and demonstrates how staff will work to meet and exceed federal requirements. Most importantly, this plan guides TPB staff interactions with the public so their public-facing work can: 1) reach as many people as inclusively as possible, and 2) collect meaningful input and build support to inform TPB plans and programs, and aid in decision making. The Participation Plan is required under federal laws and regulations pertaining to metropolitan planning. The plan builds on previous efforts designed to encourage participation in the TPB process and provide reasonable opportunities for residents and other interested agencies to be involved in the metropolitan transportation planning process.

As articulated in the Participation Plan, the TPB conducts an array of public engagement work. Some activities, such as the meetings of the Community Advisory Committee and Access for All Advisory Committee, occur on a recurring basis and are designed to provide regular and consistent feedback to the regional planning process. Other activities are intended to get input on specific, important TPB plans and actions. In 2020 and 2021, public engagement was particularly focused on the update of the region’s long-range plan Visualize 2045. These activities included a representative public opinion survey, a series of focus groups, and the solicitation of public comment on TPB priorities through QR code signs and posters. All the activities reflected the TPB’s prioritization of equity, by asking about the concerns of underserved communities and seeking to incorporate their voices and opinions into the TPB’s planning products.

## **STRATEGIC HIGHWAY NETWORK (STRAHNET)/U.S. DEPARTMENT OF DEFENSE (DOD) COORDINATION**

The region’s Interstate highways and several key connecting links comprise the Strategic Highway Network in the TPB planning area, roadways that have long been of critical focus in the metropolitan transportation plan. TPB will continue and strengthen our attention to the operations and reliability of these key roadways, in coordination with federal partners.

## **FEDERAL LAND MANAGEMENT AGENCY (FLMA) COORDINATION**

Upon approval, the Eastern Federal Lands Highway Division (EFLHD) of the U.S. Federal Highway Administration transmits its four-year TIP to be included in the TPB's TIP. The lists of projects in the District of Columbia, suburban Maryland, and Northern Virginia are placed in the respective parts of Appendix A of the TIP along with the programming tables of the DOTs and other implementing agencies in those three jurisdictions. It is by this inclusion, that EFLHD's projects are included in the appropriate STIP which is submitted for federal approval.

TPB staff also participate in the DC Programming Decisions Committee (PDC) to score and rank applications for the DC Federal Lands Access Program (FLAP).

## **PLANNING AND ENVIRONMENT LINKAGES (PEL)**

The TPB's environmental consultation and mitigation activities provide resources and opportunities for environmental and historic agencies at the state and local levels to engage in the regional long-range transportation planning process.

Through TPB and COG committees and the public participation process, the TPB conducts a consultation effort during the development of the transportation plan that engages, as appropriate, state and local agencies responsible for land-use management, natural resources, environmental protections, conservation, and historic preservation. The consultation process includes a comparison of the transportation plans with state conservation plans or maps and inventories of natural or historic resources.

The TPB also must include a discussion of possible mitigation activities that may have the greatest potential to restore and maintain environmental functions, (see Appendix G of Visualize 2045). The areas where mitigation efforts can be focused include neighborhoods and communities, cultural resources; wetlands and water resources; forested and other natural areas; endangered and threatened species; and air quality. State and local transportation agencies examine, document and implement any needed environmental mitigation actions at the individual project level.

A new interactive map provides a regional-level resource to inform the relationship between the transportation and environmental concerns. It is available online at:  
<https://visualize2045.org/future-factor/climate-resiliency-and-environmental-health/>.

The map allows the public and decision makers to view the natural resource data layers along with the transportation projects expected to be built by 2045 from the financially constrained element of this plan. By defining and inventorying environmental resources and data, the interactive map can be used to inform state and local agencies and the public about the relationship between the projects in the constrained element and environmental concerns at the regional scale.

## **DATA IN TRANSPORTATION PLANNING**

Data management activities are carried out under Task 7.2 (Data Management and Visualizations). This activity entails developing and supporting transportation data management procedures and systems and publishing findings from research through digital reporting and data visualization products. This includes hosting and managing data collected and compiled under this task as well as across numerous programs. It also entails developing visualizations of these data, such as



dashboards and interactive maps, as part of research and analysis activities. TPB completed an evaluation of Big Data and its potential to support planning and analysis across multiple programs. As an outcome of this study, TPB intends to acquire Big Data products as an ongoing investment in emerging and important Big Data sources that have great potential to support cross-program regional transportation planning, understanding, and decision-making. The Data Management and Visualization task also supports the continued development and maintenance of the Regional Transportation Clearinghouse (RTDC), which serves as a one-stop portal for staff and regional partners to access important regional datasets. Over the years, staff has collected transportation data from various sources, primarily member jurisdictions, state agencies, and transit authorities. The data have been organized and presented in the RTDC in an open format to improve access and data sharing between TPB members and other users in the region. Examples of data include traffic counts, transit, land use forecasts, bicycle and pedestrian, demographic and socioeconomic, bridge, pavement, and related system performance data, aviation, and roads, highways, and networks.

## PERFORMANCE-BASED PLANNING AND PROGRAMMING

An overview of performance-based planning and programming was provided earlier in this Introduction. Performance-based planning and programming is an articulated priority of the TPB as demonstrated in Activity 3: Performance-Based Planning and Programming in this UPWP. Ongoing processes have been established to address performance measures and targets in coordination with the three state DOTs, WMATA, and the local government public transportation operators in accordance with the federal planning regulations and performance management requirements for MPOs.

As included in the Metropolitan Planning Agreement (3C Agreement) approved by the Transportation Planning Board on April 18, 2018, in accordance with the latest federal metropolitan planning requirements as adopted in the FAST Act, the TPB's TIP includes a description of how the investments in the TIP make progress toward achievement of the targets in the Plan.

The TIP includes funding under the Highway Safety Improvement Program for priority HSIP projects as programmed by the three states. Examples of HSIP programmed projects include impact attenuators, guardrails, upgrading traffic signal devices, work zone safety reviews, and improved signs and markings. The three states have processes for inclusion of safety-related projects as identified in their Strategic Highway Safety Plans and other state plans and documents. Safety improvements are also included within projects funded with non-HSIP funds and through other state and federal sources, such as the Transportation Alternatives Program Block Grants, including Safe Routes to School grants, and CMAQ and maintenance projects, all of which will provide benefits that contribute to improved safety performance. Thus, the funding and the program of projects in the TIP will enable the TPB to achieve the region's safety performance targets.

The TIP includes funding from multiple FTA sources for projects that support Transit Asset Management. Examples of these projects include rural and urban capital assistance programs; rolling stock acquisition, maintenance, and overhauls; bus fleet rehabilitation and replacement; track and rail yard maintenance and improvements; and maintenance of passenger facilities. Each of the three states and WMATA have adopted Transit Asset management plans which are included in their respective STIPs. Transit Asset Management category projects are also supported by non-FTA sources such as state and local funding, WMATA Insurance Proceeds, and flexible CMAQ and STP funding. The funding and the program of projects in the TIP will enable the TPB to achieve the region's transit asset management performance targets.

## REGIONAL POLICY FRAMEWORK AND PRIORITIES

The TPB's LRTP seeks to respond to both federal requirements and its own adopted set of policy goals and priorities. To a large extent, federal and regional goals intersect. The TPB has worked continually to develop and adopt a set of consensus-based policy goals and priorities to inform local decision making on the types of projects, programs and policies it seeks for its LRTP and TIP. The Vision, adopted in 1998, is the overarching policy document that describes regional goals and objectives as well as strategies to achieve them. This vision informed the 2014 Regional Transportation Priorities Plan. The vision and goals focus on multimodal transportation solutions that give people greater choice in finding the travel mode that works best for them. It emphasizes the important role of land-use, especially strengthening the region's Activity Centers by providing high quality connections between centers and improving non-auto travel options within them. System maintenance is also paramount, recognizing that our existing roadways and transit systems must be in a state of good repair to be safe, efficient, and reliable.

In 2020, the TPB approved three resolutions renewing commitments to safety, equity, and climate change. The TPB's equity resolution affirms equity as a foundational principle that will be woven throughout TPB's analyses, operations, procurement, programs, and priorities. The safety resolution established that safety for all modes of transportation is a regional priority which will be monitored and analyzed through performance-based planning and programming with an emphasis on aspirational safety goals associated with Vision Zero and Towards Zero Deaths.

The TPB endorsed the region's new GHG reduction goals and new climate resiliency goals. These include a regional greenhouse gas emissions reduction goal of 50 percent below 2005 levels by 2030 and becoming a Climate Ready Region - making significant progress by 2030. The goals identified the need to incorporate equity principles and expand education on climate change into the TPB members' actions to reach the climate mitigation and resiliency goals.

In June 2022, the TPB also set its own goals when it adopted Resolution R18-2022 adding greenhouse gas (GHG) reduction goals and strategies, specifically for the on-road transportation sector, as planning priorities in the development of the regional long range transportation plans, to help support the region attain its multi-sectoral GHG reduction goals.

## PROMOTE VISUALIZE 2045 ASPIRATIONAL INITIATIVES

In December 2017 and January 2018, the TPB endorsed seven Aspirational Initiatives recommended by the Long-Range Plan Task Force with the potential to significantly improve the performance of the region's transportation system. These seven Aspirational Initiatives are included in Visualize 2045 (2018) as the aspirational element, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals. To support implementation of these initiatives, TPB staff have met with TPB member jurisdictions and transit agencies to discuss the projects, programs, and policies that the members are advancing that align with the Aspirational Initiatives, and how TPB can support its members in doing so. TPB staff also worked on follow-up to TPB Resolution R10-2019 which directed staff to conduct activities related to the implementation of three of the Aspirational Initiatives:

- Improve walk and bike access to transit – Staff developed and refined a network analysis to identify walksheds around high-capacity transit stations. Staff have shared with various committees the online 'walksheds analysis' tool that can be used by anyone in the region. Staff is conducting outreach to technical staff at the local jurisdictions.

- Complete the National Capital Regional Trail Network – Staff implemented a work program for expanding the regional trail network to cover the entire TPB region, as a network.
- Provide more telecommuting and other options for commuting – Commuter Connections Program launched the IncenTrip app on August 28, 2020. Staff also conducted other activities related to Travel Demand Management (TDM).

COG staff (who are not explicitly TPB staff) worked on activities to address another of the seven initiatives— “Bring jobs and housing closer together.” The Housing Initiative has been underway to identify how to work together as a region to build 100,000 more housing units over the next decade in the region’s Activity Centers. Resolution R10-2019 also encouraged regional coordination activities, led by TPB partners, to promote implementation of the initiatives “Expand bus rapid transit (BRT) regionwide,” and “Expand the express highway network.” COG staff made recommendations to the COG board regarding three regional housing targets. In September, the COG Board voted unanimously to endorse the three housing targets.

Supporting the Initiative, Bring Jobs and Housing Closer Together, the COG issued a Certified Resolution R46-2021 - endorsing high-capacity transit station areas (HCTs) as a key planning concept and tool. The TPB endorsed these concepts also, supporting the COG resolution with TPB Resolution R4-2022.

The Visualize 2045 Voices of the Region survey, focus groups, and, the Aspiration to Implementation event each, in some way, provided data, insights, and information to promote or support planning for the concepts behind the Aspirational Initiatives. For example, the survey asked questions about public opinion regarding transportation enhancements such as the use of dedicated lanes for bus rapid transit. The Aspirations to Implementation event was designed to help the TPB better understand and communicate about how the concepts behind the endorsed initiatives impact the lives of people living in the region.

## **REGIONAL COORDINATION BEYOND TRADITIONAL BOUNDARIES**

As a multi-state MPO, the TPB fully embraces the need for regional cooperation and coordination across state and agency boundaries. Each work activity in this UPWP reflects regional coordination between jurisdictions and agencies in Virginia, Maryland, and the District of Columbia, notably in developing performance measures and targets, the unfunded regional priority projects, MATOC, congestion management, safety, public transportation, and freight. The TPB coordinates with MPOs near its planning area, such as FAMPO, the Calvert-St. Mary’s Metropolitan Planning Organization (C SMMPO), and the Baltimore Regional Transportation Board (BRTB). With regards to air quality conformity analysis, transportation projects and land use forecasts from these other MPOs are reflected in the technical analysis. Formal agreements on the coordination and consultation processes for transportation planning exist with FAMPO and C SMMPO, as described above under “Responsibilities for Transportation Planning.”

The TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. The Commonwealth of Virginia General Assembly established the Virginia Association of Metropolitan Planning Organizations (VAMPO) effective July 1, 2009, through House Joint Resolution No. 756 to provide education, information and opportunities for cooperation among Virginia’s Metropolitan Planning Organizations and among state, federal and community officials. The TPB is an active participant and a voting member of VAMPO. VAMPO’s mission is “Moving Virginia forward by

enhancing, promoting, and supporting the regional transportation planning process of the Commonwealth's MPOs." A TPB staff member currently serves as the Vice Chairman of VAMPO.

The TPB's Transportation/Land-Use Connections (TLC) program continues to improve the coordination between land use and transportation planning in the region. The Public Transportation Subcommittee plays a key role in fostering cooperation and coordination among the many public transit providers in the region. COG has been designated by the governors of Maryland and Virginia and the mayor of the District of Columbia to coordinate with the state DOTs in the development of an agency to oversee Metrorail safety, as required under MAP-21.

**Figure 5: Selected FY 2024 UPWP Work Activities and Planning Policy Focus Areas<sup>15</sup>**

No.	UPWP Work Activities	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Comprehensive Multimodal System	Emerging Mobility and Technology	Resiliency / Sustainability	Equity	Land Use	Mobility/ Reliability	Operational Efficiency	Safety
1	Transportation Land Use Connections Program (Task 9.4)	✓	✓	✓			✓	✓	✓		
2	Transportation Alternatives Set Aside Program (Task 9.3)	✓	✓	✓			✓	✓	✓		
3	Enhanced Mobility Grant Program (Task 9.1)	✓		✓			✓		✓		
4	Regional Roadway Safety Program (Task 9.2)				✓		✓		✓	✓	✓
5	Transit Within Reach Program (Task 11)	✓	✓	✓			✓	✓	✓		
6	Regional Air Quality Conformity Analysis (Task 6.1)		✓			✓	✓				
7	Visualize 2045 Plan Performance Measure Dashboard (Task 1.3)	✓	✓	✓		✓	✓	✓	✓		
8	Visualize 2050 development (Task 1.3)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
9	Resiliency - Coordination, Phase II study and interactive map (Task 3.10)		✓			✓	✓				✓
11	State of Public Transportation Report (Task 3.7)	✓		✓	✓	✓	✓		✓	✓	✓
12	National Capital Trail Network Update (Task 3.6)	✓				✓	✓	✓	✓		✓
13	Coordinate implementation of Transportation-Sector Climate Change Mitigation Strategies (Task 6.2)		✓	✓		✓	✓	✓	✓	✓	
14	Travel Demand Forecasting: Production-Use & Developmental Models (Task 5.2)	✓	✓	✓		✓	✓	✓	✓		

<sup>15</sup> Excludes regular committee meetings that provide input and oversight of all the activities of the TPB.

No.	UPWP Work Activities	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Comprehensive Multimodal System	Emerging Mobility and Technology	Resiliency / Sustainability	Equity	Land Use	Mobility/ Reliability	Operational Efficiency	Safety
15	Mobile Emissions Inventory and Planning (Task 6.2)		✓			✓	✓			✓	
16	Performance-Based Planning and Programming Analysis and Target Setting (Task 3.1) and Congestion Management Process (Task 3.2)		✓	✓	✓	✓			✓	✓	✓
17	Inventorying and Planning for Transit Electrification (Task 3.7)		✓	✓	✓	✓	✓		✓	✓	
18	Regional Intelligent Transportation Systems (ITS) Architecture (Task 3.3)			✓	✓				✓	✓	✓
19	Bicycle and Pedestrian Planning Professional Development/Best Practices Forums (Task 3.6)	✓		✓	✓	✓	✓				✓
20	Transit Private Providers Forum (Task 3.7)			✓					✓		
21	Travel Surveys and Travel Trends Analysis, Studies and Research, Data Management, and Visualizations (Tasks 7.1 and 7.2)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
22	Coordination of land use and regional transportation planning, including Cooperative Forecasts (Task 8.1)	✓	✓	✓	✓	✓	✓	✓	✓		
23	Technical Assistance Program (Task 11)	✓		✓	✓		✓	✓	✓		✓

## Federal Metropolitan Planning Provisions

The **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning** Rule was issued on May 27, 2016. The planning rule updates federal surface transportation regulations with changes adopted in the MAP-21 and the FAST Act. For MPOs, such as the TPB, the most significant change is the performance-based planning and programming requirements which must be adopted by May 27, 2018 and included in all subsequent TIPs and long-range plans. This UPWP will provide for an ongoing review of the metropolitan planning provisions and USDOT guidance with a consideration of what additional work activities may be called for. The TPB must respond to any guidance on how MPOs should implement the provisions. As new USDOT planning regulations or guidance are released, the UPWP will integrate such new work activities. The TPB will work with the state DOTs, public transit providers and other stakeholders to identify any specific changes or amendments that will be necessary to address them.

## II. PROPOSED FY 2024 TPB WORK PROGRAM AND BUDGET

### Program Structure

The TPB is responsible for the federally required metropolitan transportation planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB responsibilities. The tasks to be completed under each of the activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments, and supplementary consultant support.

The work program identifies the major work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. The next several pages provide revenue and expenditure tables, and a series of figures which illustrate the relationship between and among the TPB work activities. The order of the tasks is deliberate with the federal regulatory requirements identified most prominently followed by the subsequent tasks providing support for elements of those requirements.

#### 1. LONG-RANGE TRANSPORTATION PLANNING

The first major activity, **Long-Range Transportation Planning**, includes activities related to the development of Visualize 2050 (the new long-range transportation plan), activities to maintain federal compliance, and activities to implement policy board directed activities. The current plan, Visualize 2045, identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. The 2022 Update to Visualize 2045 was approved in June 2022, and strategic implementation including a focus on the aspirational element continues. Additional analysis to support and enhance plan components and other federal requirements will be undertaken as necessary.

#### 2. TRANSPORTATION IMPROVEMENT PROGRAM

The second major activity, the **Transportation Improvement Program (TIP)**, provides support to update, amend, modify, and enhance the TPB’s TIP. In FY 2019, TPB procured a consultant to develop a new iTIP Database, called Project InfoTrak, which provides a complete upgrade and overhaul to the project database information system. In FY 2024, work continues to refine and enhance the long-range transportation plan, TIP project, and conformity record database, including a GIS database.



### 3. PLANNING ELEMENTS

The third major element, **Planning Elements**, considers the following aspects of metropolitan transportation planning, and their support of regional long-range transportation plan and program development, in conjunction with federal FAST, MAP-21, and IJA requirements:

- Performance-Based Planning and Programming (PBPP);
- Regional congestion management process (CMP);
- Systems performance, operations, and technology (SPOT) planning;
- Transportation emergency preparedness planning;
- Transportation safety planning;
- Bicycle and pedestrian planning;
- Regional public transportation planning;
- Freight planning;
- Planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program; and
- Transportation resiliency planning.

A key objective is to provide opportunities for regional consideration, coordination, and collaborative enhancement of planning for each of these elements. Also included for all elements will be outreach to members, stakeholders, and subject matter experts, to gather information to advise future planning and committee activities.

### 4. PUBLIC PARTICIPATION

The fourth major activity, **Public Participation**, includes all public involvement activities: outreach activities to low-income, older adults, minorities, and persons with disabilities; and communication activities to support of the development of the long-range transportation plan, TIP, and all other TPB activities.

### 5. TRAVEL FORECASTING

The fifth major activity, **Travel Forecasting**, consists of developing, maintaining, supporting, and improving the TPB's travel demand forecasting methods. Methods can range from tactical models, such as the TPB's regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models. This work activity includes preparing the inputs, such as transportation networks, for the regional travel demand model and also includes developmental work, both to improve the production-use travel model and also to develop the next version of the regional travel model, such as the TPB's next-generation travel model, an activity-based travel model (ABM), known as the Generation 3, or Gen3, Model, which is being developed with consultant assistance during a four-year period, from FY 20 through FY 24.

### 6. MOBILE EMISSIONS PLANNING

The sixth major activity, **Mobile Emissions Planning**, consists of maintaining and applying the adopted, production-use TPB travel demand model and the EPA Motor Vehicle Emissions Simulator (MOVES) model to forecast air pollution emitted by on-road motor vehicles. This activity includes the

air quality conformity analysis of the LRTP and TIP, technical support for the LRTP (such as with performance analysis of the LRTP or the equity analysis), and technical work supporting state environmental planning activities, such as climate change planning pertaining to the on-road transportation sector.

## 7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

The seventh major activity, **Transportation Research and Data Programs**, provides empirical travel research, data, visualizations, and documentation on regional travel trends and behavior. This includes information from traffic counts, high occupancy vehicle (HOV) monitoring, regional travel surveys and other travel trend analysis activities. This activity includes data management, development of data visualizations, and GIS technical support for all planning activities across the department and maintaining the Regional Transportation Data Clearinghouse.

## 8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

The eighth major activity, **Regional Land Use and Transportation Planning Coordination**, includes coordination of local, state, and federal planning activities, develops population, household, and employment forecasts that are used as input into the TPB travel demand forecasting model, and facilitates the integration of land use and transportation planning in the region.

## 9. MOBILITY AND ENHANCEMENT PROGRAMS

The TPB solicits and selects projects for four programs. The ninth major activity, **Mobility and Enhancement Programs**, captures the efforts involved in soliciting and selecting projects for the FTA “Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities” program, the Regional Roadway Safety Program (RRSP), the FHWA Transportation Alternatives Set-Aside Program (TAP), and the TPB’s Transportation Land-Use Connections Program (TLC).

## 10. TPB MANAGEMENT AND SUPPORT

The tenth major activity, **TPB Management and Support**, includes the staff and administrative management to provide support for the meetings of TPB, its committees and special work groups, and developing and administering the annual UPWP.

## 11. TECHNICAL ASSISTANCE PROGRAM

The eleventh major activity, **Technical Assistance Program**, responds to requests from state and local governments and transit operating agencies for applying TPB methods and data to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

## CONTINUOUS AIRPORT SYSTEM PLANNING (CASP)

Finally, the **Continuous Airport System Planning (CASP)** Program conducts ground access planning studies and analyses for airport and airport-serving facilities in the region.

## Work Activity Budgets

The funding level for the TPB's FY 2024 Basic Work Program is assumed to be slightly higher than the FY 2023 level, due to the additional funding from the IJA. The proposed budget levels for the 11 activities by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 1 on the next page. The proposed expenditures for each of these 11 tasks are identified in Table 2. A detailed breakdown of staffing, consultant costs, and other budgetary requirements is provided in Table 3. The TPB committee structure is shown in Figure 6. The TPB committee or sub-committee responsible for the activities listed in Figure 7 are shown under the descriptions for each task in Section III. Figure 8 illustrates the relationship between and among the TPB work activities.

**Table 1: Revenue - FY 2024 TPB Proposed Funding by Federal, State, and Local Sources**  
(July 1, 2023, to June 30, 2024)

	FTA SECT 5303	FHWA PL FUNDS	FHWA & FTA	OTHER CASP & SPR	
	80% FED & 20% STATE/ LOCAL	80% FED & 20% STATE/ LOCAL	SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS SET-ASIDE <sup>1</sup>	90% FAA & LOCAL 10%  SPR 80% FHWA & LOCAL 20%	TOTALS
<b>DDOT ALLOCATIONS</b>					
NEW FY 24 & Unobligated FY 23 <sup>2</sup>	\$834,220	\$2,853,616	\$73,170		\$3,761,006
PRIOR UNEXPENDED <sup>3</sup>	\$169,873	\$616,410	\$0		\$786,283
CARRYOVER FY 2023 <sup>4</sup>	\$84,134	\$399,802	\$0		\$483,935
<b>SUBTOTAL - DC</b>	<b>\$1,088,227</b>	<b>\$3,869,828</b>	<b>\$73,170</b>		<b>\$5,031,225</b>
<b>MDOT ALLOCATIONS</b>					
NEW FY 24 & Unobligated FY 23 <sup>2</sup>	\$2,216,514	\$5,632,627	\$122,849		\$7,971,990
PRIOR UNEXPENDED <sup>3</sup>	\$316,362	\$884,440	\$0		\$1,200,802
CARRYOVER FY 2023 <sup>4</sup>	\$195,170	\$556,302	\$0		\$751,472
<b>SUBTOTAL - MD</b>	<b>\$2,728,045</b>	<b>\$7,073,369</b>	<b>\$122,849</b>		<b>\$9,924,263</b>
<b>VDRPT &amp; VDOT ALLOCATIONS</b>					
NEW FY 24 & Unobligated FY 23 <sup>2</sup>	\$2,001,185	\$4,885,095	\$101,740		\$6,988,020
PRIOR UNEXPENDED <sup>3</sup>	\$259,190	\$759,773	\$0		\$1,018,963
CARRYOVER FY 2023 <sup>4</sup>	\$158,478	\$430,615	\$0		\$589,093
<b>SUBTOTAL - VA</b>	<b>\$2,418,853</b>	<b>\$6,075,483</b>	<b>\$101,740</b>		<b>\$8,596,076</b>
<b>TOTAL FHWA/FTA FUNDING ALLOCATIONS</b>					
NEW FY 24 & Unobligated FY 23 <sup>2</sup>	\$5,051,919	\$13,371,338	\$297,759		\$18,721,016
PRIOR UNEXPENDED <sup>3</sup>	\$745,425	\$2,260,623	\$0		\$3,006,048
CARRYOVER FY 2023 <sup>4</sup>	\$437,782	\$1,386,718	\$0		\$1,824,500
<b>SUB-TOTAL - FHWA-FTA</b>	<b>\$6,235,125</b>	<b>\$17,018,679</b>	<b>\$297,759</b>		<b>\$23,551,564</b>
<b>TOTAL BASIC UPWP</b>	<b>\$6,235,125</b>	<b>\$17,018,679</b>	<b>\$297,759</b>		<b>\$23,551,564</b>
<b>FAA - CASP PROGRAM</b>				\$675,000	\$675,000
<b>State Planning &amp; Research (SPR)</b>				\$248,000	\$248,000
<b>GRAND TOTAL UPWP</b>	<b>\$6,235,125</b>	<b>\$17,018,679</b>	<b>\$297,759</b>	<b>\$923,000</b>	<b>\$24,474,564</b>

1. The November 15, 2021, Infrastructure Investment and Jobs Act (a.k.a. Bipartisan Infrastructure Law) requires each MPO to use at least 2.5% of its PL funds (under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.  
2. "New FY2024" funding amounts are at the levels in the federal Infrastructure Investment Jobs Act (IIJA). It also includes the increased funding provided by the IIJA in federal FY2022 not programmed in TPB's FY2023 UPWP.  
3. "Prior Unexpended" funding amounts are yet to be confirmed by funding agencies and may change.  
4. "Carryover FY2023 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2023UPWP, that are not anticipated to be spent in FY 2023. As such, these funds will be carried over from FY 2023 to be used to perform Core program and Tech. Assistance activities in FY 2024.

**Table 2: FY 2024 UPWP Expenditures**

WORK ACTIVITY	FY 2023 TOTAL COST ESTIMATE
<b>CORE PROGRAMS</b>	
1. Long-Range Transportation Planning	\$1,123,429
2. Transportation Improvement Program	\$583,710
3. Planning Elements	\$3,406,428
4. Public Participation	\$740,717
5. Travel Forecasting	\$3,442,357
6. Mobile Emissions Planning	\$2,922,011
7. Transportation Research and Data Programs	\$5,344,964
8. Regional Land Use and Transportation Planning Coordination	\$1,211,231
9. Mobility and Enhancement Programs (EM, TLC, TAP, RSP) <sup>1</sup>	\$1,133,413
10. TPB Management and Support	\$1,609,939
<b>Sub-total: Core Program</b>	<b>\$21,518,200</b>
<b>11. TECHNICAL ASSISTANCE</b>	
A. District of Columbia	\$334,164
B. Maryland	\$696,253
C. Virginia	\$608,510
D. Public Transportation <sup>2</sup>	\$393,115
<b>Sub-total: Technical Assistance Program</b>	<b>\$2,033,364</b>
<b>Total - Basic UPWP</b>	<b>\$23,551,564</b>
<b>AIR SYSTEMS PLANNING</b>	
1. Continuous Airport System Planning (CASP) <sup>1</sup>	\$675,000
2. State Planning & Research (SPR) <sup>2</sup>	\$248,000
<b>Sub-total: CASP and SPR</b>	<b>\$923,000</b>
<b>GRAND TOTAL UPWP</b>	<b>\$24,474,564</b>
<ol style="list-style-type: none"> <li>1. Work activities are based on anticipated FAA grants to conduct airport ground access planning as part of CASP program.</li> <li>2. SPR program activities are funded through a separate grant from the District of Columbia's Department of Transportation to assist in DDOT's HPMS program.</li> </ol>	

**Table 3: TPB FY 2024 Work Program by Funding Sources**

UPWP - Work Activity	COG Labor Cost		Total COG Staff	COG Labor Fringe Cost	Supplemental Labor		Total Labor & Fringe Cost	Total Indirect Cost	Direct Costs (Implementation)			Total Prgrm. (Implmntn.) Direct Cost	Grand Total Cost
	DTP Staff	Other Staff			Interns	Temps			Computers, Data	Studies Programs	Other Costs		
<b>CORE PROGRAMS</b>													
1. Long-Range Transportation Planning	\$435,816	\$0	\$435,816	\$99,628	\$0	\$0	\$535,444	\$326,085	\$5,000	\$250,000	\$6,900	\$261,900	\$1,123,429
2. Transportation Improvement Program	\$178,423	\$0	\$178,423	\$40,788	\$0	\$0	\$219,211	\$133,499	\$230,000	\$0	\$1,000	\$231,000	\$583,710
3. Planning Elements	\$1,168,603	\$60,989	\$1,229,591	\$281,085	\$0	\$0	\$1,510,676	\$920,002	\$8,750	\$925,000	\$42,000	\$975,750	\$3,406,428
4. Public Participation	\$310,457	\$0	\$310,457	\$70,971	\$0	\$0	\$381,428	\$232,290	\$2,000	\$25,000	\$100,000	\$127,000	\$740,717
5. Travel Forecasting	\$1,142,421	\$0	\$1,142,421	\$261,157	\$0	\$0	\$1,403,578	\$854,779	\$480,000	\$582,000	\$122,000	\$1,184,000	\$3,442,357
6. Mobile Emissions Planning	\$1,157,440	\$103,683	\$1,261,124	\$288,293	\$0	\$0	\$1,549,417	\$943,595	\$90,000	\$230,000	\$109,000	\$429,000	\$2,922,011
7. Transportation Research and Data Progr	\$918,124	\$0	\$918,124	\$209,883	\$0	\$0	\$1,128,007	\$686,957	\$980,000	\$2,500,000	\$50,000	\$3,530,000	\$5,344,964
8. Regional Land Use and Transportation Planning Coordination	\$212,770	\$273,482	\$486,252	\$111,157	\$0	\$0	\$597,409	\$363,822	\$75,000	\$100,000	\$75,000	\$250,000	\$1,211,231
9. Mobility Enhancement Programs	\$230,210	\$0	\$230,210	\$52,626	\$48,682	\$0	\$331,519	\$201,895	\$1,000	\$597,500	\$1,500	\$600,000	\$1,133,413
10. TPB Support and Management	\$510,255	\$0	\$510,255	\$116,644	\$25,000	\$0	\$651,900	\$397,007	\$2,500	\$353,744	\$204,788	\$561,032	\$1,609,939
<b>UPWP Core Program Total</b>	<b>\$6,264,520</b>	<b>\$438,154</b>	<b>\$6,702,674</b>	<b>\$1,532,231</b>	<b>\$73,682</b>	<b>\$0</b>	<b>\$8,308,588</b>	<b>\$5,059,930</b>	<b>\$1,874,250</b>	<b>\$5,563,244</b>	<b>\$712,188</b>	<b>\$8,149,682</b>	<b>\$21,518,200</b>
<b>TECHNICAL ASSISTANCE PROGRAM</b>													
A. District of Columbia	\$6,685	\$0	\$6,685	\$1,528	\$0	\$0	\$8,213	\$5,002	\$0	\$0	\$322,200	\$322,200	\$335,415
B. Maryland	\$6,685	\$0	\$6,685	\$1,528	\$0	\$0	\$8,213	\$5,002	\$0	\$0	\$683,038	\$683,038	\$696,253
C. Virginia	\$6,685	\$0	\$6,685	\$1,528	\$0	\$0	\$8,213	\$5,002	\$0	\$0	\$595,365	\$595,365	\$608,581
D. Public Transportation	\$6,685	\$0	\$6,685	\$1,528	\$0	\$0	\$8,213	\$5,002	\$0	\$90,000	\$289,900	\$379,900	\$393,115
<b>Technical Assistance Program Total</b>	<b>\$26,740</b>	<b>\$0</b>	<b>\$26,740</b>	<b>\$6,113</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,853</b>	<b>\$20,008</b>	<b>\$0</b>	<b>\$90,000</b>	<b>\$1,890,503</b>	<b>\$1,980,503</b>	<b>\$2,033,364</b>
<b>Total Basic Program</b>	<b>\$6,291,261</b>	<b>\$438,154</b>	<b>\$6,729,415</b>	<b>\$1,538,344</b>	<b>\$73,682</b>	<b>\$0</b>	<b>\$8,341,441</b>	<b>\$5,079,938</b>	<b>\$1,874,250</b>	<b>\$5,653,244</b>	<b>\$2,602,691</b>	<b>\$10,130,185</b>	<b>\$23,551,564</b>
<b>OTHER PROGRAMS</b>													
Continuous Air Systems Planning	\$146,556	\$0	\$146,556	\$33,503	\$0	\$0	\$180,059	\$109,656	\$0	\$210,000	\$175,286	\$385,286	\$675,000
State Planning & Research Program (DC)	\$87,057	\$0	\$87,057	\$19,901	\$0	\$0	\$106,958	\$65,137	\$0	\$75,905	\$0	\$75,905	\$248,000
<b>GRAND TOTAL</b>	<b>\$6,524,873</b>	<b>\$438,154</b>	<b>\$6,963,027</b>	<b>\$1,591,748</b>	<b>\$73,682</b>	<b>\$0</b>	<b>\$8,628,457</b>	<b>\$5,254,731</b>	<b>\$1,874,250</b>	<b>\$5,939,149</b>	<b>\$2,777,977</b>	<b>\$10,591,376</b>	<b>\$24,474,564</b>

**Figure 6: Major Components of UPWP Work Activities**

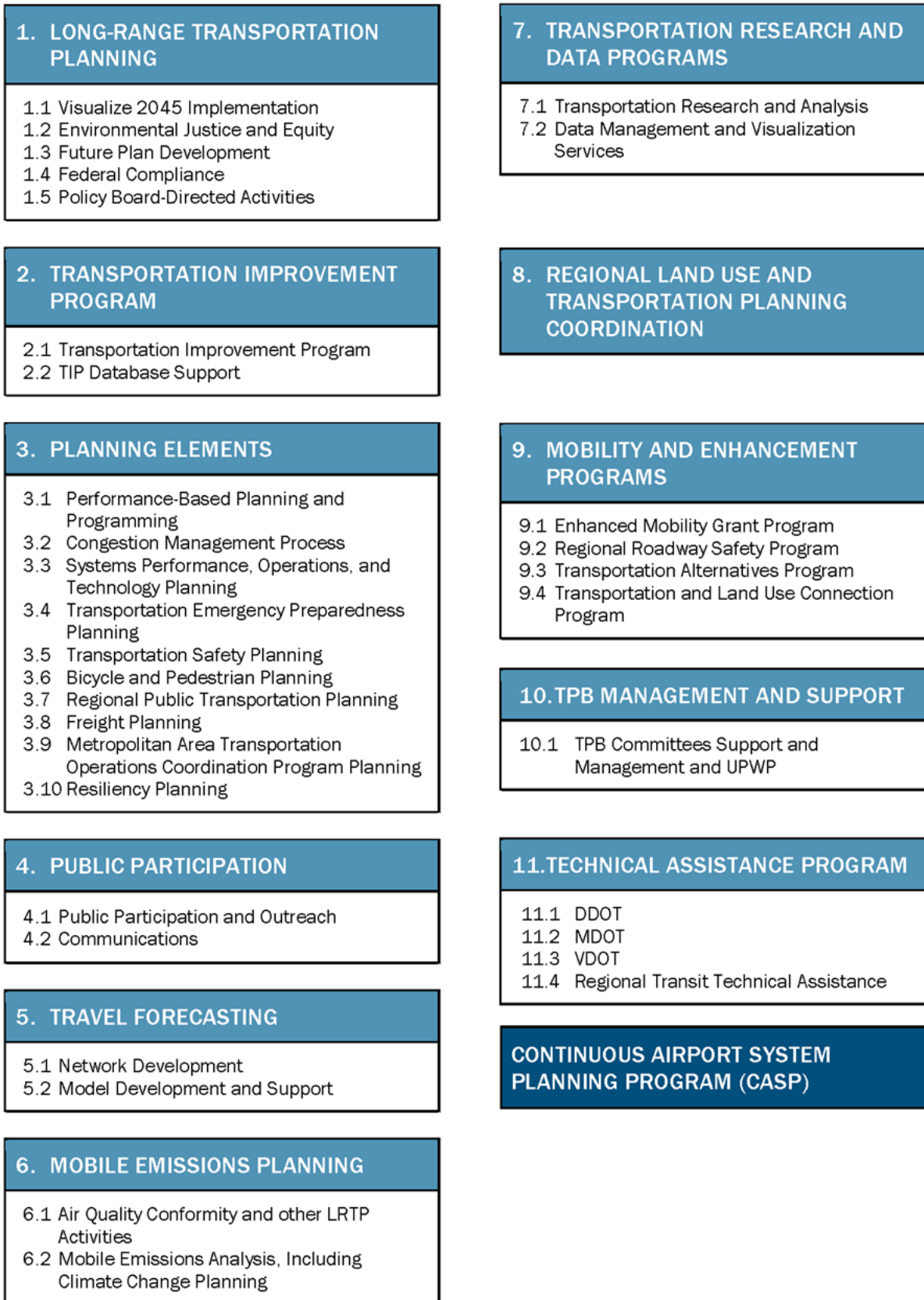
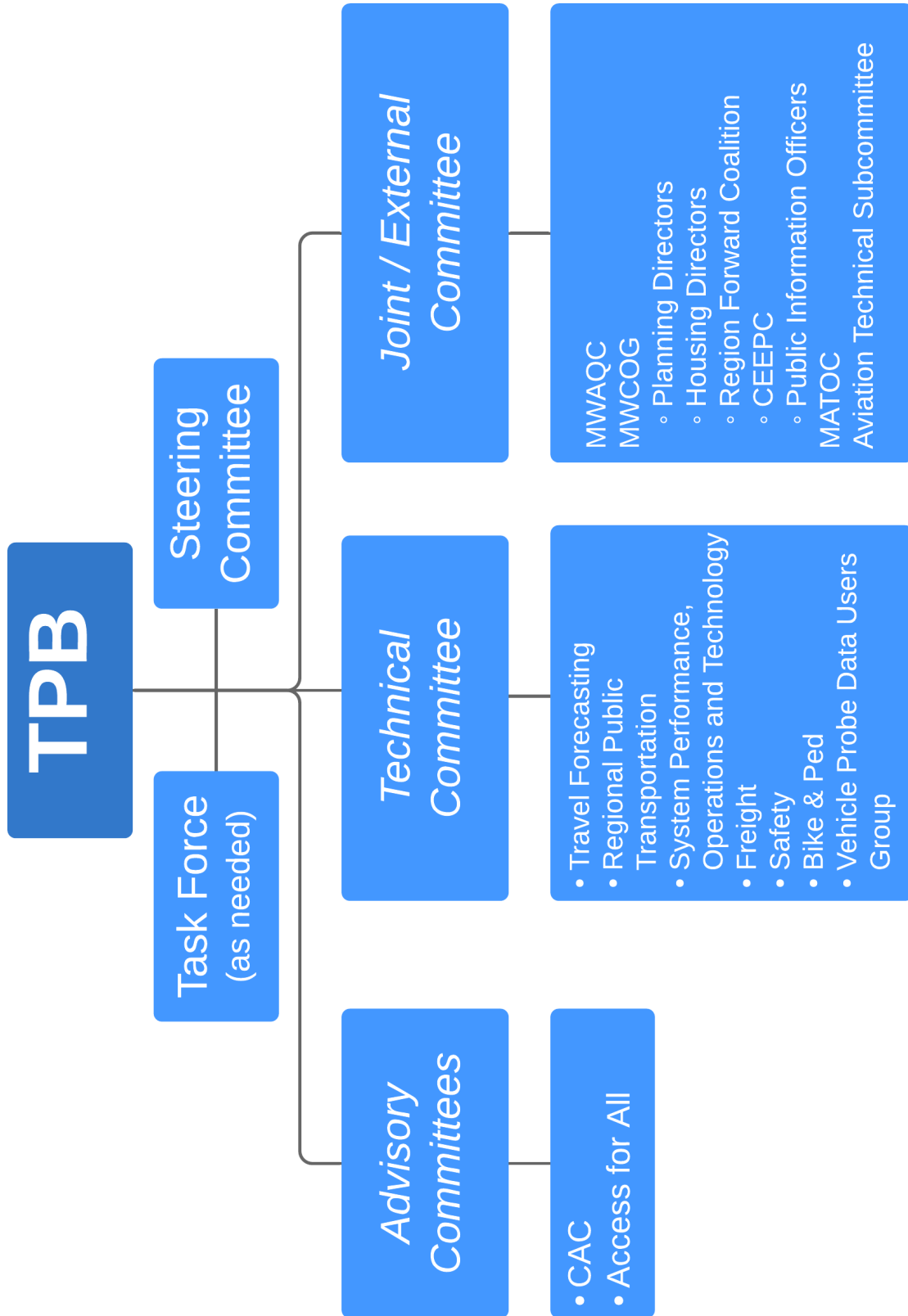
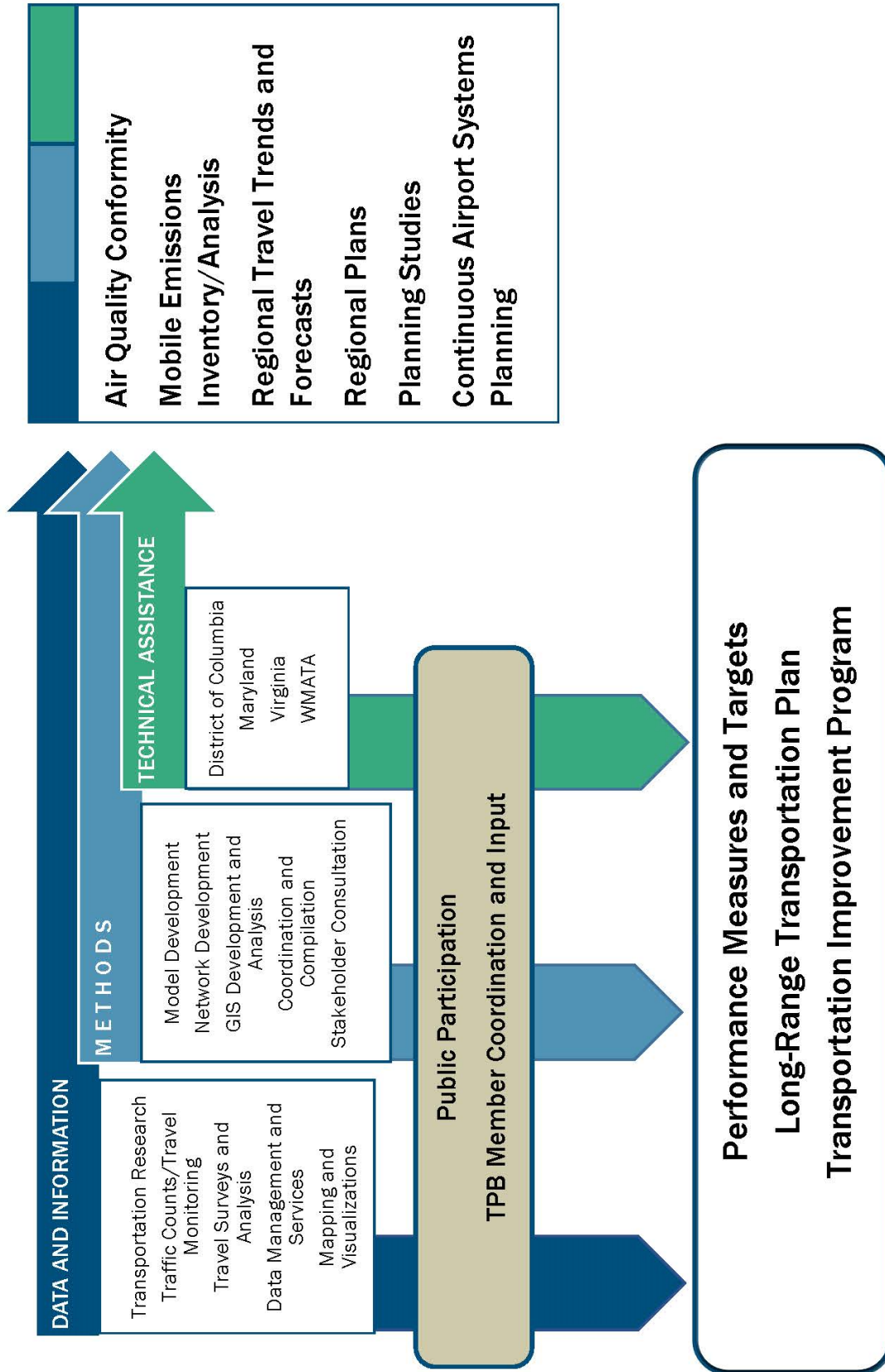


Figure 7: TPB Committee Structure





**Figure 8: Overview of Planning Products and Supporting Processes**



### III. MAJOR WORK ACTIVITIES

#### 1. Long-Range Transportation Planning

**OVERSIGHT**

TPB Technical Committee

**MAJOR PRODUCTS**

- Visualize 2050 – continue plan update
- Conduct supporting analysis for the plan
- Visualize 2045 plan implementation

**TOTAL COST ESTIMATE**

\$TBD

##### 1.1 VISUALIZE 2045 IMPLEMENTATION

Visualize 2045 (2022) is the federally required long-range transportation plan for the National Capital Region. It identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. The plan was approved in June 2022 and this activity describes work to support implementation and the Visualize 2045 activities related to the next plan update, called Visualize 2050.

- Conduct general coordination and outreach to members to help members understand and implement the plan and the priority strategies supported by the TPB.
- Provide opportunities for consideration, coordination, and collaborative enhancement of the TPB’s long-range transportation plan.
- Conduct analysis as necessary to support the TPB priorities.

##### 1.2 ENVIRONMENTAL JUSTICE AND EQUITY

The TPB continues to seek opportunities to understand the needs of all users of the regional transportation system. TPB will conduct outreach and analysis that will improve the region’s understanding of specific needs of and considerations for disadvantaged populations in the transportation planning process.

- Coordinate with TPB public participation staff to improve data collection regarding disadvantaged populations.
- Provide analysis and support for other equity-related activities.
- Communicate equity findings from analysis and outreach activities
- Track and respond to USDOT equity initiatives applicable to the TPB

### **1.3 FUTURE PLAN DEVELOPMENT**

TPB staff will also undertake other activities to advance the development of the next long-range transportation plan called Visualize 2050.

- Communicate to Board and other stakeholders the key planning activities for the next plan update – the update of Visualize 2045 to Visualize 2050, by 2024. This update is expected to take place over two fiscal years.
- Conduct coordination across all tasks to support plan development.
- Conduct planning and coordination activities related to PBPP and the federal planning factors (See Task 3 for more detail).

### **1.4 FEDERAL COMPLIANCE**

The TPB has federal responsibilities, and this task supports work to maintain compliance with those requirements.

- Track, research, and respond to all federal activities and regulations that impact the metropolitan transportation planning process.

### **1.5 POLICY BOARD-DIRECTED ACTIVITIES**

The TPB is a policy board that can take action on a variety of transportation planning and policy initiatives. This task will support any activities that the Board directs staff to do.

- Support implementation of TPB Resolution R19-2021 to update the plan with a targeted completion date of 2024.
- Support implementation of TPB Resolution R4-2022 that focuses on building transit-oriented communities throughout the region around High-Capacity Transit (HCT) station areas using Equity Emphasis Areas as a key planning concept and tool to inform decision making and action.
- Produce all products through an ‘equity lens’ as directed by TPB Resolution R1-2021, which requires all TPB activities to be conducted with an equity lens.
- Carry out additional activities as directed by the TPB.

## 2. Transportation Improvement Program

### OVERSIGHT

TPB Technical Committee

### MAJOR PRODUCTS

- Maintain and continue to tailor the iTIP Database (Project InfoTrak) to meet the needs of staff and members

### TOTAL COST ESTIMATE

\$ TBD

### 2.1 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule in the next six years for distributing federal, state, and local funds for state and local transportation projects. This activity will encompass the following work tasks in FY 2024:

#### *TIP Programming*

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.
- Enhance documentation of the TIP with additional analysis as a part of the long-range plan/TIP publications and the Visualize 2050 website.
- Provide public access to long-range plan and TIP project data through an improved online searchable database with integrated GIS project mapping.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding fiscal year compared against the federal funding programmed for that year in the TIP of record.
- Prepare for FY 2025-2028 TIP inputs.

#### *Performance Based Planning and Programming*

Federal surface transportation law, as developed in MAP-21 and continued under the FAST Act, calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making. States and MPOs must integrate performance-based plans into their planning process, including goals, objectives, performance measures, and targets, either directly or by reference. USDOT has established performance measures and subsequently states and public transportation providers have established performance targets in support of updated measures. The MPO subsequently has 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, Visualize 2045 and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The MPO reviews targets to track progress towards attainment of critical performance outcomes for the MPO region.

Under the performance provisions, the TIP shall do the following, in coordination with Visualize 2045:

- Contain projects consistent with the metropolitan transportation plan.
- Reflect investment priorities from the metropolitan transportation plan.
- Be designed to make progress toward achieving transportation system performance targets.
- Describe the anticipated effect of the TIP toward achieving the performance targets established in the metropolitan transportation plan.
- Link investment priorities to performance targets.

See also Performance Based Planning and Programming Task 3.1 for related additional non-TIP activities.

## **2.2 TIP DATABASE SUPPORT**

TPB developed the iTIP Database, called Project InfoTrak (PIT), which provides a complete upgrade and overhaul to the project database information system. This system integrates current functionality into one enhanced, unified, user-friendly, customizable system that is branded with COG and TPB styles. The system has the ability to add or change fields, forms, queries and reports to respond to data requests or changes to requirements and incorporates GIS mapping of projects into the system. This allows for data to be exported and used in other ArcGIS applications. The system allows the many data input users to provide automated data transfers to the extent possible. The system includes searchable data sets for the public, TPB members, federal approval agencies, and other stakeholders to query and interact with using maps, reports and charts. These are the work activities that will be undertaken to support this task.

- Provide additional customizations to the system's forms, reports, and functionality.
- Provide assistance and guidance in using the Project InfoTrak system for the amendments and the new iteration of the plan.
- Provide ongoing help desk service for TPB staff and agency users to troubleshoot any technical issues that arise.
- Assist State DOT and other agency users with large-scale data transfer requests for major TIP amendments.
- Provide support for the development and maintenance of project data for the TPB's Bicycle and Pedestrian Plan.

### 3. Planning Elements

<b>OVERSIGHT</b>	Various (see below)
<b>MAJOR PRODUCTS</b>	See program-specific products below
<b>TOTAL COST ESTIMATE</b>	\$ TBD

#### 3.1 PERFORMANCE-BASED PLANNING AND PROGRAMMING

<b>OVERSIGHT</b>	TPB Technical Committee
<b>MAJOR PRODUCTS</b>	<ul style="list-style-type: none"><li>• Performance measures and targets; associated documentation</li></ul>

The Performance-Based Planning and Programming (PBPP) task supports implementation of the performance-based planning framework for metropolitan transportation planning and decision making, including investment priorities, target setting and measuring progress toward those targets.

- Develop data and reports for the TPB’s setting and tracking of federally specified PBPP targets, in accordance with Letters of Agreement that have been signed between TPB and partner agencies.
- Coordinate with the states and public transportation providers on data collection and sharing, targets, and federally required reporting.
- Set annual highway safety targets.
- Set regional annual transit safety targets.
- Report on performance in relation to previously set targets, as required.
- Support TPB as it reviews data and sets required targets.

## 3.2 CONGESTION MANAGEMENT PROCESS

### OVERSIGHT

Systems Performance, Operations, and Technology Subcommittee (SPOTS)

### MAJOR PRODUCTS

- National Capital Region Congestion Report Dashboard
- Vehicle Probe Data Users Group reference materials
- Documentation for federal performance and target reporting requirements

This task develops and maintains the regional Congestion Management Process (CMP), providing information on current congestion on the region’s roadways through data analysis, as well as identifying potential multi-modal strategies to manage congestion.

This task includes:

- Produce the biennial 2024 CMP Technical Report.
- Compile information and undertake analysis for the development of major CMP components, including application of “big data” sources, in conjunction with big data acquisition and analysis activities in Tasks 5 and 7.
- Produce the National Capital Region Congestion Report, released as a quarterly website “dashboard”, in conjunction with travel monitoring and data publishing activities undertaken in Task 7.
- Provide CMP technical input to the Performance-Based Planning task.
- Produce special CMP analyses, such as following a major event or roadway improvement, or examining short- to mid-range trends, such as for impacts of the COVID-19 pandemic, on an as-needed basis.
- Support the Vehicle Probe Data Users Group (VPDUG) in its role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions.

## 3.3 SYSTEMS PERFORMANCE, OPERATIONS, AND TECHNOLOGY PLANNING

### OVERSIGHT

Systems Performance, Operations, and Technology Subcommittee (SPOTS)

### MAJOR PRODUCTS

- Regional ITS architecture maintenance
- Documentation for FAST Act performance and target reporting requirements

This task addresses requirements for Regional Transportation Systems Management and Operations (RTSMO) and related technology.

This task includes:

- Conduct regional planning activities regarding regional transportation systems management and operations (RTSMO) and emerging technologies, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- Conduct Traffic Incident Management (TIM) planning as a component of RTSMO.
- Conduct regional planning activities regarding connected/autonomous vehicles (CAVs).
- Compile information on ITS and CAV deployments in the region; conduct an inventory of technology applications by member agencies.
- Maintain the Regional Intelligent Transportation Systems (ITS) Architecture.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the regional Systems Performance, Operations, and Technology Subcommittee (SPOTS).

### 3.4 TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

#### OVERSIGHT

**COG Transportation Emergency Preparedness Committee in coordination with the Systems Performance, Operations, and Technology Subcommittee**

#### MAJOR PRODUCTS

- **Documentation pursuant to DHS and UASI requirements**

This task provides support and coordination for the transportation sector’s role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors and its public safety programs. This is a component of a much larger regional set of emergency preparedness activities funded primarily outside the UPWP by U.S. Department of Homeland Security (DHS) and COG local funding. The Regional Emergency Support Function #1 (R-ESF 1) Transportation Emergency Preparedness Committee, within the COG public safety committee structure, advises these efforts and coordinates with emergency management agencies, police, fire, and other emergency response committees.

This task includes:

- Undertake transportation emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes.
- Conduct Traffic Incident Management (TIM) planning as it relates to transportation emergency preparedness planning.
- Support the regional Transportation Emergency Preparedness Committee (R-ESF 1).



### 3.5 TRANSPORTATION SAFETY PLANNING

#### OVERSIGHT

#### TPB Transportation Safety Subcommittee

#### MAJOR PRODUCTS

- **Documentation for FAST Act performance and target reporting requirements**
- **Updated Safety Data Analysis**
- **Workshop(s)**

This task addresses planning for safety aspects of the region's transportation system and coordinating with various state and local safety planning efforts including development and implementation activities associated with Strategic Highway Safety Plans and Vision Zero efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.

This task includes:

- Conduct regional roadway safety planning in a manner that emphasizes equity, including information gathering and sharing as well as subcommittee briefings and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Support engineering, education, and enforcement strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region, including consideration of equity.
- Compile and analyze regional crash data to produce updated roadway safety performance measures and coordinate with member states to develop federally required regional roadway safety targets.
- Update crash data analysis from previous regional safety studies to develop new charts, graphs, and tables that include the latest available data; produce one or more memorandums/presentations for the TPB and the TPB Technical Committee regarding the findings. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's PBPP targets.
- Participate in and coordinate with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.
- Coordinate regional transportation safety planning with the Regional Roadway Safety Program undertaken in Task 9.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct one or more workshops, targeting member agency staff, regarding transportation/roadway safety.
- Support the Transportation Safety Subcommittee in its coordination and advisory roles..

## 3.6 BICYCLE AND PEDESTRIAN PLANNING

### OVERSIGHT

TPB Regional Bicycle and Pedestrian Subcommittee

### MAJOR PRODUCTS

- Updated National Capital Trail Network map
- Regional outreach workshops

This task addresses planning for bicycle and pedestrian aspects of the region’s transportation system and coordinating with related state, regional, and local efforts. This task includes:

- Conduct regional planning regarding bicycle and pedestrian activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- Conduct outreach and follow-up activities regarding the Regional Bicycle and Pedestrian Plan update published in FY 2022.
- Update the National Capital Trail Network map; monitor implementation of National Capital Trail Network projects.
- Monitor and update nonmotorized recommendations for the Transportation Improvement Program (TIP) and Project Info Tracker (PIT).
- Monitor Regional Complete Streets and Green Streets activities.
- Conduct regional planning regarding emerging mobility technologies, such as dockless bikesharing and electric scooters.
- Provide technical advice to the “Street Smart” regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staff.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

## 3.7 REGIONAL PUBLIC TRANSPORTATION PLANNING

### OVERSIGHT

TPB Regional Public Transportation Subcommittee

### MAJOR PRODUCTS

- Annual report, data compilation, reports on technical issues, and outreach materials
- Private Provider involvement documentation

This task addresses planning for public transportation aspects of the region’s transportation system and coordinating with related state, regional, and local efforts. This task includes:

- Conduct regional planning regarding public transportation activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more

summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.

- Compile an inventory of regional transit-related electrification, including an inventory of transit operator plans as well as operator needs to be able to transition to clean fuel.
- Continue implementation of federal requirements for performance-based planning, specifically transit safety and transit asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- In conjunction with Task 7, conduct a regional survey gathering usage information on inter-city buses, commuter buses, rail transit, and commuter rail, to advise regional planning and coordination.
- Address Bus Rapid Transit (BRT) planning and coordination as part of regional public transportation planning activities.
- Address TPB-related recommendations from the 2019 regional Bus Transformation Project as well as the recently initiated WMATA Better Bus/Network Redesign effort, as part of regional public transportation planning activities.
- Produce an annual report on the "State of Public Transportation."
- Provide support to private providers of transportation in the region, including organizing the annual Private Providers Annual Transit Forum.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the Regional Public Transportation Subcommittee in its coordination and advisory roles.

### 3.8 FREIGHT PLANNING

#### OVERSIGHT

#### TPB Freight Subcommittee

#### MAJOR PRODUCTS

- Updated Regional Freight Plan
- Documentation as necessary supporting FAST Act requirements of freight planning

This task addresses planning for freight aspects of the region's transportation system and coordinating with related state, regional, and local efforts. The Regional Freight Plan, last updated in 2016, will be completely updated in FY 2023, and will provide guidance for continued regional planning activities.

This task includes:

- Conduct regional planning regarding freight and goods movement activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.

- Conduct outreach and follow-up activities regarding the Freight Plan update published in FY 2023.
- Compile and analyze data to support regional freight planning.
- Conduct a symposium/workshop on the topic of curbside management in the National Capital Region, across fields of planning for freight, safety, public transportation, and related areas.
- Coordinate with relevant jurisdictions and committees on regional rail issues.
- Address federal requirements related to regional freight transportation planning, including PBPP measures and targets.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the TPB Freight Subcommittee in its coordination and advisory roles.

### 3.9 METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

#### OVERSIGHT

**MATOC Steering Committee, in conjunction with the Systems Performance, Operations, and Technology Subcommittee (SPOTS)**

#### MAJOR PRODUCTS

- **MATOC Steering Committee Materials**

This task is to provide TPB’s planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies, as MATOC pursues its function of providing real-time situational awareness of transportation operations in the National Capital Region. TPB is an ex-officio member of MATOC.

This task includes:

- Provide administrative support of the MATOC Steering Committee, including preparation of agendas and summaries and tracking of action items.
- Provide TPB staff input and advice to the MATOC Steering Committee and its subcommittees and working groups.
- Address Traffic Incident Management (TIM) as it relates to MATOC planning.
- Provide briefings to the TPB on MATOC Program progress as requested.

## 3.10 RESILIENCY PLANNING

### OVERSIGHT

TPB Technical Committee

### MAJOR PRODUCTS

- **Regional Interactive Resiliency Map**
- **Transportation Resiliency Study (Phase II)**
- **Training/Outreach/Professional Development Forum(s)**

This task addresses planning for the resiliency of the region's transportation system, particularly regarding climate impacts, and coordinating with various state and local resiliency planning efforts. Planning for transportation resiliency and reliability is one of the federal Planning Factors, as well as one of TPB's policy priorities. Work will follow and expand upon the TPB Transportation Resiliency Study [Phase I] completed in FY 2022, building upon the planning and capital-programming activities that the TPB member agencies and select partners are undertaking to prepare for the transportation system to be resilient in the face of natural disasters. Among topics of focus will be regional vulnerabilities to natural hazards, strategies for resilience, ensuring equity in resiliency planning, and MPO roles in resilience planning efforts.

This task includes:

- Developing a regional interactive map, using data provided by previous COG studies, that layers major resiliency hazards, to inform future planning and programming.
- Conducting a TPB Transportation Resiliency Study (Phase II), to expand upon the Phase I study completed in FY 2022, informing future planning and programming.
- Convening a temporary working group to guide current resiliency planning activities, to identify and engage stakeholders and member agency participants in this regional planning task.
- Conducting one or more regional resiliency planning or training, outreach, or professional development forums to strengthen regional awareness.
- Developing resources to support member agencies and select partners in their transportation resiliency planning goals to move towards becoming a Climate Ready Region.

## 4. Public Participation

### OVERSIGHT

Transportation Planning Board

### MAJOR PRODUCTS

- Public comment solicited and documented
- Materials and activities for public participation related to Visualize 2050
- CAC and AFA Committee reports
- Conduct the 19th session of the Community Leadership Institute
- Information dissemination through the website, social media, and printed documents
- Communication support for all Tasks

### TOTAL COST ESTIMATE

\$ TBD

### 4.1 PUBLIC PARTICIPATION AND OUTREACH

Public participation, outreach, and communications are essential to carrying out the continuing, cooperative, and comprehensive (3C) metropolitan transportation planning process. The TPB's 2020 Participation Plan guides all public involvement activities to support the development of the plan, TIP, and all other TPB planning activities. The TPB's Participation Plan emphasizes involving traditionally disadvantaged populations in the planning process, as part of the TPB's commitment to ensuring nondiscrimination in all its programs and activities as required under Title VI and the Environmental Justice Executive Order. Virtual Public Involvement (VPI) tools have played an integral role in how the TPB has been conducting public involvement over the past few years, and the TPB will continue to use them wherever possible. This activity will encompass the following work tasks:

- Conduct public involvement as described in the TPB Participation Plan, which was approved by the TPB in October of 2020. The plan calls upon staff to integrate public engagement, as appropriate, into planning activities throughout the department. All such public involvement activities will be developed and implemented with consideration given to an equity perspective, as directed by TPB Resolution R1-2021, which called for equity, as a foundational principle, to be woven into all of the TPB's work.
- Provide regular opportunities for comment on TPB activities and products, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of key TPB plans and programs.
- Conduct outreach to support the update to the Long-Range Transportation Plan, Visualize 2050.
- Provide staff support for the TPB Community Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CAC comments are communicated to the TPB regarding transportation plans, projects, programs, and issues that are important to the committee and its members.

- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of traditionally underserved communities, including low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults as the TPB’s primary strategy for engaging traditionally underserved population groups in the planning process and for providing guidance on Human Service Transportation Program activities. Feedback from the AFA Committee on transportation plans, projects, programs, services, and issues that are important to the communities the AFA represents will be shared with the TPB.
- Conduct training activities, as needed, to help community leaders learn how to get more actively involved in transportation decision making in the Washington region.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice.

## 4.2 COMMUNICATIONS

This activity will encompass the following work tasks:

- Develop written and visual materials to spread information about regional transportation planning issues, explain how transportation decision-making works, and engage the public.
- Support staff as they develop meeting materials and publications to communicate information developed in other tasks in the UPWP.
- Produce content for the TPB News and other digital publications.
- Regularly update information on the TPB’s webpages, ensuring the site is timely, thorough, and user-friendly.
- Effectively use social media and other digital tools to engage the public in current TPB activities.

## 5. Travel Forecasting

### OVERSIGHT

TPB Travel Forecasting Subcommittee

### MAJOR PRODUCTS

- Staffing the TPB Travel Forecasting Subcommittee (TFS)
- A series of highway and transit networks used by the regional travel demand forecasting model, together with technical documentation, for use in air quality conformity analyses, development of air quality state implementation plans (SIPs), scenario studies, and model development.
- Development, maintenance, support, and improvement of the COG/TPB regional travel demand forecasting methods, including both the production-use and developmental travel models, and associated documentation.
- Keep abreast of best practices in travel demand modeling.

### TOTAL COST ESTIMATE

\$ TBD

The Travel Forecasting work activity consists of two sub-activities: 1) Network Development and 2) Model Development and Support. The goal of Network Development is to prepare the primary inputs for the regional travel demand model, especially the transportation networks. The goal of Model Development and Support is to develop, maintain, support, and improve the TPB's regional travel demand forecasting methods for both tactical and strategic planning models.

### 5.1 NETWORK DEVELOPMENT

Develop, maintain, and improve the transportation networks used as inputs to the TPB's regional travel demand forecasting models, both the production-use and developmental models.

Planned tasks for FY 2024:

- Develop a base-year transit network representing recent conditions, which is used as the starting point for developing future-year transit networks used by the regional travel demand forecasting model. This typically represents a recent year, but the choice of year can be influenced by factors such as COVID-19-related disruptions.
- Produce a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model, in support of transportation planning studies, air quality studies, and mobile emissions planning work. Examples include scenario studies, project-planning studies, and air quality conformity (AQC) analyses of the TPB's Long-Range Transportation Plan (LRTP), State Implementation Plans (SIPs) for attaining or maintaining air pollution standards, and greenhouse gas (GHG) planning studies. The



quadrennial update of the LRTP occurred in 2022. The next major update would normally be scheduled for 2026, but, under current plans, a moderate update of the LRTP is planned for 2024.

- Maintain, refine, and enhance both 1) the multi-year transportation network geodatabase used in regional travel demand modeling and 2) the software used to edit and update the geodatabase, known as COGTools.
- Develop transportation networks in formats that support both 1) the production-use travel models, such as the Gen2/Ver. 2.3 and Ver. 2.4 models, which require networks in Cube TRNBUILD format; and 2) developmental travel models, such as the Gen3 Model, which requires networks in Cube Public Transport (PT) format. As we transition from the aggregate, trip-based travel model (Gen2/Ver. 2.4) to the disaggregate, activity-based travel model (Gen3), transit networks will transition from having two time-of-day periods (peak and off-peak) to four time-of-day periods (AM peak, midday, PM peak, and nighttime).
- Maintain and update network development documentation, such as the COGTools User's Guide and the highway and transit network report.
- Respond to network-related technical data requests.

## 5.2 MODEL DEVELOPMENT AND SUPPORT

Develop, maintain, support, and improve the TPB's travel demand forecasting methods. Methods can range from tactical models, such as the TPB's regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models. Regarding tactical models, the TPB regional travel demand forecasting methods include both the production-use and developmental travel models. The current production-use travel model is an aggregate, trip-based travel model (TBM), also known as a "four-step model," or FSM, called the Generation 2, or Gen2, Ver. 2.4 Travel Model. An example of a developmental TPB travel model is the Generation 3, or Gen3, Travel Model, a disaggregate, activity-based travel model (ABM), being developed with consultant assistance, which will make use of the open-source ActivitySim software package. The Gen3 Model is being developed during a four-year period, from FY 20 through FY 24. Regarding strategic models, TPB staff plans to continue, when time permits, exploring the use of strategic planning models, such as RSPM and VisionEval. The Model Development and Support work activity also includes related tasks such as data collection, research, and interfacing with travel demand modeling staff at peer MPOs.

Planned tasks for FY 2024:

- Staff the TPB Travel Forecasting Subcommittee (TFS). Conduct about six meetings per year.
- Maintain, update, and implement a strategic plan for model development that directs the model development activities from a long-term perspective to support regional transportation planning.
- Maintain, update, and enhance the TPB's current production-use, trip-based, Gen2 Travel Demand Model, potentially with the 2017/2018 Regional Travel Survey (RTS) data.
- Support both internal and external users of the TPB's production-use travel demand forecasting models (i.e., the Gen2/Ver. 2.4 Model).
- Develop the TPB's next-generation travel demand forecasting model that is expected to provide enhanced modeling capabilities. TPB staff is currently working with a consultant to develop a disaggregate, activity-based travel model (ABM), to be known as the Generation 3, or Gen3, Travel Model. The Gen3 Model is to be implemented in both the open-source

ActivitySim software platform and Bentley Cube software. Model development is planned to last about four years (FY 2020-2024). Development will occur via two main phases. Phase 1 development of the Gen3 Model concluded in February 2022. Phase 1 created a developmental model that had gone through an initial round of calibration and had been tested by TPB staff. Phase 2 of the Gen3 Model started in March 2022 (FY 22) and is planned to run through approximately September 2023 (FY 24). The goal of Phase 2 is to obtain a travel model that is calibrated, validated, and is production ready.

- Promote the regional coordination of future transit on-board surveys (TOBS) to ensure that the surveys provide information needed by both transit agencies and COG/TPB staff, who use the data to estimate, calibrate, and validate regional travel demand forecasting models. See Work Activity 7 (“Transportation Research and Data Programs”) for further details.
- Identify, and possibly obtain, data needed to support development of the Gen3 Model and/or its successor model, such as the Gen4 Model. This could include Big Data, such as passively collected origin-destination (O-D) data. See Work Activity 7 (“Transportation Research and Data Programs”) for further details.
- Attend the ActivitySim Consortium meetings, participate in the decision making representing MWCOG and coordinate with other member agencies, including MPOs, state DOTs, and other transportation agencies, on the maintenance and development of ActivitySim, the underlying software of the Gen3 Travel Model.
- Keep abreast of best practices in travel demand modeling.
- Develop knowledge of, and provide support for, other DTP staff in the use of strategic planning models, such as sketch and scenario planning models (e.g., VisionEval and RSPM). Coordinate with DTP’s Planning Data & Research (PDR) Team.
- Respond to travel-model related technical data requests from consultants, state/local agencies, and academics.
- Working with COG’s Office of Information Technology (IT), acquire and maintain the hardware and software needed to conduct regional travel demand modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises). Assist COG IT with testing related to the planned agency-wide transition to cloud computing.
- Continue to use version control software, such as Git and GitHub, to manage the computer code for COG’s production-use and developmental travel models. Explore the possibility of using the version control software to manage code associated with COGTools.
- Possible consultant assistance to re-calibrate the Gen2 (trip-based) Regional Travel Demand Forecasting model to year-2018 conditions. Although the Gen3 (activity-based) Travel Model is expected to become the production-use travel model in FY 24, some stakeholders may prefer to continue to use the older Gen2 Model.



## 6. Mobile Emissions Planning

### OVERSIGHT

TPB Technical Committee in consultation with MWAQC

### MAJOR PRODUCTS

- Activities related to conducting regional air quality conformity analyses, such as conducting runs of the travel model and mobile emissions model and preparing technical documentation.
- Keep abreast of federal requirements related to air quality conformity determinations and the EPA's Motor Vehicle Emission Simulator (MOVES) software.
- Support development of an Attainment/Maintenance State Implementation Plans (SIPs) regarding the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS), including developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx).
- Coordinate with MWAQC and its subcommittees to support development of new motor vehicle emissions budgets (MVEBs), if needed, to address requirements of the 2008 and 2015 ozone NAAQS.
- Climate Change Planning: Provide support for efforts to mitigate climate change due to the on-road, transportation sector.

### TOTAL COST ESTIMATE

\$ TBD

The Mobile Emissions Planning work activity consists of two sub-activities: 1) Air Quality Conformity and Other Activities Associated with the Long-Range Transportation Plan; and 2) Mobile Emissions Analysis, Including Activities Associated with Climate Change Planning. The goal of this work activity is to conduct a wide range of analyses to quantify mobile-source emissions levels of various air pollutants, in support of air quality planning and development of Transportation Emissions Reduction Measures (TERMs). TPB staff is also actively involved with air quality-related State Implementation Plan (SIP) activities that determine how metropolitan areas will attain and maintain national air quality standards. SIP activities include the establishment of motor vehicle emission budgets (MVEBs) for criteria pollutants that are analyzed in air quality conformity work. This task also covers climate change mitigation activities, which strive to reduce greenhouse gas (GHG) emissions due to the on-road, transportation sector.

### 6.1 AIR QUALITY CONFORMITY AND OTHER ACTIVITIES ASSOCIATED WITH THE LONG-RANGE TRANSPORTATION PLAN

The 1990 Clean Air Act Amendments require MPOs to conduct detailed systems-level technical analyses to demonstrate that future mobile source emissions resulting from the region's plans and programs comply with federally approved motor vehicle emissions budgets. This task supports the

air quality conformity analyses and other air quality modelling to comply with federal regulations. This activity will encompass the following work tasks in FY 2023:

- Provide technical support for activities related to the TPB's 2024 Long-Range Transportation Plan interim update.
- Provide technical travel demand and mobile emissions modeling support for any off-cycle AQC analysis, if requested by implementing agencies and approved by the TPB. This task may be funded from Technical Assistance accounts.
- Keep abreast of federal requirements and legislation related to air quality conformity determinations and the EPA's MOtor Vehicle Emission Simulator (MOVES) software, especially the latest version of this tool, MOVES3.
- Continue working to incorporate Performance-Based Planning and Programming (PBPP) requirements pertaining to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program into the planning process as it relates to the adopted LRTP.
- Maintain communication and consultation among transportation agencies, air agencies, and the public regarding air-quality-related matters in the region..

## **6.2 MOBILE EMISSIONS ANALYSIS, INCLUDING ACTIVITIES ASSOCIATED WITH CLIMATE CHANGE PLANNING**

The goal of this task is to conduct a wide range of analyses to quantify mobile-source emissions levels of various air pollutants in support of air quality planning and development of Transportation Emissions Reduction Measures (TERMs). TPB staff is also actively involved with State Implementation Plan (SIP) activities that determine how metropolitan areas will attain and maintain national air quality standards. SIP activities include the establishment of mobile emission budgets for criteria pollutants that are analyzed in air quality conformity work. This task also covers climate change planning and mitigation activities, which strive to reduce greenhouse gas (GHG) emissions due to the on-road transportation sector.

- Support update of motor vehicle emissions budgets (MVEBs) related to the Maintenance Plan for the Washington DC-MD-VA 2008 Ozone National Ambient Air Quality Standards (NAAQS) Nonattainment Area. This would include developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx) using EPA's MOVES3 model and coordination with the Metropolitan Washington Air Quality Committee (MWAQC) and its subcommittees.
- Support development of an Attainment/Maintenance State Implementation Plan (SIP) to address requirements of the 2015 ozone NAAQS. This would include developing inventories of on-road mobile emissions for VOC and NOx, and coordination with the MWAQC and its subcommittees to support development of new motor vehicle emissions budgets (MVEBs), if needed, to address requirements of 2015 ozone NAAQS.
- Revisit opportunities to refresh inputs to the EPA's MOVES software in consultation with regional environmental and transportation agency partners.
- Provide technical support to COG/DEP staff regarding regional climate change planning activities.
- Keep abreast of federal requirements and legislation related to climate change planning.
- Keep abreast of MOVES model updates and best practices and conduct sensitivity tests of new MOVES model versions that may be released by EPA (e.g., MOVES3 model updates).
- Respond to technical requests from COG's Department of Environmental Programs (DEP)

and from TPB member jurisdictions for readily available mobile emissions information.

- Follow established TPB interagency and public consultation procedures and coordinate with COG/DEP staff to involve the MWAQC in the public and interagency consultation process.
- On the topic of climate change planning, following up on the TPB Climate Change Mitigation Study (CCMS), the TPB set a series of GHG reduction targets specifically for the on-road transportation sector which are identical to the earlier non-sector sector-specific goals,<sup>16</sup> despite the findings from the CCMS that such large GHG reductions from the transportation sector would be very challenging to attain. In February 2022, the TPB members were surveyed about which GHG reduction strategies they supported.<sup>17</sup> Based on this survey, seven GHG reduction strategies received majority or plurality support,<sup>18</sup> and seven strategies were deemed not yet ready to be adopted by the TPB, thus requiring further study.<sup>19</sup> In FY 2024, the TPB staff plans to work with COG's Department of Environmental Programs (DEP), and possibly a consultant, to coordinate efforts to encourage implementation of those strategies that have TPB support and to further study those strategies about which the TPB had some concerns.

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<sup>16</sup> "Resolution on the Adoption of On-Road Transportation Greenhouse Gas Reduction Goals and Strategies (TPB R18-2022)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, June 15, 2022), <https://www.mwcog.org/documents/2022/06/15/r18-2022-resolution-on-the-adoption-of-on-road-transportation-ghg-reduction-goals-and-strategies/>.

<sup>17</sup> National Capital Region Transportation Planning Board, Climate Change Mitigation Goals and Strategies Questionnaire, interview by TPB staff, February 28, 2022, <https://www.mwcog.org/events/2022/2/4/tpb-technical-committee/>.

<sup>18</sup> See, for example, slide 9 of Mark S. Moran, "Climate Change Mitigation: Recent Efforts by the Transportation Planning Board to Establish Transportation-Sector Greenhouse Gas Reduction Goals and Strategies"; OR slide 6 of Kanti Srikanth, "Climate Change Elements Under Consideration by TPB: Transportation-Sector Greenhouse Gas Reduction Goals and Strategies," <https://www.mwcog.org/events/2022/6/3/tpb-technical-committee/>.

<sup>19</sup> See, for example, slide 10 of Moran, "Climate Change Mitigation: Recent Efforts by the Transportation Planning Board to Establish Transportation-Sector Greenhouse Gas Reduction Goals and Strategies"; OR slide 7 of Srikanth, "Climate Change Elements Under Consideration by TPB: Transportation-Sector Greenhouse Gas Reduction Goals and Strategies."



## 7. Transportation Research and Data Programs

<b>OVERSIGHT</b>	Various (see below)
<b>MAJOR PRODUCTS</b>	See program-specific products below
<b>TOTAL COST ESTIMATE</b>	\$ TBD

This task entails conducting and supporting regional travel trends research and travel monitoring using research, surveys data analytics to inform regional transportation planning, understanding, and decision making. This task includes developing and maintaining data management procedures and systems required to conduct these activities and to document and report on research findings using advanced reporting and visualization techniques.

### 7.1 TRANSPORTATION RESEARCH AND ANALYSIS

<b>OVERSIGHT</b>	TPB Travel Forecasting Subcommittee
<b>MAJOR PRODUCTS</b>	<ul style="list-style-type: none"><li>• Presentations, visualizations, and information reports on travel monitoring and travel trends analyses</li><li>• Recommendations, workplan, and documentation of initial activities for ongoing Regional Travel Survey.</li><li>• Recommendations, workplan, and documentation of initial activities for Regional Transit Onboard Survey activities</li><li>• Workplan and documentation of activities for inter-city bus and rail survey.</li><li>• Recommendations, workplan, and documentation of initial activities for Regional Bike Count Program along Regional Network</li></ul> <p><b>Technical Support</b></p>

Work under this activity will focus on regional transportation research activities, including data collection, surveys, analysis, and documentation. These activities will produce key information and findings that provide insights and understanding of regional travel trends as well as provide key inputs into the regional travel demand forecasting model.

This activity will encompass the following in FY 2023:

- Evaluate and provide recommendations for future household travel surveys / travel diaries. This may involve moving away from conducting the once-a-decade Regional Travel Survey to more frequent data collection. Develop, seek support for, and conduct initial steps to implement a multi-year plan for data collection.



- Promote the regional coordination of future transit on-board surveys (TOBS) to ensure that the surveys: 1) Are largely consistent across agencies; 2) Provide transit agencies the customer satisfaction, subsidy allocation, and Title VI demographic information that transit agencies need to carry out their mission; and 3) Provide COG/TPB staff the data needed to estimate, calibrate, and validate regional travel demand models, which support many transportation planning studies. This effort would be coordinated with other DTP teams, the TPB Travel Forecasting Subcommittee, and the TPB Regional Public Transportation Subcommittee. This item is also noted under Work Activity 5 (“Travel Forecasting”).
- Conduct focused travel surveys and provide cross-program coordination support for all survey efforts. This may include, for example, collaborating with the Travel Forecasting and Emissions Analysis program staff, to develop and oversee a Transit On-board Survey (TOBS) to support regional travel demand forecasting activities, or with the Plan Development Coordination staff on public opinion survey(s) that may be conducted as part of the LRTP update.
- Coordinate with Systems Performance Planning Program to conduct a regional survey gathering usage information on inter-city buses, commuter buses, rail transit, and commuter rail, updating the survey last completed in 2016, to advise regional planning and coordination.
- Perform and provide cross-program support to research and analysis efforts using a variety of analytical tools that support regional transportation planning activities and incorporate resulting data into department transportation data products and visualizations. This may include:
  - Research and update traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts, and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
  - Performance Based Planning and Programming, bridge and pavement condition analysis
  - Baseline (existing) conditions for the LRTP performance analysis
- Perform travel monitoring studies based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and LRTP development activities.
- Develop a program to collect and report active transportation data along the regional network, including the National Capital Trail Network. This may include compiling data collected by other jurisdictions and/or collecting data in the field.
- Support use of planning tools in regional transportation planning practice and build staff technical capabilities to test and apply scenario planning tools in transportation planning studies and analyses. This may include the use of scenario planning tools intended to support complex “what if” analyses that examine the effects and impacts that could occur under varying future conditions.
- Provide briefings to the TPB, TPB Technical Committee, the Travel Forecasting Subcommittee, and other subcommittee and stakeholders, as appropriate, on analysis and findings of travel surveys and travel survey research, including comprehensive analysis of multiple surveys and the overall regional story they tell of travel in the region.
- Respond to inquiries from state and local government staff, survey participants, and the media concerning research, analysis, and findings developed in this task.

## 7.2 DATA MANAGEMENT AND VISUALIZATION SERVICES

### OVERSIGHT

TPB Technical Committee

### MAJOR PRODUCTS

- Data management plan recommendations and documentation
- Travel monitoring datasets to support PBPP and Gen3 modeling requirements
- Travel trends and dashboard and visualizations
- Technical reports/memoranda
- Presentations

This activity entails developing and supporting transportation data management procedures and systems and publishing findings from research through digital reporting and data visualization products. This includes hosting and managing data collected and compiled under this task and across numerous programs and developing visualizations of these data as part of research and analysis activities.

During FY 2024, key activities will also include:

- Develop and implement new plan to manage collection of important travel trends and travel behavior data and information on a more on-going basis. The plan will include 1) identifying and establishing a base set of data that can be refreshed and updated on a regular basis developing methodologies for more robust travel trends research and analysis, 2) developing plan and identifying resources to support continued update of data 3) leveraging appropriate data sources from partner agencies and other external sources, 4) evaluate new data management techniques and software that may be considered for future applications in transportation research
- Acquire Big Data to support travel trends and travel behavior analysis as well as supporting the estimating, calibrating, and validating the regional travel demand model. This could include passively collected origin-destination (O-D) data, roadway speed/volume data, roadway congestion data, transit speed/volume data, or other similar data for other travel modes, such as biking (see Task #5, “Travel Forecasting” and Task #3, “Planning Elements”).
- Maintain and improve the Regional Transportation Data Clearinghouse as a GIS web-based application to distribute RTDC Data to TPB member agencies by ongoing system administration and updates. Promote the availability and use of the RTDC to local, state, and transit agency partners. Regularly publish and update the following resources on the Regional Transportation Data Clearinghouse (RTDC), as available:
  - Traffic volume and vehicle classification count data.
  - Regional average weekday transit ridership data
  - Freeway and arterial road speed and level of service data

- Performance Based Planning and Programming Requirements data including Bridge and pavement condition data
  - Socio-economic forecasting data
- Develop and maintain user-friendly and convenient travel trends information and visualizations, including a web-based dashboard that consolidates various regional transportation-related data and information products.
- Provide cross-program and/or cross-department support and coordination to
  - Identify opportunities to integrate additional datasets into the regional transportation data clearinghouse, travel monitoring dashboard, or other visualization products.
  - Connect internal and external stakeholders to data resources, including to support the development of the Gen3 Regional Travel Demand Model (see Task #5, “Travel Forecasting”).
  - Integrate data and products to be consistent across program areas to ensure consistency when presenting to TPB’s stakeholders/audience.
- Provide data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, including, among others, the development of the LRTP.
- Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities.
- Collaborate with other TPB staff on the development of new spatial data products that will enhance the visibility of TPB’s programs and planning activities to TPB’s stakeholders/audience. This may include an active transportation monitoring application for the National Capital Trail Network. Also, update existing products (e.g. “major projects map” and dashboard for LRTP).
- Respond to requests for TPB GIS metadata, databases, and applications.
- Coordinate regional GIS activities with state DOTs, WMATA, and the local governments through COG’s GIS Committee and subcommittees.
- Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.

## 8. Regional Land Use and Transportation Planning Coordination

<b>OVERSIGHT</b>	TPB Technical Committee
<b>MAJOR PRODUCTS</b>	<ul style="list-style-type: none"><li>• See program-specific products</li></ul>
<b>TOTAL COST ESTIMATE</b>	<b>\$ TBD</b>

This task coordinates local, state, and federal planning activities, develops population, household, and employment forecasts (Cooperative Forecasts) that are used as input into the TPB travel demand forecasting model, and facilitates the integration of land use and transportation planning in the region.

### 8.1 REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

<b>OVERSIGHT</b>	TPB Technical Committee
<b>MAJOR PRODUCTS</b>	<ul style="list-style-type: none"><li>• Analysis of Activity Center and High Capacity Transit Station area historic trends and forecasts</li><li>• Presentations, visualizations, and information reports</li><li>• Workplan and documentation of initial activities for updating Regional Activity Centers Map</li><li>• Updated Cooperative Forecasting land activity forecasts and documentation, if necessary</li><li>• Technical support</li><li>• Annual Baseline Employment Guidance</li></ul>

Staff will continue to coordinate land use and regional transportation planning in the region. Central to this activity will be supporting initial activities in the development of the Round 10 Cooperative Forecasts. Activities required to coordinate the development of the Cooperative Forecasts and regional transportation planning will include:

- Support initiatives of COG Board of Directors and the TPB on matters related to the coordination and analysis of regional transportation and land use planning to support important regional policy discussions and decisions. This may entail analyzing the relationship between regional land use and transportation using a variety of analytical tools. These may include the use of scenario planning tools intended to support complex “what if” analyses that examine the effects and impacts that could occur under varying future land use and transportation conditions.
- Support the COG Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region

- Work with the CFDS and the region's Planning Directors to develop technical updates to the Round 10 Cooperative Forecasts (population, household, and employment forecasts), if necessary.
- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into the TPB travel demand-forecasting model.
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Develop annual Baseline Employment Guidance update to support local governments preparing employment forecast estimates.
- Work with the CFDS to analyze results and implications of newly-released baseline data products such as the American Community Survey and the Bureau of Labor Statistics employment and labor force estimates for use in developing future updates to and assumptions in the Cooperative Forecasts. Continue to provide regular seminars and trainings on accessing and analyzing Census data and other data products to support local demographic analysis and small-area forecasting.
- Map and analyze updated Cooperative Forecasting growth forecasts in relation to COG Activity Centers, high-capacity transit locations, and Equity Emphasis Areas
- Respond to public and stakeholder comments on the Cooperative Forecasts and the Cooperative Forecasting process.
- Develop Travel Model Employment Definition Adjustment Factors, which are applied during post-processing to apply a consistent definition of employment to forecasts for use in the travel demand model.
- Provide continued support for the Transportation Analysis Zone (TAZ) system used in the regional travel demand forecasting model and the Cooperative Forecasting process, including any activities that may be necessary to make TAZ adjustments to support future model development processes.
- Conduct analysis related to regional land use and transportation in support of the development of the LRTP, as well as the consideration of equity in regional land use and transportation planning. This includes supporting LRTP performance analysis, baseline (existing conditions), and developing supporting graphics and visualizations to convey complex land use and transportation planning concepts to myriad stakeholders.
- Develop and publish economic, demographic and housing-related information products including the Regional Economic Monitoring System (REMS) reports, the annual "Commercial Development Indicators," the "Multi-family Rental Housing Construction" report, and economic and demographic data tables to be included in the Region Forward work program.
- Following completion of Round 10 Cooperative Forecasts, work with the PDTAC to update the Regional Activity Centers map.
- Use TPB transportation planning data to update information for the approved COG Region Forward Targets and Indicators.
- Develop and publish analyses and user-friendly visualizations and tools of land use, demographic, socioeconomic, and other applicable data to support the TPB's initiative to optimize high-capacity transit areas (HCTs) and elevating Equity Emphasis Areas (EEAs) in its planning program.

## 9. Mobility and Enhancement Programs

### OVERSIGHT

TPB Technical Committee

### MAJOR PRODUCTS

- Solicit and select projects for FTA Section 5310 funding
- Regional Roadway Safety Program Assistance, including final reports, provided by consultant teams
- TAP Coordination and project selection
- TLC Technical Assistance including final reports, provided by consultant teams to localities
- Regional Peer Exchange Network Activities

### TOTAL COST ESTIMATE

\$ TBD

The TPB solicits and selects projects for the following four programs. This activity will encompass the following work tasks in FY 2024:

### 9.1 ENHANCED MOBILITY GRANT PROGRAM

COG is the designated recipient for the FTA “Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities” program. This task includes:

- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan to provide an array of transportation services and options to older adults and people with disabilities.
- The UPWP does not provide financial support to implement the projects and oversee the grants that have been awarded. These activities are funded by the FTA Section 5310 Program.

### 9.2 REGIONAL ROADWAY SAFETY PROGRAM

TPB Resolution R3-2021, adopted in July 2020, established the Regional Roadway Safety Program to assist its member jurisdictions and the region to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users. Specifically, the Regional Roadway Safety Program provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues.

- Conduct a regional program that provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues, including studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious injury crashes on the region’s roadways.

- Fund approximately three to eight technical assistance planning projects, or project design effort to achieve 30% completion at a level between \$30,000 and \$80,000 each, supported by UPWP core funding plus portions of the DDOT, MDOT, and VDOT Technical Assistance Programs (and potentially more projects if additional funding is provided by state or local agencies).
- Develop tools and activities to facilitate regional learning about roadway safety issues among TPB member jurisdictions through regional peer exchange.
- Provide staff support for project proposal solicitation, review, and conduct.

### **9.3 TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM**

- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the federal Transportation Alternatives Set-Aside Program (TAP).
- Promote TAP funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs). The TPB approved the NCTN and TAFAs concepts and maps in July 2020.

### **9.4 TRANSPORTATION LAND USE CONNECTION PROGRAM**

The TLC Program offers short term consultant technical assistance to local jurisdictions to advance planning activities that strengthen the connection between local land use and transportation planning. This activity will encompass the following work tasks in FY 2024:

- Fund at least six technical assistance planning projects.
- Fund at least one project to perform project design to achieve 30% completion.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT and VDOT Technical Assistance Programs and for other projects where additional funding is provided by state or local agencies.
- Promote TLC funding for projects that seek to complete the NCTN or promote pedestrian and bicycle access in TAFAs.

## 10. TPB Management and Support

### OVERSIGHT

Transportation Planning Board

### MAJOR PRODUCTS

- Materials for the meetings of the TPB, Steering Committee, Technical Committee, and State Technical Working Group
- Responses to information requests from elected officials, federal agencies, and media
- Participation in external meetings related to the TPB work program
- FY 2025 UPWP

### TOTAL COST ESTIMATE

\$ TBD

### 10.1 TRANSPORTATION PLANNING BOARD COMMITTEE SUPPORT AND MANAGEMENT AND UNIFIED PLANNING WORK PROGRAM

This activity includes support for the Transportation Planning Board (TPB), management activities not attributable to specific tasks in the work program, committee coordination and support, and development of the Unified Planning Work Program (UPWP).

#### *TPB Committee Support and Management and UPWP*

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee, and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare the monthly Director's Report.
- Respond to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Respond to TPB correspondence and draft correspondence requested by the Board.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participate in the Association of Metropolitan Planning Organizations (AMPO) and meetings.
- Coordinate TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.



- Monitor all work program activities and expenditures.
- Develop a Unified Planning Work Program (UPWP) that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee, and the TPB.
- Prepare monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.
- Prepare the FY 2025 UPWP.

# 11. Technical Assistance

This TPB work program activity responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of technical work tasks in which TPB-developed tools, techniques, data, and capabilities are used to support DDOT, MDOT, VDOT, and regional transit agencies' sub-area planning, travel monitoring, travel modeling, and data collection efforts related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2024 funding in the basic work program. The funding level for each state is an agreed-upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for regional transit is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and regional transit agency representatives and TPB staff. Specific technical assistance projects and work activities falling within the broad categories identified in this section are identified and coordinated through consultation with state departments of transportation and regional transit agencies throughout the fiscal year.

## 11.A. DISTRICT DEPARTMENT OF TRANSPORTATION

**MAJOR PRODUCTS** See program-specific products below

**TOTAL COST ESTIMATE** \$ TBD

### 1. Program Development, Data Requests and Miscellaneous Services

**MAJOR PRODUCT** Specific scopes of work, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity supports staff time spent in developing scopes of work for requested projects and in administering the DC Technical Assistance work program throughout the year. Work activities involve meeting with DDOT staff to discuss proposed projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and progress reporting throughout the projects. Additionally, this project establishes an account to address requests which are too small or too short-lived to warrant separate scopes of work. Requests may include staff time to participate in technical review committees and task forces and execution of small technical studies.

### 2. Regional Safety Program

**MAJOR PRODUCTS**

- Work products in support of Regional Safety Program described in Task 9.2  
To be completed by June 2024

**TOTAL COST ESTIMATE** \$ TBD

The Regional Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction’s roadways. The program was established by TPB in 2020. District of Columbia Technical Assistance funds provide additional technical assistance funding for the Regional Safety Program.

### 3. Transportation / Land Use Connections Program

**MAJOR PRODUCTS**

- **TLC Technical Assistance awards, technical reports from contractors, To be completed by June 2024**

**TOTAL COST ESTIMATE**

**\$ TBD**

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. The District of Columbia supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for projects located in the District of Columbia. .

### 4. Other Tasks to Be Defined

**TOTAL COST ESTIMATE**

**\$ TBD**

This work element is established to respond to requests by DDOT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization received from DDOT in FY 2024.

## 11.B. MARYLAND DEPARTMENT OF TRANSPORTATION

**MAJOR PRODUCTS** See program-specific products below

**TOTAL COST ESTIMATE** \$ TBD

### 1. Program Development, Data Requests and Miscellaneous Services

**MAJOR PRODUCT** • Specific scopes of work, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity supports staff time spent administering the Maryland Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time needed for the development of the annual planning work program.

### 2. Project Planning, Feasibility, and Special Studies

**MAJOR PRODUCT** • Specific scopes of work, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work task will provide funding to support technical support on feasibility/special studies as well as staff time associated with the development of scopes of work, interagency coordination, and technical analyses associated with travel demand modeling, evaluation of alternatives and coordination with other governmental entities and consultants, as requested by MDOT, SHA and other agencies in Maryland. Work may include but is not limited to technical support in ongoing corridor/subarea studies, initiating new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities, scenario analyses, and travel demand modelling. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals of MDOT, SHA and other agencies.

### 3. Transportation / Land Use Connections Program

**MAJOR PRODUCTS**

- **TLC Technical Assistance awards, technical reports from contractors,  
To be completed by June 2024**

**TOTAL COST ESTIMATE**      \$ TBD

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. MDOT supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for Maryland jurisdictions.

### 4. Regional Safety Program

**MAJOR PRODUCTS**

- **Work products in support of Regional Safety Program described in Task 9.2,  
To be completed by June 2024**

**TOTAL COST ESTIMATE**      \$ TBD

The Regional Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. Maryland Technical Assistance funds provide additional technical assistance funding for the Regional Safety Program.

### 5. Other Tasks to be defined

**TOTAL COST ESTIMATE**      \$ TBD

This work element is established to respond to requests by MDOT and SHA for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from MDOT and MDSHA in FY 2024.

## 11.C. VIRGINIA DEPARTMENT OF TRANSPORTATION

**MAJOR PRODUCTS** See program-specific products below

**TOTAL COST ESTIMATE** \$ TBD

### 1. Program Development, Data Requests, and Miscellaneous Services

**MAJOR PRODUCT** • Specific scopes of work, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity supports staff time spent administering the VA Technical Assistance work program throughout the year. Work activities include meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time to process requests for data/documents received from local jurisdictions in Northern Virginia as advised by VDOT throughout the year.

### 2. Travel Monitoring and Survey

**MAJOR PRODUCT** • Program management plan, data and analysis, technical memorandum – on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity supports an ongoing continuous program to monitor travel and system performance on major commuting routes in Northern Virginia, with a goal to collect travel monitoring data for each major route on a 2 to 3-year cycle. Collected data and system performance analysis will include volume and occupancy data, travel time data, and other information. This travel monitoring program will also include collection of bicycle and pedestrian data at various locations throughout Northern Virginia, as identified by VDOT.

### 3. Travel Demand Modeling

**MAJOR PRODUCT** • Model output, technical memoranda, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity is designed to assist VDOT with the use of results from the regional transportation travel demand model to support various transportation planning efforts and studies in Northern Virginia. Specific tasks undertaken will be identified throughout the year and are likely to include: developing forecasts and/or extracting specific information from the regional model forecasts for specific scenarios/options evolving out of ongoing studies and/or project planning efforts; and assistance with documentation, training and customization of the regional travel demand forecasting model for the Northern Virginia sub-area per VDOT's requirements.

#### 4. Transportation / Land Use Connections Program

**MAJOR PRODUCTS**

- **TLC Technical Assistance awards, technical reports from contractors,  
To be completed by June 2024**

**TOTAL COST ESTIMATE**      \$ TBD

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. VDOT supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for Virginia jurisdictions.

#### 5. Regional Safety Program

**MAJOR PRODUCTS**

- **Work products in support of Regional Safety Program described in Task 9.2,  
To be completed by June 2024**

**TOTAL COST ESTIMATE**      \$ TBD

The Regional Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. Virginia Technical Assistance funds provide additional technical assistance funding for the Regional Safety Program.

#### 6. Other Tasks to be Defined

**TOTAL COST ESTIMATE**      \$ TBD

This work element is established to respond to requests by VDOT and VDRPT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from VDOT and VDRPT in FY 2024.

**11.D. REGIONAL TRANSIT TECHNICAL ASSISTANCE**

**MAJOR PRODUCTS** See program-specific products below

**TOTAL COST ESTIMATE** \$ TBD

**1. Program Development, Data Requests and Miscellaneous Services**

**MAJOR PRODUCT** • Specific scopes of work, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity supports staff time spent in developing the scopes for requested work tasks and administering the Regional Transit Technical Assistance work program throughout the year. Work activities include meeting with regional transit agency staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at regional transit agencies.

**2. Transit Within Reach Program**

**MAJOR PRODUCTS** • Technical Assistance awards, technical reports from contractors,  
To be completed by June 2024

**TOTAL COST ESTIMATE** \$ TBD

The Transit within Reach program will offer short-term consultant technical assistance to advance design projects to improve bike and walk connections to TPB Transit Access Focus Areas. The program will feature a competitive solicitation process to select qualifying projects to be funded.

**3. High-Capacity Transit Map**

**MAJOR PRODUCTS** • High-capacity Transit Map graphic,  
To be completed by June 2024

**TOTAL COST ESTIMATE** \$ TBD

An aesthetically pleasing regional high-capacity transit (HCT) map that is mode specific and operator neutral will be developed for the TPB Planning Region. This project will include developing regional consensus on project inputs, including transit lines and a project definition for bus rapid transit, and using a consultant to develop a quality graphic design of an easily legible/understood schematic map. The final map, a high-resolution image, will be distributed to TPB members and stakeholders to share with the public.



#### 4. Other Tasks to be Defined

**TOTAL COST ESTIMATE**      \$ TBD

This work element is established to respond to requests by regional transit agencies for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific consultation with regional transit agencies in FY 2024.

# Continuous Airport System Planning Program

## OVERSIGHT

TPB Aviation Technical Subcommittee

## MAJOR PRODUCTS

- **Conduct and Process 2023 Regional Air Passenger Survey, Phase 1 and Phase 2**
- **Air Cargo Element Update**

## TOTAL COST ESTIMATE

\$ (Not funded with federal UPWP funding)

The purpose of the CASP program is to provide a regional process that supports the planning, development, and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Air Systems Planning Region, which includes the region's three major commercial airports: Baltimore-Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. The major elements of the CASP program have now been consolidated into a reoccurring two-year cycle based on available and anticipated FAA funding. The CASP work program elements for the for FY 2023 UPWP cycle are as follows:

### **Conduct and Process 2022 Baltimore-Washington Regional Air Passenger Survey (APS), Phase 1 and Phase 2**

The purpose of the APS is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports—Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore-Washington International/Thurgood Marshall Airport (BWI)—and to help determine airport terminal and groundside needs. Data from the air passenger surveys provide the basis for analysis of major changes in airport use in the region. Funding for survey design, sample generation, and data collection for the 2022 Regional Air Passenger Survey will be provided by the Metropolitan Washington Airports Authority (MWAA) and the Maryland Aviation Administration (MAA) of the Maryland Department of Transportation (MDOT). The processing of the data collected in the 2022 Regional Air Passenger Survey will be carried out in this UPWP project.

Specific tasks to be undertaken in Phase 1 include: (1) survey operations and data collection, (2) data editing, (3) finalizing the survey database, and (4) producing the survey General Findings Report and corresponding visualization and information products.

Phase 2 of this project provides for the continued processing of data collected in the 2019 Regional Air Passenger Survey. In Phase 1, data collected as part of the survey was corrected and geocoded and the 2019 Air Passenger Survey database was finalized in preparation for data analysis.

Specific tasks to be completed in Phase 2 are: data expansion, data tabulation, data analysis. During this process detailed statistical analysis of the survey is conducted, which ultimately results in summarization of the survey findings. Findings are summarized by the various characteristics of the air passengers, characteristics of their ground access trips (work vs. non-work, resident vs. non-resident, mode of access, airport preference, etc.) as well as the geographic characteristics of ground access trips. Analysis concludes with the production of summary tables and charts, and GIS-based maps that will be incorporated the final survey report. The products for this phase will be the preparation of a summary findings and a final full technical report.

## **Air Cargo Element Update**

The purpose of this project is to update the Ground Access/Air Cargo Element of the Regional Airport System Plan to examine ground accessibility for both air passengers and cargo. Maintaining ground access to the region's airports by both passengers and cargo provides significant benefits to the region's economy. However, ground access and landside congestion problems are expected to increase in the future. These ground access problems could adversely impact airport use in the Washington-Baltimore region. This update will provide an analysis of current and forecast ground access problems at Ronald Reagan Washington National, Washington Dulles International, and Baltimore-Washington International Thurgood Marshall Airports. It will analyze how current and future traffic congestion affects access to the airports by passengers and cargo. It will also look at overall conditions and demand for air cargo facilities in the region. Further, this plan element will integrate airport system ground access and facility planning into the overall regional transportation planning process for the National Capital Region and include recommendations for improving ground access to the region's airports.

## **IV. PROPOSED FY 2022 STATE TRANSPORTATION AGENCY STATE PLANNING AND RESEARCH PROGRAMS (SPR)**



## **District of Columbia Department of Transportation (DDOT)**

The following presents the types of activities that DDOT uses Statewide Planning and Research Program (SPR) funding to implement.

### **STATE AND REGIONAL PLANNING**

Responsible for developing and administering plans and programs related to the District's statewide and regional transportation networks including the development of the State Planning and Research Program (SPR); Regional Planning including STIP maintenance and updates; and update to the District's Long Range Transportation Plan (moveDC).

### **NEIGHBORHOOD AND PROJECT PLANNING**

Provide oversight and direction for neighborhood planning efforts. Coordinate with local and federal agencies on development review projects and public space use. Provide ongoing planning, management and research on transportation planning studies, operations and policies. Sustain programs such as Streateries and Open Streets.

### **FREIGHT PLANNING**

Begin implementation of the State Freight Plan Update anticipated to be approved in FY2022. Serve to help meet multimodal and intermodal freight mobility needs and activities  
Provide guidance on issues related to freight movement in the District.

### **PROJECT DELIVERY**

Ensure decisions made on a project level reflects the priorities of the agency; and are aligned with the goals of the department. Streamline and improve the efficiency of project completion from start to finish.

### **EQUITY AND INCLUSION DIVISION**

The Equity and Inclusion Division administers compliance programs and policies related to Civil Rights for the District Department of Transportation. The office is responsible for ensuring agency compliance with Equal Access for People with Disabilities - Title I, II, and IV, Equal Opportunity Program - Title VI, Equal Employment Opportunity Program - Title VII, and Business Opportunity and Workforce Development Center. The Equity and Inclusion Division also developed DDOT's equity assessment tool. The tool asks staff to consider and report several equity focused factors regarding project and program ideas seeking funding.

### **DATA COLLECTION AND ANALYSIS**

Oversee pavement data collection and the condition of Highway Performance Monitoring System (HPMS) used for determining the condition, maintenance, and rehabilitation/reconstruction of the District's highways; used in the federally mandated annual HPMS submittal; and supports asset management.

## **COUNCIL OF GOVERNMENTS (COG) TECHNICAL ASSISTANCE**

DDOT will hire a consultant to conduct traffic counts for the Highway Performance Monitoring Systems (HPMS). This technical assistance support in the past was funded through the Unified Planning Work Program.

## **TRANSPORTATION PLANNING CONTRACTUAL SERVICES**

DDOT will hire a consultant to provide transportation planning support on an on-call basis. Create Purchase Order for Truck Size and Weight Scale Calibration. Create Purchase Order to conduct manual bicycle counts in the District.

## **PROGRAM FUNDING**

The FY 2024 budget is \$2,671,388 (Federal = \$2,137,110 and District = \$534,278).

# Maryland Department of Transportation State Highway Administration (MDOT SHA)

## SYSTEMS AND PROGRAMMING

- Preparation and development of the six-year Consolidated Transportation Program (CTP) and preparation of the Annual Statewide Transportation Improvement Program (STIP)
  - Develop the FY 2023-2028 CTP.
  - Coordinate with appropriate state and local planning staffs, MPOs, and state, county, and municipal elected officials.
  - Prepare presentation materials for the Annual CTP Tour consultation with local elected officials.
  - Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C. and the FAST Act (and/or successor federal authorizing act).
  - Coordinate the STIP with the regional TIPs, CTP, and local jurisdictions' highway improvement programs.
- Regional Planning
  - Coordinate between all levels of federal, state, and local governments to ensure that transportation plans are compatible.
  - Review agency and local programs/plans via the state Clearinghouse process.
  - Coordinate and review county and municipal master plans.
  - Assess transportation impacts of proposed major development projects.
  - Work with the MPOs in modifying and adhering to their planning process.
  - Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, air quality conformity determinations, and management systems.
  - Update the Highway Needs Inventory (HNI).
  - Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
  - Review and provide input on updates to the statewide long-range plan.
  - Develop the 2023 Annual Attainment Report on Transportation System Performance.
- Congestion Management and Spot and Safety Improvement Project Development
  - Prepare responses to elected officials and community members regarding traffic safety and operational concerns.
  - Development of updates to MDOT SHA guidelines, standards, and policies related to traffic safety and operations.
  - Study locations identified as safety concerns such as Candidate Safety Improvement Locations and develop concepts and strategies to mitigate the identified concerns.
  - Evaluate existing pedestrian and bicycle facilities and develop plans to improve non-vehicular infrastructure.
  - Conduct annual review of all School Zones.



## **TRAFFIC**

### **Traffic Monitoring Program**

- Monitor the characteristics of highway traffic.
- Enhance procedures to collect, process, and disseminate traffic data.
- Ensure that the traffic monitoring system meets state needs and the requirements and guidelines set forth by FHWA and AASHTO.
- Study and, as appropriate, implement methods to improve the efficiency and effectiveness of traffic monitoring through statistical analysis.
- Improve the monitoring of traffic on freeways, particularly in urban areas.
- Ensure the collection of traffic volume, classification and weight data on SHRP monitoring sites.

### **Highway Statistics**

- Mileage – Federal-Aid System
  - Develop new Federal Functional Classification and NHS maps and mileage tables for approval and distribution.
  - Update and maintain statistical records summary tables.
- State and Local Highway, Data Collection, Analysis and Distribution
  - Solicit, receive, and process reports from local jurisdictions regarding road improvements, mileage, etc.
  - Collect, update, and maintain data used for the Universe portion of the HPMS submission.
  - Update and maintain the highway information databases to meet on-going state and federal requirements.
  - Provide data used for the update of MDOT SHA's highway maps.

### **Highway Performance Monitoring System (HPMS)**

- Update the HPMS database including revisions to any data elements, maintain sample size requirements to accurately reflect system-wide conditions, and submit an updated HPMS data file and related reports and data files.

### **Special Studies – Preliminary Studies**

- Prepare engineering and feasibility studies.
- Develop preliminary purpose and need statements.
- Develop access control plans for selected primary highway corridors.
- Prepare interstate access point approval requests.

MDOT State Highway Administration Estimated FY 2023 State Planning & Research Program Elements Supporting the Washington Area Work Program	
ITEM	AMOUNT
<b>Systems &amp; Programming</b>	
CTP	\$ 305,785
Regional Planning	\$ 620,074
Congestion Management and Spot and Safety Improvement Project Development	\$1,195,857
<b>Traffic Monitoring Program</b>	\$965,460
<b>Highway Statistics</b>	\$1,576,542
<b>Highway Performance Monitoring System</b>	\$61,751
<b>Special Studies</b>	\$ 383,537
<b>TOTAL</b>	<b>\$5,109,006</b>

# Virginia Department of Transportation (VDOT)

## SPR FUNDS FOR DISTRICT PLANNING ANNUAL ACTIVITIES

### Metropolitan Planning Support Activities

This element represents the various activities undertaken by Northern Virginia District Planning and Investment Management staff (with support from the VDOT Central Office staff as needed) in the development and implementation of the various elements/work tasks in the MPO's FY 2020 Unified Planning Work Program (UPWP) and the annual work program of the Metropolitan Washington Air Quality Committee and the regional Climate, Energy, Environment Policy Committee. Planned work items, to be conducted mostly by in-house staff, include:

The Department's participation in all work activities associated with the work programs of the: (a) Transportation Planning Board (TPB), (b) Metropolitan Washington Air Quality Committee (MWAQC); (c) Climate Energy, Environment Policy Committee (CEEPC); and Multi-Sector Working Group on Greenhouse Gas Emissions.

Oversight of the TPB/MWCOG activities such as: development/update of the long-range transportation plan, TIP, regional air quality conformity analysis, regional Freight Plan, Congestion Management Program report, Commuter Connections program, and other regional studies undertaken by the MPO (e.g., Household Travel Survey, State of the Commute Survey, Modeling).

Regional air quality planning related activities undertaken by MWAQC and CEEPC, including: development of PM2.5 Maintenance Plan, Ground-Level Ozone NAAQS Attainment SIP, Clean Air Partners program, voluntary action to help reduce regional greenhouse gases.

### Statewide Planning Support Activities

This element of the SPR work program provides for staffing within the Northern Virginia District Planning section to participate in and provide assistance to Transportation and Mobility Planning Division and other sections within the Department and the local agencies in a variety of tasks including:

Corridor and sub-area studies to identify either multi-modal or mode specific improvements to the transportation system addressing specific congestion/mobility challenges in the near-, mid-, or long-term. Examples of such studies currently underway in FY 2020 include: Assist NVTA in evaluation of significant transportation projects pursuant to HB 599; validate NVTA ratings; Fairfax County Parkway corridor Improvements; STARS Program Corridor Improvement studies; Smart Scale performance-based project prioritization and funding process.

Ongoing planning functions supported by SPR funding include:

Provide inputs and review of the findings and recommendations for the State LRP (VTRANS); assist with development and implementation of the Smart Scale Project Prioritization process;

Regular and ongoing update of the Statewide Planning System inventory and traffic forecasts;

Provide a dedicated full time Bicycle and Pedestrian Coordinator;

Provide input and review of federal functional classification updates; and

Provide assistance with General Assembly legislative impact statements and studies.

## Project Development Support Activities

This element of the SPR work program represents the District Planning section staff working to:

Prepare and/or review traffic forecasts for project design (LD-104) and environmental documents (Project level conformity analysis for Noise, Air and other pollutants for NEPA documents).

Conduct and/or assist in the conduct of transportation planning studies initiated by VDOT and/or localities such as Comprehensive Plan updates, Transit Development Plan studies, corridor and sub area studies. etc.

Participate in the development and/or review of the traffic forecasts for IMR and IJR as developed for/by the VDOT PE and/or L&D sections of the District.

Review and comment on various Environmental Impact Reports received by the District as part of VDOT's role in Inter-agency consultation process.

Assist the Transportation and Land Use directors in the review and planning of project activities such as location and design of Park-and-Ride lots.

## Local Planning Activities

This element outlines activities undertaken by the District Planning section staff to assist the planning activities at the locality level.

Locally prepared transportation studies: Participate in discussions on the scope of work for the conduct of Traffic Impact Analysis (TIA) reports by localities in response to proposed Comprehensive Plan/Master Plan amendment/Small Area Plans; review and comment on TIAs and/or CTIAs submitted by the localities to VDOT in part complying with the requirements of VA Code chapter 870.

Assist in the development of the transportation portion of local comprehensive/master plans as needed.

Provide transportation technical assistance to localities including in the development of travel demand models; applying travel demand model for project and/or locality planning levels.

## SPR FUNDS FOR SPECIAL STUDIES TO BE CONDUCTED BY CONSULTANTS OR ENTITIES OTHER THAN DISTRICT STAFF (LIST EACH STUDY INDIVIDUALLY)

In addition to supporting staff planning activities, SPR funding is used to fund special plans and studies requiring outside consultants. This takes two different forms, depending on the size, complexity and budget of the project.

**Major SPR Special Projects:** These are projects that require major funding (generally over \$500,000) and time commitments and procurement of consultants. There are no current or anticipated Major SPR projects.

**On-Call Consultant Plans and Studies:** VDOT uses SPR funds to support routine planning projects, generally with budgets under \$500,000 and requiring consultants. VDOT procures on-call consultants for 2-year contracts and assigns the appropriate consultant team to work on District-level projects as needed. VDOT also conducts Strategically Targeted and Affordable Roadway Solutions (STARS) studies using SPR funds. STARS studies evaluate existing conditions data and

traffic forecasts and develop project alternatives to address identified needs prior to a project being submitted for implementation funding. STARS studies that will be underway in FY 22 include:

- Route 7 (East Market Street) from Plaza Street to Fort Evans Road – Leesburg, VA
- Route 50 (Lee Jackson Memorial Highway) from Route 28 to Stringfellow Road, Phase 2 – Chantilly, VA
- Route 234 (Sudley Road) from Godwin Drive to Battleview Parkway – Prince William County
- Route 236 (Little River Road) from I-495 to I-395 – Fairfax County

## **V. APPENDIX**

### **Additional Tables**

- Table A: Revenue - Detailed FY 2021 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2023 to June 30, 2024)

### **Memoranda of Understanding**

- Fredericksburg Area Metropolitan Planning Organization (FAMPO)
- Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)



**Table A: Revenue - Detailed FY 2022 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2023 to June 30, 2024)**

	FTA			FHWA			FED	LOCAL	
	SECT 5303	State	Local	PL FUNDS	State	Local	CASP (FAA 90%)	CASP (10%)	Totals
	80%	10%	10%	80%	10%	10%	SPR (FHWA 80%)	SPR (20%)	
<b>DDOT ALLOCATIONS</b>									
NEW FY 2022	\$ 492,727	\$ 61,591	\$ 61,591	\$ 2,341,429	\$ 292,679	\$ 292,679			\$ 3,542,695
PRIOR UNEXPENDED	\$ 81,951	\$ 10,244	\$ 10,244	\$ 1,010,732	\$ 126,342	\$ 126,342			\$ 1,365,854
CARRYOVER FY 2021	\$ 33,346	\$ 4,168	\$ 4,168	\$ 232,198	\$ 29,025	\$ 29,025			\$ 331,930
<b>SUBTOTAL - DC</b>	<b>\$ 608,025</b>	<b>\$ 76,003</b>	<b>\$ 76,003</b>	<b>\$ 3,584,358</b>	<b>\$ 448,045</b>	<b>\$ 448,045</b>			<b>\$ 5,240,479</b>
<b>MDOT ALLOCATIONS</b>									
NEW FY 2022	\$1,143,007	\$142,876	\$142,876	\$ 3,257,967	\$ 407,246	\$ 407,246			\$ 5,501,218
PRIOR UNEXPENDED	\$ 327,702	\$ 40,963	\$ 40,963	\$ 892,552	\$ 113,569	\$ 113,569			\$ 1,525,317
CARRYOVER FY 2021	\$ 75,840	\$ 9,480	\$ 9,480	\$ 389,852	\$ 47,732	\$ 47,732			\$ 582,115
<b>SUBTOTAL - MD</b>	<b>\$1,546,549</b>	<b>\$193,319</b>	<b>\$193,319</b>	<b>\$ 4,540,371</b>	<b>\$ 567,546</b>	<b>\$ 567,546</b>			<b>\$ 7,608,650</b>
<b>VALENT &amp; VDOT ALLOCATIONS</b>									
NEW FY 2021	\$ 928,124	\$116,016	\$116,016	\$ 521,804	\$ 315,236	\$ 315,236			\$ 4,312,510
PRIOR UNEXPENDED	\$ 278,260	\$ 34,783	\$ 34,783	\$ 1,117,178	\$ 60,172	\$ 60,172			\$ 949,548
CARRYOVER FY 2021	\$ 62,814	\$ 7,852	\$ 7,852	\$ 344,750	\$ 43,094	\$ 43,094			\$ 509,455
<b>SUBTOTAL - VA</b>	<b>\$1,269,198</b>	<b>\$158,650</b>	<b>\$158,650</b>	<b>\$ 3,348,013</b>	<b>\$ 418,502</b>	<b>\$ 418,502</b>			<b>\$ 5,771,513</b>
<b>TOTAL FHWA/FTA FUNDING ALLOCATIONS</b>									
NEW FY 2022	\$2,638,588	\$320,482	\$320,482	\$ 8,121,280	\$1,015,160	\$1,015,160			\$ 13,356,423
PRIOR UNEXPENDED	\$ 677,913	\$ 85,989	\$ 85,989	\$ 2,384,662	\$ 298,083	\$ 298,083			\$ 3,840,719
CARRYOVER FY 2021	\$ 172,771	\$ 21,500	\$ 21,500	\$ 966,800	\$ 120,850	\$ 120,850			\$ 1,423,500
<b>SUB-TOTAL - FHWA-FTA</b>	<b>\$ 3,423,771</b>	<b>\$427,971</b>	<b>\$427,971</b>	<b>\$ 11,472,742</b>	<b>\$1,434,093</b>	<b>\$1,434,093</b>			<b>\$ 18,620,642</b>
<b>TOTAL BASIC UPWP</b>	<b>\$3,423,771</b>	<b>\$427,971</b>	<b>\$427,971</b>	<b>\$ 11,472,742</b>	<b>\$1,434,093</b>	<b>\$1,434,093</b>			<b>\$ 18,620,642</b>
CASP PROGRAM							\$ 566,127	\$ 62,903	\$ 629,030
SPR PROGRAM							\$ 196,577	\$ 49,144	\$ 245,721
<b>GRAND TOTAL UPWP</b>	<b>\$3,423,771</b>	<b>\$427,971</b>	<b>\$427,971</b>	<b>\$ 11,472,742</b>	<b>\$1,434,093</b>	<b>\$1,434,093</b>	<b>\$ 762,704</b>	<b>\$ 112,047</b>	<b>\$ 19,495,393</b>





**ITEM 9 – Information**  
February 15, 2023

Briefing on the Draft FY 2024 Commuter Connections Work Program

**Background:**

The board will be briefed on the draft Commuter Connections Work Program (CCWP) for FY 2024 (July 1, 2023 through June 30, 2024). The CCWP is an annual statement of work that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals in the non-attainment area. The board will be asked to approve the FY 2024 CCWP at its March 15 meeting.

**FY 2024 WORK PROGRAM FOR THE  
COMMUTER CONNECTIONS PROGRAM  
FOR THE GREATER WASHINGTON  
METROPOLITAN REGION**

**DRAFT**

**February 15, 2023**



The preparation of this program document was financially aided through grants from the District Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; and the U.S. Department of Transportation.

**FY 2024 WORK PROGRAM FOR THE  
COMMUTER CONNECTIONS PROGRAM  
FOR THE GREATER WASHINGTON  
METROPOLITAN REGION**

**DRAFT**

**February 15, 2023**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**



The preparation of this program document was financially aided through grants from the District Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; and the U.S. Department of Transportation.

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## SUMMARY

### Program Overview

The Fiscal Year 2024 Commuter Connections Work Program (CCWP) consists of a core program of regional transportation demand management operational activities funded jointly by state and local jurisdictions, plus jurisdictional programs that are conducted at the discretion of individual state funding agencies.

### Funding

The regional state funding shares for the program elements are defined using a formula agreed to by the state funding agencies. Funding agencies for the programs listed in this document include the District Department of Transportation, Maryland Department of Transportation, Maryland Department of Transportation Maryland Transit Administration, and the Virginia Department of Transportation. The Maryland Department of Transportation Maryland Transit Administration and the Virginia Department of Rail and Public Transportation provide direct funding to their local jurisdictions for transportation demand management activities that support the regional Commuter Connections program. The costs of the jurisdictional activities are allocated directly to the jurisdiction or jurisdictions that choose to conduct them. This ensures that the regional activities upon which all other activities depend on will be conducted regionally, and that the costs are allocated to the participating funding agencies per the agreed upon funding formula. At the same time, considerable flexibility is available to the state funding agencies and other agencies to define and fund discretionary activities that respond to their individual policy and funding priorities. Commuter Connections program services have also been incorporated into larger construction projects such as the I-495 Express Lanes Northern Extension (495 NEXT) construction project in Northern Virginia.

The FY 2024 Commuter Connections program elements are classified as follows:

<b>REGIONAL PROGRAMS</b>	<b>JURISDICTIONAL PROGRAMS</b>
Commuter Operations Center	Employer Outreach*
Guaranteed Ride Home	GRH Baltimore
Marketing	
Monitoring and Evaluation	

*\*Includes both a Regional and Jurisdictional Component*

The CCWP was re-structured and streamlined in FY 2006 to clarify and simplify funding responsibilities. The FY 2024 CCWP continues this effort aimed at streamlining the administration and oversight processes for the program. Commuter Connections has expanded incrementally since its inception in 1974 as the Commuter Club, with different program elements having different jurisdictional participation and funding shares. As the program became more complex, it became increasingly difficult to track how much each state funding agency was participating in and paying for each program element. Therefore, a funding formula was devised. Table 1 in this document shows the budget and work program expenditures for FY 2024 for each work activity. Table 2 shows the total FY2024 funding shares each of the state funding agencies will be contributing to the program for each of the program elements. Each of the project areas in the work program also show the overall cost estimate as well as associated consultant costs and

any substantive direct costs.

### Planning Process Requirements

The National Capital Region Transportation Planning Board (TPB) is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan. Commuter Connections constitutes the major travel demand management component of the congestion management process to be approved by the TPB. Initially, Commuter Connections provided transportation emission reduction measure benefits for inclusion in the air quality conformity determination, which was approved by the TPB as part of the annual update of the Long Range Plan and Transportation Improvement Program. However, for the past decade or more the TPB has not required the use of the program's air quality impacts in the conformity analyses. In addition, Commuter Connections transportation impacts from its various programs may be needed to meet Performance Based Planning and Programming (PBPP) regional targets.

### Description of Commuter Connections Committees

The increasing complexity of the program prompted the creation of a working group to provide administrative and programmatic oversight of the core program cost elements. An updated Master Agreement was fully signed in FY 2020 between the Metropolitan Washington Council of Governments (COG) and the state funding agencies for the support of the Commuter Connections transportation demand management (TDM) program in the Washington metropolitan region. The agreement will continue to be reviewed and updated as needed. COG and the state funding agencies have an established working group; the State TDM (STDM) Work Group, which meets monthly (except for the month of August) and consists of representatives of the state transportation funding agencies in the District of Columbia, Maryland and Virginia. The State TDM Work Group helps to define the program content and budget for each fiscal year and helps to develop a detailed annual Work Program in collaboration with COG/TPB staff and the Commuter Connections Subcommittee. The draft work program is reviewed by program stakeholders and the Commuter Connections Subcommittee. The final Work Program is reviewed by the TPB Technical Committee and approved by the TPB. Program developments and/or significant changes to the CCWP made by the State TDM Work Group will be reviewed with the TPB's Technical Committee and in some cases the TPB's Steering Committee in the event the items or information will be presented to the TPB.

The State TDM Work Group also reviews all Requests for Proposals (RFP) and Requests for Qualifications (RFQ) as part of the Work Program and identifies selection committee members for individual contract solicitations. The State TDM Work Group will review and approve all CCWP work products with input from the Commuter Connections Subcommittee. Upon request, COG/TPB staff can provide additional details for projects being implemented under each program area.

As shown in Figure 2, the Commuter Connections Subcommittee will continue to provide overall technical review of the regional program elements in this Work Program and meet every other



month. The Subcommittee will also review, provide comments, and endorse reports and other products for release. The Bike To Work Day Steering Committee will meet every other month from September to May to organize the regional Bike To Work Day event. The Car Free Day Steering Committee will meet every other month from March until September to organize the regional Car Free Day event. The Commuter Connections Ridematching Committee will continue to meet quarterly on technical issues regarding the regional TDM software system. The TDM Evaluation Group will meet as needed to provide direction and review of the regional TDM evaluation project. The Employer Outreach Committee will meet quarterly to review and discuss Employer Outreach efforts. The Regional TDM Marketing Group will also meet quarterly to provide input and coordinate on regional TDM advertising and marketing efforts. Oversight for jurisdictional program elements will be provided by the states and agencies that are funding them.

Specialized project work groups will continue to meet as needed to address implementation issues, such as the development of regional TDM marketing campaigns and the Employer Recognition Awards. A Strategic Plan, adopted in November 2007 but updated most recently in January 2022, serves as a framework regarding the roles and responsibilities of the Commuter Connections stakeholders. The Strategic Plan can be accessed at [www.commuterconnections.org](http://www.commuterconnections.org) under the 'About Us' Publications link and includes a mission statement, definition of Commuter Connections, overall program and operating objectives, network responsibilities for each program area that include objectives and acceptable performance levels, a committee structure, sample meeting calendar, and internal and external report deliverables.

### Key Elements and Highlights

The key elements and highlights of the FY 2024 Commuter Connections Work Program are summarized as follows:

- The Commuter Operations Center will provide ridematching services to commuters through a central toll-free number “1-800-745-RIDE” and [www.commuterconnections.org](http://www.commuterconnections.org) website, and support to commuter assistance programs operated by local jurisdictions, transportation management associations, and employer-based commuter assistance programs. Work will also help support a regional Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) grant to expand the incenTrip program.
- Guaranteed Ride Home (GRH) will provide users of alternative commute modes up to six free rides home per year in a taxi or rental car or by Metrorail in the event of an unexpected personal or family emergency or unscheduled overtime.
- Marketing will provide frequent regional promotion of alternative commute options, including car/vanpooling, teleworking, mass transit, bicycling, walking; and support programs such as Guaranteed Ride Home, the Commuter Connections network ridematching services, incentive programs, and Bike to Work Day. The Marketing program aims to raise awareness of alternative commute options and support the Commuter

Connections network in persuading commuters to switch to alternative commute modes from the use of single-occupant vehicles, and persuading commuters currently using alternative commute modes to continue to use those modes. The 'Pool Rewards incentive program provides a cash incentive to new carpoolers and vanpoolers. The CarpoolNow mobile app will allow for the provision of a cash incentive to drivers who offer dynamic carpool rides to passengers during weekday peak hour commuting periods. The Flextime Rewards program will allow commuters using designated corridors in the region to be notified of unusual traffic delays and receive a cash incentive in exchange for delaying or eliminating their normal commuting trip during weekday peak hour commuting times. Commuter Connections will coordinate the region's Car Free Day event as part of World Car Free Day. The Car Free Day event will encourage commuters and the general population to leave their cars home or to use alternative forms of transportation such as carpools, vanpools, public transit, bicycles, or walking. The incenTrip mobile application will allow commuters to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. App users also earn reward points while receiving recommendations on the best travel mode, departure time and/or route recommendation and can exchange their points for a cash incentive. Work on incenTrip will also be leveraged with an Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) USDOT grant. As part of the ATCMTD grant, the coverage area of the mobile app was expanded to the "Mega-Region" in Maryland which will allow for the program to be administered for commuters traveling to worksites in Maryland locations outside of the Washington DC non-attainment region. Commuter Connections will also be celebrating its 50th year of operations during calendar year 2024.

- Monitoring and Evaluation includes data collection and analysis activities as well as program tracking and monitoring reports for each program area. The 2022 State of the Commute Survey general public report will be printed and distributed, the FY2021 – 2023 TDM Analysis Report will be finalized and distributed, and the FY 2024 Placement Rate Survey will be conducted and as part of the survey, data will be collected on Flextime Rewards, incenTrip and CarpoolNow and a report will be issued. The FY2024 Employer Outreach Customer Satisfaction Survey will be conducted, and a report will be issued. Monitoring and evaluation activities are used extensively to determine the program's effectiveness. Evaluation results have been used in the past to make program adjustments; for example, the 'Pool Rewards program was expanded to include vanpools and the budget for the carpool incentive was revised to match demand, the Flextime Rewards program was introduced based on feedback received from the State of the Commute survey, the Telework program was streamlined due to increased participation by the private sector; changes have been made to the Guaranteed Ride Home program guidelines based on participant survey feedback; and target marketing for GRH was re-introduced in the region after it was found that there was a dramatic drop in registrations when the marketing for this measure was streamlined into the mass marketing program.
- Employer Outreach will support outreach and marketing to the region's employers to implement new or expanded employer-based alternative commute modes and incentives

such as transit and vanpool benefits, telework, preferential parking for carpools and vanpools, carpool and vanpool formation, flexible work schedules, and bicycling amenities. The outreach program encourages employees' use of alternative commute modes such as ridesharing, transit, telework, bicycling, and walking. The outreach program also aids employers with holding bicycling seminars for employees, maintaining an up-to-date regional Bicycling Guide, and offering car-sharing and bike-sharing information to lower employers' fleet management costs. Resources will also be provided to employers on the benefits of teleworking and assist them in starting or expanding telework programs.

- GRH Baltimore will provide users of alternative commute modes in the Baltimore metropolitan region and St. Mary's County up to six free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime. Marketing and advertising activities will continue to be developed and implemented in the Baltimore region. Additionally, a transportation and emissions analysis of the results from the 2022 GRH Baltimore region and St. Mary's County Applicant Survey will be conducted in FY 2024.

Figure 1 of this document illustrates that the Commuter Connections service area is much larger than the designated area for workers eligible for the GRH program and larger still for workers who can access the Commuter Connections ridematching services. The total Commuter Connections service area has approximately 10 million residents.

### Program Background

Commuter Connections is a continuing commuter assistance program for the Washington region which encourages commuters to use alternatives to driving alone in a private automobile, including ridesharing, transit, telecommuting, bicycling, and walking. The program has evolved and expanded over the past four plus decades following its inception in 1974 as the Commuter Club. In the mid-1980s, in an effort to better share regional ridesharing information the Commuter Club was expanded into the Ride Finders Network, which included Alexandria, Fairfax County, Montgomery County, Prince William County and the Northern Virginia Transportation Commission. By 1996, after steady growth in both size and strength, the Ride Finders Network became Commuter Connections, the commuter transportation network serving the Washington metropolitan region, encompassing twelve counties, four cities, and eight federal agencies. The Commuter Operations Center component of the current Commuter Connections Program represents the evolution of the earlier Commuter Club and Ride Finders Network programs.

In the mid-1990s, several new elements were added to the Commuter Connections Program as Transportation Emissions Reduction Measures (TERMs) to help meet regional air quality conformity requirements. The TERMS were designed to produce specific reductions in Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) by reducing vehicle trips and vehicle miles of travel associated with commuting. The measures were adopted into the regional Transportation Improvement Program (TIP) by the Transportation Planning Board (TPB) and funded jointly by the District of Columbia, Maryland, and Virginia Departments of Transportation,

with some variation in funding shares for the different measures.

<u>Measure</u>	<u>Date Implemented</u>
Commuter Operations Center	1974
Metropolitan Washington Telework Resource Center	1996
Integrated Ridesharing	1996
Employer Outreach	1997
Guaranteed Ride Home	1997
Employer Outreach for Bicycling	1998
Mass Marketing of Alternative Commute Options	2003
GRH Baltimore	2010

As the program elements shown above were implemented, their performance was evaluated over time. In FY 2006, the measures were revised to focus resources on the most effective program components. The total daily impacts of the Commuter Connections program were calculated in FY 2020 to be:

	<u>Daily Impacts</u>
VT Reductions:	137,000
VMT Reductions:	2,648,000
NOx Reductions (Tons):	0.5
VOC Reductions (Tons):	0.4
	<u>Annual Impacts</u>
PM 2.5 Reductions (Tons)	8
PM 2.5 Precursor NOx Reductions (Tons)	177
CO2 Reductions (Tons)	258,000

Extensive monitoring and evaluation have been carried out for the Commuter Connections Program over the past two decades, and comprehensive data sets are available for reviewing the performance of individual program elements and identifying areas for both strengthening the performance of the program and streamlining the oversight and management procedures. The Program has been shown through the FY 2018 – 2020 TDM Analysis Report to be a highly cost-effective way to reduce vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting. The following overall cost-effectiveness measures for the Commuter Connections Program are based on the results of the FY 2018 – 2020 TDM Analysis Report that was released on November 17, 2020:

	<u>Daily Impacts</u>
Cost per VT reduced:	\$0.18
Cost per VMT reduced:	\$0.01
Cost per ton of NOx reduced:	\$48,000
Cost per ton of VOC reduced:	\$63,000

#### Annual Impacts

Cost Per ton of PM 2.5 Reduced	\$712,000
Cost per ton of PM 2.5 Precursor	
NOx Reduced	\$ 36,000
Cost per ton of CO2 Reduced	\$ 24

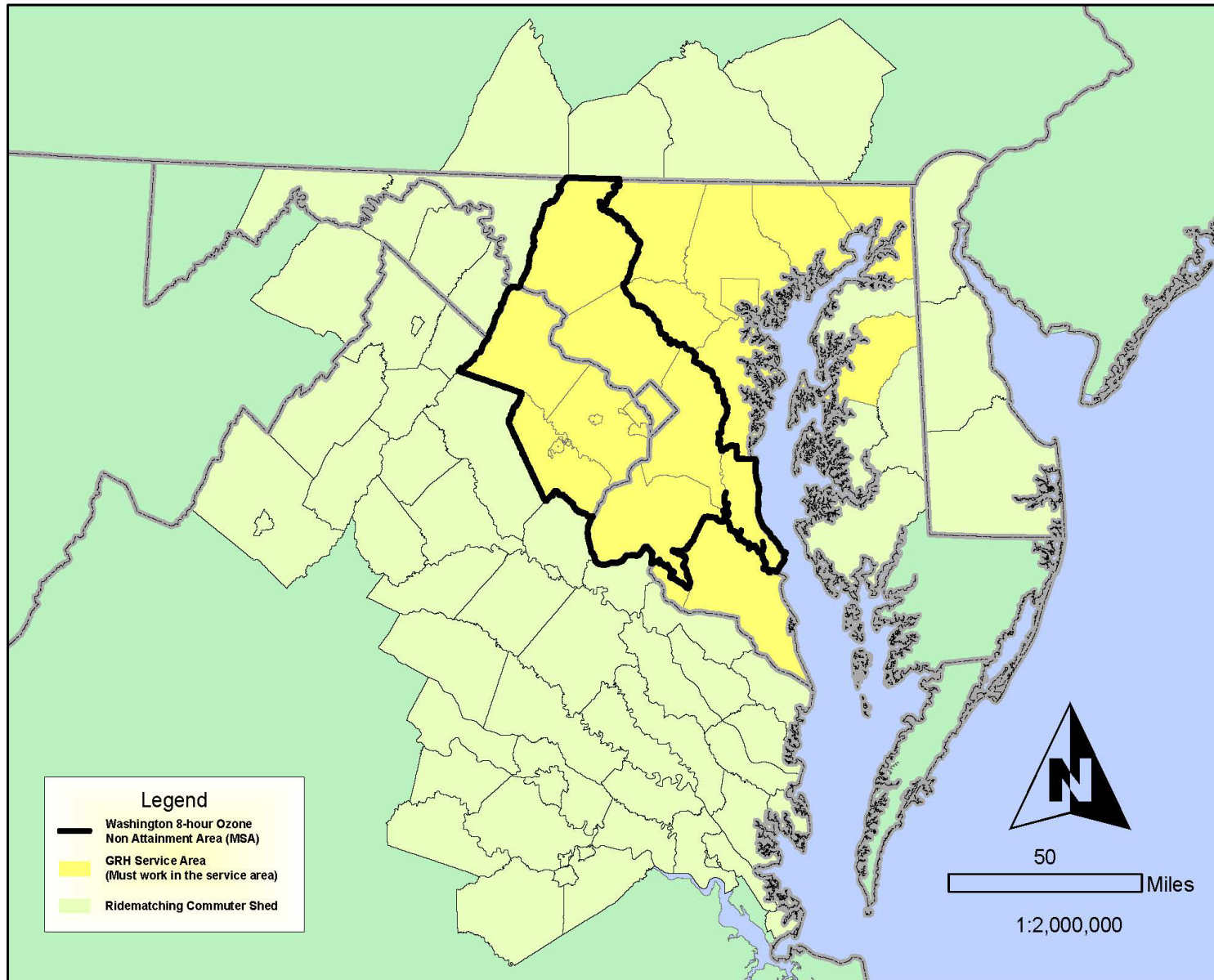
The Regional TDM programs offer other benefits to residents and commuters of the Washington metropolitan region, in societal objectives such as greater mobility, improved health/safety, and enhanced livability/quality of life. One benefit area that is particularly increasing in importance is transportation system performance, as performance measurement requirements are established by the region. In the FY2018 – FY2020 regional TDM program evaluation analysis, estimates of regional cost savings generated for selected societal benefits of the Commuter Connections travel and emissions impacts include:

- Air pollution/emissions reductions (reductions in NOx, VOC, PM 2.5 pollutants)
- Global climate change mitigation (reduction in Greenhouse gases / CO2)
- Reduction in congestion (reduced hours of peak period travel delay)
- Reduction in fuel consumption (gasoline cost saving)
- Improved health/safety (accidents reduced per 1 million VMT)
- Noise pollution reduction (reduced motor vehicle noise)

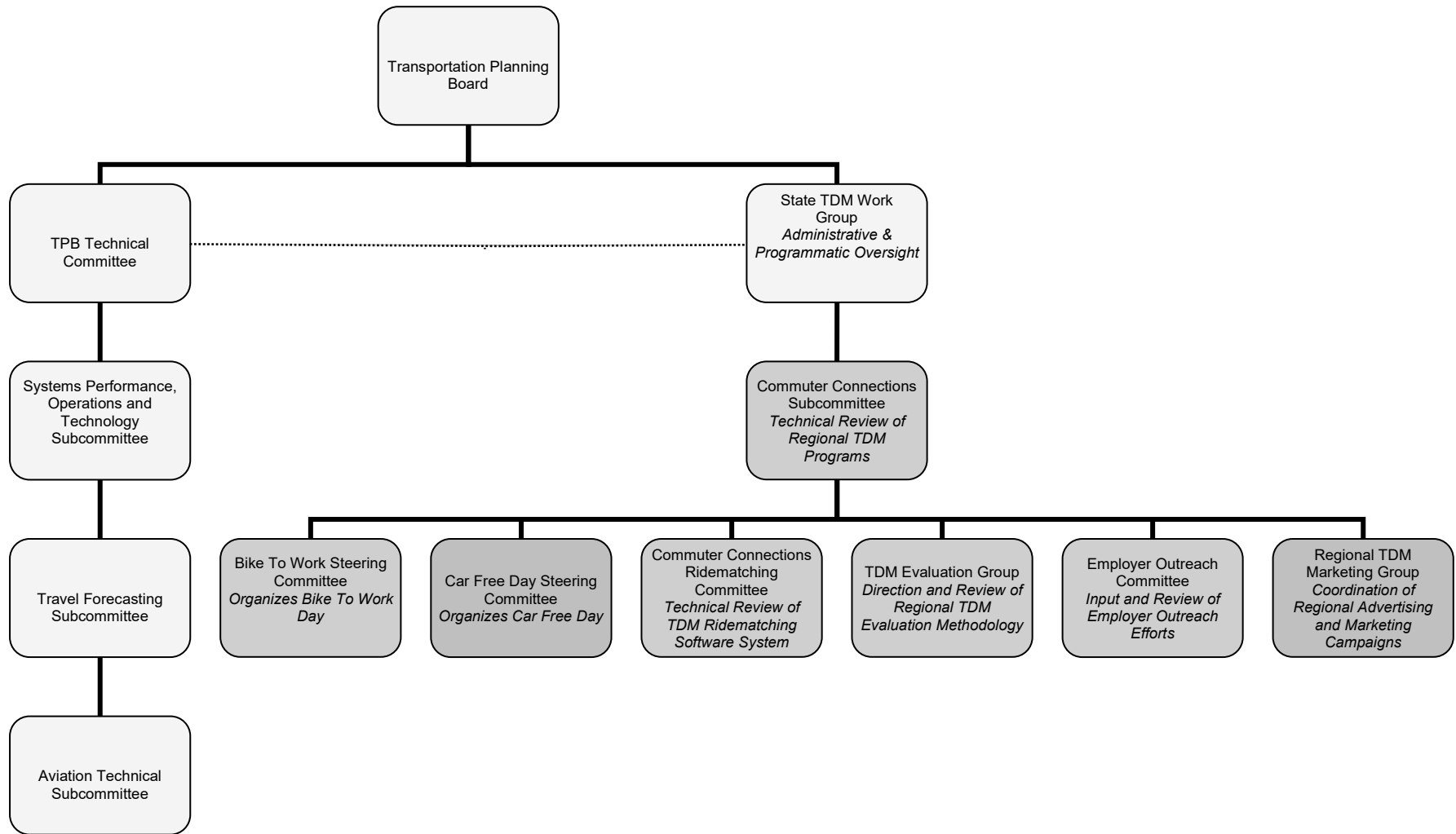
The analysis showed that program impacts generate about \$686,000 of daily cost savings across the societal benefits included in the calculation. The largest share of the cost saving is in reduction of excess fuel used; this benefit is valued at over \$401,500 per day, or about 59% of the total daily benefits. Reduction in hours of travel delay accounts for about 21% of the total daily benefit (\$142,913). Noise pollution reduction generates about 9% and the air pollution/Greenhouse gas reduction combined benefits and road safety accident reduction benefits each are responsible for about 6% of the total cost saving.

The Commuter Connections Program is generally regarded as among the most effective commuter assistance programs in the nation in terms of reductions effected in vehicle trips and vehicle miles of travel. Existing data collected on Commuter Connections program performance has been used to refine and enhance the program and to streamline procedures for program oversight and administration.

**FIGURE 1: COMMUTER CONNECTIONS GEOGRAPHIC COVERAGE AREA**



**FIGURE 2: COMMUTER CONNECTIONS STRUCTURE**



**Table 1  
FY 2024 COMMUTER CONNECTIONS BUDGET AND WORK PROGRAM EXPENDITURES**

WORK ACTIVITY	DIRECT LABOR EXPENSE				INDIRECT	NON-LABOR DIRECT EXPENSE			TOTAL
	SALARIES (includes Leave)	FRINGE BENEFITS 22.86%	INTERNS	OTHER STAFFING	MGMT & ADMIN 60.90%	DATA & PC COSTS	CONTRACT SERVICS	OTHER	
Commuter Operations Center	252,096	57,629	-	-	188,623	89,073	119,415	22,281	729,117
Guaranteed Ride Home	223,790	51,158	-	-	167,443	3,500	198,000	319,806	963,697
Marketing	402,436	91,997	6,940	-	305,336	4,700	787,000	2,270,128	3,868,537
Monitoring and Evaluation	158,907	36,326	-	-	118,897	3,500	141,000	61,370	520,000
Employer Outreach	96,222	21,996	-	-	71,995	10,162	-	631,664	832,040
GRH Baltimore	33,806	7,728	-	-	25,294	-	48,750	84,422	200,000
<b>TOTAL</b>	<b>1,167,257</b>	<b>266,835</b>	<b>6,940</b>	<b>-</b>	<b>877,588</b>	<b>110,935</b>	<b>1,294,165</b>	<b>3,389,671</b>	<b>7,113,391</b>



**Table 2  
 COMMUTER CONNECTIONS FISCAL YEAR 2024 BUDGET  
 BY STATE FUNDING AGENCY AND PROGRAM ELEMENT**

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home (GRH)	Marketing	Monitoring & Evaluation	Employer Outreach*	GRH Baltimore	TOTALS
District of Columbia (DDOT)	\$79,699	\$113,716	\$434,223	\$61,360	\$25,266	\$0	\$714,264
State of Maryland (MDOT)	\$297,184	\$424,027	\$1,792,819	\$228,800	\$718,378	\$150,000	\$3,611,208
State of Maryland (MTA)	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Commonwealth of Virginia	\$298,534	\$425,954	\$1,641,495	\$229,840	\$88,396	\$0	\$2,684,219
Other**	\$53,700						\$53,700
<b>TOTAL</b>	<b>\$729,117</b>	<b>\$963,697</b>	<b>\$3,868,537</b>	<b>\$520,000</b>	<b>\$832,040</b>	<b>\$200,000</b>	<b>\$7,113,391</b>

*\* Virginia and the District of Columbia have allocated \$1,049,229 pending available funds to local jurisdictions and contractors to implement the Employer Outreach project. DDOT has allocated \$310,711, VDOT has allocated \$738,518, and VDRPT has allocated \$400,000.*

*\*\*Software User Fees - \$53,700*

# Detailed Task Descriptions and Cost Estimates for the FY 2024 Commuter Connections Work Program

## I. COMMUTER OPERATIONS CENTER

The Commuter Operations Center has been in existence since 1974 and provides Commuter Connections network member local jurisdictions, Transportation Management Associations (TMAs), and federal government agencies a centralized ridematching system and database for commuting information. Through the Commuter Operations Center, commuter information and ridematching are provided as a free service to commuters living or working in the Washington metropolitan region. As part of the overall program, COG/TPB staff provides the following services:

- Ridematching coordination, technical assistance and administrative support to network member local agencies;
- transportation information services to the general public;
- transportation information software, hardware, and database maintenance ; and
- commuter information systems.

The Commuter Operations Center is comprised of the four project areas listed below. The total annual budget for the Commuter Operations Center regional program is \$729,117.

### A. RIDEMATCHING COORDINATION, TECHNICAL ASSISTANCE AND ADMINISTRATIVE SUPPORT

Each month, COG receives several hundred applications for ridematching information. Nearly 100% of these applications are received through the Commuter Connections website. COG/TPB staff reviews and processes all applications received through its website. Matchlists for carpool and vanpool information are sent daily by email or in some very rare cases by mail. Each local Commuter Connections network member has access to the regional TDM on-line system and is notified through a customized queue when a commuter application has been entered through the Commuter Connections website from a commuter living in that network member's jurisdiction or in some cases, depending on the network member, it may be a commuter working in their service area. The queue serves as notification that the network member staff should take ownership of the record and follow up with the commuter to provide additional assistance, as needed. Network members can also enter applications into the system on behalf of their commuter customers. This type of application entry is done through a network member's access portal through the Commuter Connections website. Applications received at COG through the mail are forwarded to the network member serving the applicant's home jurisdiction or work jurisdiction for entry into the rideshare database.

The following local jurisdictions, transportation agencies, transportation management associations, and federal government agencies deliver ridematching and commuter assistance services through the Commuter Connections network to their residents and/or workers:

<b>District of Columbia</b>	<b>Maryland</b>	<b>Virginia</b>
COG/TPB	Anne Arundel County	City of Alexandria
	Baltimore City	Arlington County-COG/TPB
	Baltimore Metropolitan Council	Department of Defense
	Bethesda Transportation Solutions	Dulles Area Transportation Association
	Food and Drug Administration	Fairfax County
	Frederick County	George Washington Regional Commission
	Harford County	Loudoun County
	Howard County	Northern Shenandoah Regional Valley Commission
	Maryland Transit Administration	Potomac and Rappahannock Regional Commission
	Montgomery County	Rappahannock – Rapidan Regional Commission
	National Institutes of Health	
	North Bethesda Transportation Center	
	Prince George’s County	
	Tri-County Council for Southern Maryland	

COG/TPB staff administers ridematching services on behalf of the District of Columbia and Arlington County. The local jurisdiction commuter assistance programs listed in Maryland and Virginia receive separate grants from the Maryland Transit Administration and the Virginia Department of Rail and Public Transportation to provide local services and to help support regional TDM program activities.

During FY 2024, COG/TPB staff will continue to provide technical support and training to Commuter Connections network member agencies for the regional Commuter Connections TDM software system. In addition, staff will be providing administrative support for the Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) Federal Highway Administration (FHWA) grant to expand the incenTrip program in the DMV mega region. Staff will continue to review and distribute ridematching applications received from employers and the general public. Matchlist and renewal notice generation and distribution services will also be provided through COG. COG/TPB staff will produce network member technical assistance reports from the Commuter Connections TDM system, and provide staff

support and coordination to the Commuter Connections State TDM Work Group, the Commuter Connections Subcommittee, the Commuter Connections Ridematching Committee, and to the Federal ETC Advisory Group. Staff will monitor current events and regional trends to determine whether TDM-oriented work groups need to be organized and facilitated. COG/TPB staff will also fulfill daily network member data requests. Federal Agency Employee Transportation Coordinator training will be coordinated and, in some instances, given by COG/TPB staff. Staff will also produce an annual Commuter Connections Work Program for FY 2025. The CCWP Master Agreement between COG and the state funding agencies will continue to be reviewed and updated as needed.

COG/TPB staff will also continue work to expand the regional SchoolPool program so that more schools, safe routes to school coordinators and jurisdictions use the service, maintain the special events ridematching software module, and monitor the trip tracking software module.

**Cost Estimate:** \$203,794

**Products:** Database documentation of specific technical actions implemented. *(COG/TPB staff)*

Documentation of Subcommittee and Ridematching Committee meetings. *(COG/TPB staff)*

Documentation of daily technical client member support given through COG's Help Desk. *(COG/TPB staff)*

Daily matchlist generation and distribution. *(COG/TPB staff)*

TDM Web Based System Training Manual updates, as needed. *(COG/TPB staff)*

Monthly commuter renewal notices as part of the purge process. *(COG/TPB staff)*

Review and update existing Emergency Management Continuity of Operations Plan for Commuter Connections program services. *(COG/TPB staff)*

Transportation Demand Management Resources Directory update twice yearly. *(COG/TPB staff)*

Federal ETC website updates. *(COG/TPB staff)*

FY 2025 Commuter Connections Work Program.  
*(COG/TPB staff)*

**Services:**

Software client Member Help Desk technical support.  
*(COG/TPB staff)*

Software and customer service training, as needed.  
*(COG/TPB staff)*

Federal agency ETC training and support to the  
Federal ETC Advisory Group. *(COG/TPB staff)*

Staff the Commuter Connections Subcommittee,  
Ridematching Committee, and STDM Work Group, as  
well as any other specially formed work groups  
*(COG/TPB Staff)*

Work with state funding agencies to review and  
update CCWP Master Agreement *(COG/TPB staff in  
conjunction with State Funding Agencies)*

**Schedule:**

July 1, 2023 - June 30, 2024

**Oversight:**

Ridematching Committee

- Communicate Technical Support Issues
- Share knowledge and experience on “Hot Topic” Issues
- Provide input and feedback on Software Technical Policies (i.e., purge process, Help Desk)
- Provide requests for software training

Commuter Connections Subcommittee

- Provide input and comments to FY 2025 CCWP
- Provide input and feedback on all programs and projects in CCWP

STDM Work Group

- Provide input and comments to FY 2025 CCWP
- Provide input, feedback and approval on all programs and projects in CCWP
- Review and provides updates, if needed, to CCWP Master Agreement

B. TRANSPORTATION INFORMATION SERVICES

COG has provided transportation information services for 50 years in the Washington metropolitan region. The Commuter Operations Center provides basic carpool/vanpool, park-and-ride lot, transit, telecommuting, bicycling, and walking information. Specialized transportation information is also provided in support of Bike to Work Day, Car Free Day, CarpoolNow, Flextime Rewards, incenTrip, SchoolPool, and Special Events as well as other regional commuter service programs.

COG maintains and staffs the regional commute information telephone number 1-800-745-RIDE. Calls received at COG are transferred to the local Commuter Connections network member office (based on jurisdiction of residence or in some cases work location of the caller) where applicable. COG/TPB staff provides transportation information services to those commuters who cannot be assigned to a client member site, including residents of the District of Columbia and Arlington County, Virginia. COG receives several hundred calls per month through the 800 number. COG staff also responds to daily requests and questions received by email.

During FY 2024, COG/TPB staff will continue to provide traveler information on alternatives to driving alone to the general public by telephone, website, electronically, and through printed information. Staff will also provide information on Commuter Connections' incentive programs such as 'Pool Rewards, CarpoolNow, Flextime Rewards, and incenTrip. The incenTrip program information will also be provided to commuters in the DMV mega region which includes Baltimore, MD and Richmond, VA through the ATCMTD grant project. Staff will continue processing applications from the general public and/or from Commuter Connections network members who request the service on a permanent or temporary basis based on information requests received. COG/TPB staff will answer the regional "800" telephone line, Telecommunications Device for the Deaf (TDD) line, and respond to e-mails on information requests from the Commuter Connections TDM system web service.

**Cost Estimate:** \$102,581

**Products:** Provide commuter traveler information on alternatives to driving alone to the general public through the Commuter Connections website, electronically, or through printed information. *(COG/TPB staff)*

**Services:** Provide commuter traveler information on alternatives to driving alone to the general public by telephone and email. *(COG/TPB staff)*

Process application questions received from the general public. *(COG/TPB staff)*

Answer and respond to commuter calls from the regional "800" Commuter Connections line, DC Pool line, and COG TDD line. *(COG/TPB staff)*

Respond to commuter e-mails from the Commuter Connections TDM web service. *(COG/TPB staff)*

Provide general public customer service. *(COG/TPB staff)*

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Ridematching Committee

- Provide input and feedback to information services policies and procedures.

C. TRANSPORTATION INFORMATION SOFTWARE, HARDWARE, AND DATABASE MAINTENANCE

The regional Transportation Demand Management (TDM) software system is provided as a regional database resource with secure online access to over two dozen commuter assistance programs that include local rideshare agencies, Transportation Management Associations, and federal government agencies. The commuter assistance programs use the TDM software system to service their local commuters' transportation needs for alternative commuting information.

This project includes the daily routine monitoring and maintenance of the TDM software system as well as the hosting of the on-line system through the cloud as well as all mobile applications. Tasks include daily backup of the TDM database, maintenance of the TDM web system servers, contingency management services, support to the TDM Postgres database and to cloud-based web servers, Postgres database administration and support, documentation of overall system and substantive system changes.

This project will also include ongoing software code upgrades to the web-based TDM system and associated mobile applications. Changes made to the software code will be reflected in a responsive web design format in order to be displayed on smart phone devices such as Android and iPhone and tablets. Access to specific system modules will be provided through mobile applications such as Commuter Connections, CarpoolNow, and incenTrip. COG/TPB staff will continue to examine ways in which its existing service applications and programs can be enhanced and streamlined to integrate the gamification and rewards aspects including the incenTrip mobile application. Support will also be provided to the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program to expand the incenTrip mobile app software functionality and to support incentive programs such as Flextime Rewards.

<b>Cost Estimate:</b>	\$355,010
<b>Consultant Costs as Part of Estimate:</b> (Maintenance Contracts/Software)	\$119,415

**Services:** Provide daily routine monitoring and maintenance of the TDM system and database for over two dozen commuter assistance programs. (COG/TPB staff)

Monitor and update TDM system cloud-based servers, software programming code, and mobile applications. (COG/TPB staff in consultation with contractor).

**Schedule:** July 1, 2023- June 30, 2024

**Oversight:** Ridematching Committee

- Provide input and feedback to TDM system maintenance policies.
- Provide recommendations for TDM Web based system software code upgrades.

**D. COMMUTER INFORMATION SYSTEM**

The Commuter Information System project provides the TDM system with a GIS based information system that includes transit stop data, telework center locations, park and ride lot locations, carpool pick-up points, and bicycling information as part of the ridematching functionality.

During FY 2024, COG/TPB staff will continue integration activities of new transit, telework/co-working centers, park and ride lots, and bicycle route data into the TDM system server. Staff will also continue to obtain updated transit data primarily via GTFS feed, street centerline information and park-and-ride lot data from local jurisdictions and transit properties and reformat this data as necessary to the proper GIS format for use on the regional TDM system. Updates to the park-and-ride and telework/co-working center datasets for use on the TDM system will continue as will updates to the interactive GIS-based website application to include updated local and regional information for 11,000 plus transit stops, telework/co-working center, park-and-ride lots, and bicycle lanes/paths records. The bicycle routing module will also be maintained and updated to reflect any new and/or expanded bicycle paths and/or trails.

**Cost Estimate:** \$67,732

**Services:** Update local and regional information for transit, co-working and telework center locations, park and ride lots, and bicycle route information which will be used in the TDM web system. (COG/TPB staff)



**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Ridematching Committee

- Provide input into data source updates for TDM web based system.

## II. REGIONAL GUARANTEED RIDE HOME PROGRAM

The regional Guaranteed Ride Home (GRH) program eliminates a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The regional GRH program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime. The GRH program's free ride home is offered only to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternative, and current ridesharing and transit users will increase the use of alternative commute modes. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The Guaranteed Ride Home program is a regional program and consists of the project area previously outlined in Figure 1. The annual budget for the Guaranteed Ride Home program for the two project components outlined below is \$963,697.

### A. GENERAL OPERATIONS AND MAINTENANCE

COG/TPB staff processes all GRH applications received through the Commuter Connections web-based TDM software system or by mail. Using the web based TDM system, COG/TPB staff registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections website, [www.commuterconnections.org](http://www.commuterconnections.org). Commuters may also call COG's Commuter Connections telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG/TPB staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG/TPB staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG/TPB staff.

In the event the commuter has not supplied an e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections website to re-register.

During FY 2024, staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, one-time exception rules and restrictions, and to expand the number of trips available for commuters.

COG/TPB staff will continue to respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards along with corporate rewards coupons, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines.

**Cost Estimate:** \$301,493

**Direct Costs (Telephone, Copies, etc.) as Part of Estimate: \$24,706**

**Products:** GRH new and re-registration ID cards, corporate rewards coupons and registration letters *(COG/TPB staff)*

GRH Program participation guidelines. *(COG/TPB staff)*

**Services:** Process application requests from the general public for registration and re-registration to the program. *(COG/TPB staff)*

Notify commuters when registration is about to expire. *(COG/TPB staff)*

Monitor and update GRH applicant database. *(COG/TPB staff)*

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

**B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS**

GRH transportation service is provided by several taxi companies, a Transportation Network Company (TNC), and a rental car company all under contract with COG as well as Metrorail. Commuters make their GRH trip request through a menu option provided on COG’s Commuter Connections 800 telephone number or through the Commuter Connections website. The telephone menu option transfers all calls for GRH trips directly to an operations contractor and the email request produces and sends a notification to the contractor. The contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation providers. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

During FY 2024, COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility; dispatching rides through the ride service providers; tracking ride requests in the GRH database; and processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

**Cost Estimate:** \$662,204

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Daily Operations contractor)</i>	<b>\$198,000</b>
<i>(GRH Trips - Cab, TNC, and Car Rental Companies)</i>	<b>\$293,100</b>

**Services:**

Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations and seven cab, car rental, and TNC ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Customer service training for GRH call center agents. *(COG/TPB Staff and contractor)*

Provide GRH Rides *(Cab, TNC, and Car Rental)*

*Companies)*

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program operations.

### III. **MARKETING**

The Marketing program delivers a “brand promise” for Commuter Connections as an umbrella solution for commuters seeking alternative commuting options within the region through regional marketing campaigns and special events and initiatives. The use of media and other forms of communication at high reach and frequency levels are used to communicate the benefits of alternative commute methods to Single Occupant Vehicle (SOV) commuters most likely to shift to non-SOV travel.

Marketing is a regional program and consists of nine project areas listed below. The total annual project cost for the program tasks is \$3,868,537.

#### A. TDM MARKETING AND ADVERTISING

Regional TDM marketing campaigns aim to encourage both current SOV and non-SOV populations to either start or to continue using alternative transportation modes for commuting. Regional TDM marketing campaigns complement other on-going Commuter Connections program services that have been implemented in the region by increasing their overall efficiency and effectiveness.

Outreach for Commuter Connections regional marketing campaigns may include but are not limited in the use of direct mail to households and employers, radio, television, website, social media, web banner, bus and rail, and special event advertisements, and keyword search engine sponsorships. COG/TPB staff and its network members may also participate in promotions at employment sites and special events.

The overall objective of the project will be to continue to brand Commuter Connections and to meet the Mass Marketing and overall Commuter Connections impact goals. A marketing/advertising/public relations contractor will be used to produce and execute the creative, copywriting, and earned media (public relations) plan.

The marketing/advertising/public relations contractor provides expertise to develop the regional marketing campaign. The program builds upon current regional TDM marketing efforts by local, state, and regional agencies to establish a coordinated and continuous year-round marketing effort for regional TDM programs. Campaigns will also include the strategic development of a DMV mega region outreach campaign as part of the

ATCMTD grant to expand the incenTrip program including an earned media strategy. Partnerships between COG and area transit agencies have been established and are maintained to enable the promotion of incentives such as the GRH program to transit riders. COG has also partnered with local jurisdictions to promote various program services through value added media opportunities.

A Marketing Communications Plan and Schedule is issued within the first quarter of the fiscal year that will outline the overall marketing strategy to be used for the marketing campaign. Input on this plan will be provided by the state funding agencies and the Regional TDM Marketing Group members. A Marketing Planning Workgroup will then be formed provide input to the detailed creative development of the regional marketing campaigns.

COG/TPB staff will update and implement a public relations earned media plan and continuously update the SharePoint site for posting marketing and advertising materials for review by the regional Marketing Planning Workgroup members. An outbound email box has also been established at [docomments@mwcoq.org](mailto:docomments@mwcoq.org) for communications on reports and other work program products that require feedback by Commuter Connections committee groups. COG/TPB staff will maintain the primary Commuter Connections website and associated social media sites.

A regional commute alternatives newsletter, *Commuter Connections*, will be published quarterly and distributed to several thousand employers. The focus of the newsletter is on federal, state, regional and local information and/or ideas employers can use to either start, expand or maintain employer-based commute benefit programs. In addition, COG/TPB staff works with the General Services Administration to produce a quarterly Employee Transportation Coordinator (ETC) newsletter insertion into the Commuter Connections newsletter, for distribution to more than 100 Federal ETC's.

COG/TPB staff will continue to maintain and update all Commuter Connections collateral materials and Web based information. The regional Resource Guide and Strategic Marketing Plan will also be updated with input from member agencies. Part of the marketing and advertising plan will include the 50 year commemoration of the start of Commuter Connections (originally founded as the Commuter Club).

**Cost Estimate:** \$2,696,046

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$ 550,000
<i>(Media Buy)</i>	\$ 1,257,301
<i>(Postage/Printing)</i>	\$ 245,500

**Products:** SharePoint postings for marketing and advertising materials for review by workgroup members and all

other Commuter Connections committees. *(COG/TPB staff)*

Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Quarterly employer newsletter and Federal agency Employee Transportation Coordinator newsletter. *(COG/TPB staff in conjunction with consultant)*

Mass Marketing material updates and re-prints. *(COG/TPB staff in conjunction with consultant)*

Commuter Connections website and social media page updates. *(COG/TPB staff in consultation with consultant as needed)*

Creative materials for regional TDM marketing campaigns. *(COG/TPB staff in conjunction with consultant)*

Bus and rail advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Special event advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Marketing Communications Plan and schedule. *(COG/TPB staff in conjunction with consultant)*

2024 Strategic Marketing Plan and Resource Guide. *(COG/TPB staff in conjunction with consultant)*

**Services:**

Placement of advertisements including, but not limited to website advertisement through banner ads and social media sites, placement of keyword search engine sponsorships, radio, print, and television, and value-added spots, as needed. *(Consultant)*

Placement of advertisements in printed and electronic telephone directories. *(COG/TPB staff)*

Staff the Regional TDM Marketing Group. *(COG/TPB staff)*

Track the effectiveness of advertising campaigns through call volumes, internet and social media hits. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Monitor and adjust the implementation of regional marketing campaigns. *(COG/TPB staff)*

Attend and participate in commuter promotional events and special events, as needed. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

**Commemorate Commuter Connections 50<sup>th</sup> year anniversary *(COG/TPB Staff in conjunction with, marketing contractor and Network Members)***

**Schedule:**

July 1, 2023 - June 30, 2024

Marketing Communications Plan and Schedule: September 2023

2024 Strategic Marketing Plan and Resource Guide: December 2023

50<sup>th</sup> year Commuter Connections Anniversary: January – June 2024

**Oversight:**

Regional TDM Marketing Group

- Provide input and feedback on marketing plan, collateral materials, and recommendations made by the Marketing Planning Work Group.
- Provide information on current regional TDM marketing efforts by local, state, and regional agencies to establish and coordinate continuous year-round marketing for regional TDM.

•

B. BIKE TO WORK DAY

A major marketing activity is the annual Bike to Work day event. Participation in this event has grown steadily each year and includes bicyclists from all jurisdictions in the region. This event is co-sponsored by the Washington Area Bicyclists Association (WABA) and is supported by COG/TPB staff, the state funding agencies and local jurisdictions, and individual sponsoring companies and organizations. Some of the costs of the event are off-set by business and interest-group sponsors who receive publicity for their financial support.

Commuter Connections participation in Bike to Work day includes support for the planning and promotion of the event, the maintenance and management of the event website, and assistance at the various “pit stops” through new pit stop manager training and on the day of the event, development of promotional materials and advertising, and earned media. An “Employer Challenge” is also held which identifies the top five employers with the most registered participants in the event. A drawing is then held with the five employers to select a winner. The winning employers’ registered participants receive a free lunch event sponsored by Commuter Connections.

COG/TPB staff will continue to support and implement a regional Bike To Work Day event and promote the event to employers and commuters. This will be accomplished through management and oversight of the event website, media placements and marketing coordination activities with the marketing/advertising/public relations contractor.

<b>Cost Estimate:</b>	\$208,694
<b><i>Consultant/Contractor Costs as Part of Estimate:</i></b>	
<i>(Advertising and Marketing Contractor)</i>	\$ 85,000
<i>(Media Buy)</i>	\$ 65,000
<i>(State Funding Agency Sponsorships)</i>	\$ 3,600
<i>(Postage/Printing)</i>	\$ 14,791

**Products:** Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Creative materials for Bike To Work Day Event which may include, but is not limited to logo update, poster, take-away brochure, transit signage, t-shirts, custom banners for each pit stop, radio ad, writing copy for live radio reads, print ad, internet ads, HTML e-mail blasts, and public service announcements. *(COG/TPB staff in conjunction with consultant)*

Regional Proclamation. *(COG/TPB staff)*

**Services:** Coordinate regional pit stops and pit stop managers for Bike to Work Day event in May 2024. *(COG/TPB staff)*



Coordination and management of event website  
(COG/TPB staff in conjunction with WABA staff and consultant)

Bike to Work Day website and social media page updates  
(COG/TPB staff in conjunction with consultant)

Design and distribute event collateral materials to employers and the general public. (COG/TPB staff in conjunction with consultant).

Placement of advertisements; including, but not limited to website advertisement through social media, banner ads, placement of keyword search engine sponsorships, radio, and print, as needed. Activities include negotiation of value-added media. (Consultant)

Solicitation of corporate sponsors. (COG/TPB staff in conjunction with consultant).

Media outreach and coordination of interviews. (COG/TPB staff in conjunction with consultant)

Coordination of Employer Challenge. (COG/TPB staff)

Process media placement invoices. (COG/TPB staff)

Management and oversight of marketing contract. (COG/TPB staff)

Staff regional Bike To Work Day Steering Committee. (COG/TPB staff)

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Bike To Work Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

C. EMPLOYER RECOGNITION AWARDS

COG/TPB staff will coordinate the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily

implementing commute alternative programs and telecommuting at their respective worksite(s). COG/TPB staff will also explore additional public relations opportunities for the award-winning agencies to be profiled or highlighted. During FY 2009, a review of the program occurred and recommended changes that were adopted were implemented in FY 2010. An Employer Recognition Awards work group will continue to provide input to the collateral material developed for the awards program.

Coordination activities will include developing and distributing an awards nomination packet and soliciting nominations from employers through local jurisdictions, Chambers of Commerce and directly from the employers. Staff will also work with the marketing contractor to review and classify the award submissions. A selection committee of objective transportation industry professionals will be recruited for the awards selection committee. The selection committee will be chaired by a member of the TPB.

The marketing contractor will work with COG/TPB staff to validate nomination entries and obtain any clarification needed from nominees. The marketing contractor will facilitate the selection committee process and tally the voting ballots for each nominee. Once the selection committee makes its recommendations, the award winners will be notified. An awards booklet, giveaway, and short video briefs of each of the award winners will be produced for the awards ceremony. The awards ceremony will be held towards the end of the fiscal year. Staff will coordinate all logistics for the event including, but not limited to securing speakers, writing remarks, securing event venue, and staffing the event. Additionally, COG's Office of Communications along with the marketing contractor will identify media opportunities to highlight the winners.

<b>Cost Estimate:</b>	\$122,654
<b><i>Consultant/Contractor Costs as Part of Estimate:</i></b>	
<i>(Advertising and Marketing Contractor)</i>	\$65,000
<i>(Media Buy)</i>	\$ 7,500
<i>(Postage/Printing/Video)</i>	\$23,977

- Products:**
- Awards nomination printed packet and on-line form. *(COG/TPB staff in conjunction with consultant).*
  - Awards invitations *(COG/TPB staff in conjunction with consultant).*
  - Awards Booklet. *(COG/TPB staff in conjunction with consultant).*
  - Award Trophies. *(COG/TPB staff)*
  - Giveaway Item. *(COG/TPB staff in conjunction with consultant).*
  - Video Briefs. *(COG/TPB staff in conjunction with consultant).*

	Event Photos. <i>(Consultant)</i>
	Print Ad. <i>(Consultant in conjunction with COG/TPB staff)</i>
<b>Services:</b>	Coordinate placement of program information on the Commuter Connections website <i>(COG/TPB staff)</i>
	Coordinate award submissions with local jurisdictions. <i>(COG/TPB staff)</i>
	Coordinate logistics for awards selection committee. <i>(COG/TPB staff in conjunction with consultant)</i>
	Facilitate selection committee meeting <i>(Consultant)</i>
	Identify and coordinate earned media opportunities. <i>(COG/TPB staff in conjunction with consultant)</i>
	Placement of print ad. <i>(Consultant)</i>
	Process media placement invoices. <i>(COG/TPB staff)</i>
	Coordinate event logistics including recruitment of speakers, writing speaker remarks, securing event venue, and staffing the event. <i>(COG/TPB staff)</i>
	Management and oversight of marketing contract. <i>(COG/TPB staff)</i>
<b>Schedule:</b>	July 1, 2023 - June 30, 2024
<b>Oversight:</b>	Commuter Connections Subcommittee <ul style="list-style-type: none"> <li>• Provide input and feedback on project and recommendations made by Employer Recognition Awards work group.</li> </ul>

D. 'POOL REWARDS

The purpose of the 'Pool Rewards carpool incentive project is to recruit and retain commuters in a carpool through a cash incentive. Commuter Connections research has shown that commuters who are paid to carpool tend to stay in a carpooling arrangement longer than those carpoolers who are not paid. Commuters who currently take transit or a vanpool to work are eligible to receive \$280 per month under the IRS Qualified Transportation Fringe benefit provisions. Carpoolers are not eligible to participate. Carpool incentive programs have been used in a limited fashion in the Washington metropolitan

region during large-scale construction projects such as the Wilson Bridge where the program was named “Bridge Bucks.” The program proved to be extremely successful in convincing commuters to use an alternative form of transportation other than driving alone during the construction period.

The ‘Pool Rewards program began in FY2011 after results were reviewed from a pilot program conducted in FY2010. After measuring the benefits produced from the carpool financial incentive program, comparisons were made from the expected outcomes to the actual outcomes in terms of auto occupancy and vehicle miles of travel, vehicle trips reduced and emission impacts. A follow-up survey conducted in FY 2011 of the original demonstration project participants showed a 93% carpool retention rate of all participants. A survey of new participants was conducted in FY 2011 and showed that 98% of the program participants planned to carpool after the incentive had ended. A survey of all program participants that had completed the program and were paid was conducted in FY 2014 and results showed a 55% carpool/vanpool retention rate. Pool Rewards participants registered during the FY 2015-2017 and FY2018 – 2020 evaluation periods, were surveyed in FY 2017 and FY 2020 to explore retention in alternative modes. The survey found that 87% of participants were still using an alternative mode and 13% had returned to driving alone to work. These results were used to derive the long-term retention placement factors: 87% continued placement and 13% temporary placement. Continued evaluation will be conducted in order to adjust program guidelines and documentation of program participation from the user’s end. Results from the FY 2017 survey along with program participation rates in both the carpool and vanpool incentive programs were used to adjust the program budget.

The current carpool incentive allows each one-time new participating carpooler to earn up to \$130 over a 90-day time frame through a trip-tracking process. In FY 2012 the ‘Pool Rewards program was expanded to include vanpools. Newly formed vanpools that originate in either the District of Columbia or in Maryland whose destination is in the Washington DC non-attainment region are eligible to participate. Third-party vanpool providers on contract with COG/TPB provide the vanpool service and each of the ‘Pool Rewards eligible vanpools receive an on-going \$200 per month incentive. COG/TPB staff worked with WMATA to develop a monthly mileage reporting system for the Federal Transit Administration’s (FTA’s) National Transit Database. There will also be continued coordination with Virginia’s vanpool incentive program, Vanpool Alliance.

The I-495 Express Lanes Northern Extension Project (“495 NEXT” or “Project”) is a 3-mile extension of the 495 Express Lanes south of Old Dominion Drive to the American Legion Bridge with new and improved connections at the Dulles Toll Road and the George Washington Memorial Parkway. Two new dynamically tolled Express Lanes will run in each direction to help reduce congestion and improve roadway safety as well as provide additional travel choices and improve travel reliability. The Express Lanes are free to HOV 3+ vehicles and transit vehicles. The project is a public-private partnership between the Virginia Department of Transportation (VDOT), and private partner, Transurban. The Express Lanes are scheduled to open in 2025.

The Commuter Connections ‘Pool Rewards program will allow for the formation of new

carpools in I-495 corridor prior, during, and after the peak construction time of the project. Each participant that joins a new carpool will be eligible for an additional \$100 incentive during a 90-day reporting period which will be funded through VDOT's approved I-495 NEXT Transportation Management Plan. The additional incentive for the I-495 Express Lanes projects will be above and beyond the current \$130 that is available through the regional 'Pool Rewards program. The purpose of the program is to provide an added incentive for commuters to alter their driving behavior prior, during, and after the project construction period. Marketing and advertising for the I-495 Express Lanes 'Pool Rewards incentive will be separate for this activity.

Those participants receiving payouts from 'Pool Rewards and participate in other Commuter Connections incentive programs would have the amounts received from 'Pool Rewards included in the \$600 total Commuter Connections incentive amount allowed each calendar year.

In FY 2024, advertising materials will be updated along with on-line advertising to entice additional project participants.

**Cost Estimate:** \$118,649

***Consultant/Incentive Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$ 6,000
<i>(Media Buy)</i>	\$20,000
<i>('Pool Rewards Incentive Payments)</i>	\$ 6,510 (carpools)
	\$15,000 (Virginia I-495)
	\$42,000 (vanpools)

**Products:** Marketing materials. *(COG/TPB staff in conjunction with consultant)*

**Services:** Operation of 'Pool Rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. *(COG/TPB staff)*

Administer program surveys and obtain supervisor verifications *(COG/TPB staff)*

Media Placements on radio, television, web. Social media, and value-added spots, as needed *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Report vanpool data to the FTA's National Transit Database (COG/TPB staff)

Update program terms and conditions, and participation guidelines as needed (COG/TPB staff)

Design and distribute collateral materials for distribution to employers and the general public (COG/TPB staff)

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

## E. CAR-FREE DAY

During FY 2024, COG/TPB staff will coordinate with local jurisdictions to implement the regional Car Free Day campaign that will encourage residents to leave their cars behind or to take alternative forms of transportation such as public transit, carpools, vanpools, telework, bicycling or walking.

Car Free Day was first held in FY 2009. Following the 2019 event, Commuter Connections conducted a brief survey of event registrants to examine their use of car-free and car-lite) travel options during the Car Free Day event and their subsequent continued use of these options for commute travel. The analysis only captured impacts for commuting travel. The survey found that 86% of all respondents had used a car-free or car-lite option for a commute trip on Car Free Day. For 16% of these respondents, the Car Free Day option was a different mode than they usually would have used, and 76% who changed mode would have driven alone or carpooled/vanpooled. Participants had an average commute distance of 14.9 miles one-way. These results were used to calculate the "event day" trip reduction impact.

The survey further indicated that 11% of employed respondents had increased their regular average frequency of car-free/car-lite options, with an average weekly trip reduction of 3.32 trips, equating to a daily trip reduction of 0.66. These factors were applied to the participant population to estimate the on-going Car Free Day impacts which are highlighted in the FY2018 – FY2020 regional TDM Analysis Report.

This event will be held on September 22<sup>nd</sup> each year in tandem with World Car Free Day. Evaluation results of the project will include participation and transportation and emission impacts which will be used to make improvements to the annual event. A marketing campaign along with public outreach efforts will be developed to coincide with this worldwide celebrated event.

<b>Cost Estimate:</b>	\$115,252
<b>Consultant/Contractor Costs as Part of Estimate:</b>	
(Advertising and Marketing Contractor)	\$ 33,000
(Media Buy)	\$ 45,000
(Postage/Printing)	\$ 17,934

**Products:** Marketing collateral which can include but is not limited to development and printing of posters, transit signage, bus shelter signage and other related advertising collateral that will need to be printed. *(COG/TPB staff in conjunction with consultant)*

Development and production of radio, internet, and social media ads, and text messages, and HTML e-mail blasts. *(COG/TPB staff in conjunction with consultant)*

Earned media plan development and implementation. *(COG/TPB staff in conjunction with consultant)*

Update of website and social media pages. *(COG/TPB staff in conjunction with consultant)*

**Services:** Implement regional Car Free Day(s) event on September 22, 2023, and promote event to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Staff regional Car Free Day Steering Committee. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Car Free Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

F. CARPOOLNOW MOBILE APPLICATION

During FY 2017, COG/TPB staff launched CarpoolNow, a new rideshare mobile application that gives commuters in the Washington metropolitan region the ability to carpool on-demand and in real-time. The app immediately connects users who are offering a ride with those seeking a ride. It also displays routes, estimates pickup times, and confirms pick-up and drop-off locations. CarpoolNow also uses the commuter’s real-time location to suggest popular carpool pickup points throughout the Washington, DC metropolitan region that are marked with a “plus” icon on the user’s map when logged in to the CarpoolNow app.

During FY2018, COG coordinated with Howard County, Maryland on a marketing initiative to support the CarpoolNow app. The marketing initiative was used to encourage commuters to download and use the app and consisted of producing creative materials to be used on traditional and digital media outlets. A driver incentive was also designed, examined and tested. Results from this project were used to expand the marketing of the CarpoolNow mobile app and a \$10 per trip driver incentive to the Washington metropolitan region in FY2019. Drivers receiving the incentive can receive up to \$600 per calendar year. The \$600 total would also be inclusive of any other Commuter Connections incentive program payments. In FY2023, COG/TPB staff worked with vanpool stakeholders in the region to develop and implement a “Flexible Vanpool” component that helps Vanpool Operators and Coordinators advertise open seats in their vanpool(s) to the public. Enrolling a vanpool in Flexible Vanpool means the public can request to join a vanpool in real-time or reserve a seat in advance for a one-time ride. Vanpool operators throughout the region are eligible to sign-up free and will be able to collect payments through their own on-line or other mobile payment portal(s).

<b>Cost Estimate:</b>	\$68,075
<b><i>Consultant/Contractor Costs as Part of Estimate:</i></b>	
<i>(Advertising and Marketing Contractor)</i>	\$ 6,000
<i>(Media Buy)</i>	\$ 15,000
<i>(Commuter Incentives)</i>	\$ 34,033

**Products:** Development and production of creative and marketing services including, but not limited to radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of website and social media pages to reflect promotional activities and incentives. *(COG/TPB staff in conjunction with consultant)*

**Services:** Promote mobile app to the general public, employers



and to the media. (COG/TPB staff in conjunction with consultant).

Operation of CarpoolNow driver incentive program which includes registering and verifying participants, monitoring trip logs, supervisor verification and payments to program participants, and updates of popular carpool pick-up locations. (COG/TPB staff)

Media placements, including the negotiation of value-added placements. (Consultant)

Process media placement invoices. (COG/TPB staff)

Management and oversight of marketing contract. (COG/TPB staff)

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.
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## G. FLEXTIME REWARDS

During FY 2017, COG/TPB staff researched and wrote a Flextime Incentives “White Paper” which was endorsed for release in FY 2018. The White Paper provides speculation on the positive impacts of implementing a flextime incentive program for the Washington D.C. metropolitan region. Research on the subject was examined and flextime impacts within major metropolitan areas of the United States and abroad are examined. This document selects corridors in the Washington D.C. region that may benefit from an incentive program and details the beneficial impacts of implementing a flextime-incentive pilot program.

Based on responses with regards to the likelihood of using a flextime incentive from the 2016 State of the Commute survey, analysis of the region’s top-10 traffic bottlenecks, and to allow for a variety of roadway segments on a regional scale, a pilot program was launched in FY2018 for commuters traveling on the following four corridors:

- The Beltway near the I-270 spur and American Legion Bridge.
- The Beltway between I-95 and MD-193
- I-66 heading eastbound at VA-267
- DC-295 heading southbound at Benning Road.

During FY2017 and FY2018, COG coordinated with the University of Maryland to develop the algorithm using a variety of verification techniques to confirm the legitimacy of a user’s trip.

This includes the mandatory use of location services to verify departure and arrival times, as well as verify the route the individual has traveled. This verification helps confirm participants traveling to their registered workplace, particularly for those receiving a cash incentive. It also helps verify that the participant is truly flexing their time and rerouting the trip. Verification techniques used in FY2018 simply included self-reporting by the commuter for inclusion in a monthly or quarterly prize/gift drawings.

Part of the program's implementation is determining the severity of an incident along a corridor that would require a notification to be sent to registered users. Levels of service during the peak period on all the corridors of interest are already consistently rated "E" – "F" without the presence of an incident. The University of Maryland's predictive travel model assists in determining which incidents warrant a notification. This model calculates the estimated time of arrival while traveling along corridors in the region and recalculates every time an incident is detected. This will give insight into the severity of an incident that has recently occurred and allow notifications to be pushed appropriately.

Commuters using these four corridors register to participate in the incentive program through an electronic application. In FY2019 it was determined that an \$8 cash incentive would be paid to a commuter each time they received a traffic notification and elected to delay their trip during peak hour travel times in the a.m. and/or the p.m. This cash amount determination was made on previous literature review regarding incentive programs from the Flextime White paper issued by COG/TPB staff. Commuters participating in Flextime Rewards can receive up to \$600 per calendar year. The \$600 total would also be inclusive of any other Commuter Connections incentive program payments.

The applications received from individuals traveling along select corridors are reviewed and either approved or denied by COG/TPB staff. Careful attention is given during this process to determine eligibility associated with implementing an incentive program of this type. Depending on eligibility requirements, existing Commuter Connections account holders may be able to simply opt in to the program and use the Commuter Connections mobile app to participate in the program.

Given that the pilot project focused on four top bottleneck corridors in the region, it is was reasonably expected that 35 flextime notifications would be sent during a typical year involving the selected corridors resulting in the following annual incentive costs; however the costs associated with 35 notifications will be dependent on the number of participating individuals choosing to delay or avoid their trip during peak of the peak hour commuting periods in the a.m.( 7 to 8 a.m.) and in the afternoon (5 to 6 p.m.).

The corridors selected for observation were purposely chosen for pilot program implementation in FY2018. Corridors not included as a corridor of interest may still benefit from an incentive program and can still be a candidate for future expansion of the program given overall participation and survey results.

During FY2023, the Flextime Rewards program was integrated into the incenTrip mobile app and now resides as an option for commuters to use in the event they receive a traffic alert/notification and elect to delay their trip on either the home or work location.

<b>Cost Estimate:</b>	\$109,806
<b>Consultant/Contractor Costs as Part of Estimate:</b>	
(Advertising and Marketing Contractor)	\$ 12,000
(Media Buy)	\$ 15,000
(Commuter Incentives)	\$ 59,376

**Products:** Development and production of creative and marketing services including, but not limited to radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of website and social media pages to reflect promotional activities and incentives. *(COG/TPB staff in conjunction with consultant)*

**Services:** Operation of Flextime Rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification and payments to program participants, and monitoring and updating corridors of operation. *(COG/TPB staff)*

Administer program surveys and obtain supervisor verifications as needed *(COG/TPB staff)*

Promote Flextime Rewards program to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

H. INCENTRIP MOBILE APPLICATION

During FY 2019, COG/TPB staff in collaboration with the University of Maryland, soft-launched incenTrip, a new mobile application that gives commuters in the Washington

metropolitan region the ability to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. App users also earn reward points while receiving recommendations on the best travel mode, departure time and/or route recommendations. The app was formally launched in August 2019 at a launch event hosted and conducted by the TPB's officer's and UMD senior project leadership.

The app allows users to earn reward points every time a trip is planned through incenTrip and users can take advantage of multimodal travel options, outsmart traffic jams, and invite their friends to join. With a single click, users can exchange their points for an incentive.

By supporting incenTrip and providing incentives to travelers, Commuter Connections can address congestion, reduce energy use, and emissions. The key innovation of incenTrip is the development of personalized and dynamic incentives that vary based on individual preferences and real-time traffic conditions, which significantly improves the cost-effectiveness of traveler incentives. incenTrip performance can be monitored daily via a customized dashboard. The goal of the incenTrip eco-system is to improve multimodal transportation system performance along congested corridors.

During FY2020, COG fully launched the incentive portion of the incenTrip app following its testing period during FY2019. A Commuter Connections work group helped develop the points and awards structure for the app. A marketing initiative accompanied the launch of the incentive to encourage commuters to download and use the app and included the production of creative materials to be used to market the product through traditional and digital media outlets. Marketing of the app to both commuters and employers will continue. During FY2023, the Flextime Rewards incentive and tracking features were streamlined into the incenTrip app for ease of use.

Support will also be provided to the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program to expand the incenTrip mobile app functionality and to process the incentive payments and implement marketing campaign activities including a media plan and placement of advertisements.

<b>Cost Estimate:</b>	\$254,622
<b><i>Consultant/Contractor Costs as Part of Estimate:</i></b>	
<i>(Advertising and Marketing Contractor)</i>	\$ 20,000
<i>(Media Buy)</i>	\$ 50,000
<i>(Commuter Incentives)</i>	\$155,409

<b>Products:</b>	Development and production of creative and marketing services including, but not limited to radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. <i>(COG/TPB staff in conjunction with consultant)</i>
	Update of website and social media pages to reflect promotional activities and incentives. <i>(COG/TPB staff)</i>

*in conjunction with consultant)*

**Services:**

Operation of incenTrip rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. *(COG/TPB staff)*

Promote mobile app to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

**Schedule:**

July 1, 2023 - June 30, 2024

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

**I. MDOT INCENTRIP MOBILE APPLICATION FOR MARYLAND MEGA-REGION**

In FY2020, COG/TPB staff in collaboration with the University of Maryland, formally launched incenTrip in the Washington DC non-attainment region. During FY2022, the coverage area of the mobile app was expanded to the “Mega-Region” in Maryland through a FHWA Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program grant. The focus for this project will be to administer and implement the incenTrip mobile app for commuters traveling to worksites in Maryland locations outside of the Washington DC non-attainment region as part of the expanded “Mega-Region.”

The incenTrip mobile application gives commuters the ability to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. App users also earn reward points while receiving recommendations on the best travel mode, departure time and/or route recommendations. The app allows users to earn reward points every time a trip is planned through incenTrip and users can take advantage of multimodal travel options, outsmart traffic jams, and invite their friends to join. With a single click, users can exchange their points for an incentive.

By supporting incenTrip and providing incentives to travelers, Commuter Connections can help MDOT address congestion, reduce energy use, and emissions in the “Mega-Region.”

The key innovation of incenTrip is the development of personalized and dynamic incentives that vary based on individual preferences and real-time traffic conditions, which significantly improves the cost-effectiveness of traveler incentives. incenTrip performance can be monitored daily via a customized dashboard. The goal of the incenTrip eco-system is to improve multimodal transportation system performance along congested corridors. Additionally, in FY2023, the Flextime Rewards incentive and tracking features were streamlined into the incenTrip app for ease of use and made available to the MDOT incenTrip program users.

During FY2024, COG/TPB staff will work with MDOT to help verify the points and awards structure and program participation guidelines for the app as it relates to the current structure in place for the Washington DC metropolitan region. A marketing initiative will also accompany the incentive app in the Maryland “Mega-Region” to encourage commuters to download and use the app. Creative materials will be examined and updated for the “Mega-Region” to be used to market the product to commuters through traditional and digital media outlets. The efforts will be coordinated with the ATCMTD grant and Commuter Connections marketing and advertising activities. Support will also be provided to the technical aspects of the ATCMTD grant program with regards to the program expansion, the development and implementation of digital payments and allowing for incentive points to be used in partnerships with transit and other entities as defined by the ATCMTD stakeholder group. COG/TPB staff will work on processing incentive payments, customer service, and the development and implementation of marketing campaign and outreach activities which will include a media plan and placement of various forms of advertisements in the Maryland Mega-Region.

<b>Cost Estimate:</b>	<b>\$174,739</b>
<b><i>Consultant/Contractor Costs as Part of Estimate:</i></b>	
<i>(Advertising and Marketing Contractor)</i>	<b>\$ 10,000</b>
<i>(Media Buy)</i>	<b>\$ 50,000</b>
<i>(Commuter Incentives)</i>	<b>\$99,653</b>

**Products:** Development and production of creative and marketing services including, but not limited to radio, internet, newsprint, educational video, SEO blog posts or influencers, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of website text and social media pages to reflect promotional activities and incentives and tie-in to MDOT’s incenTrip program site. *(COG/TPB staff in conjunction with consultant)*

**Services:** Operation and administration of Maryland’s (MDOT) incenTrip rewards program for the Maryland “Mega-Region” outside of the Washington DC non-

attainment area. Services include but are not limited to registering and verifying participants, monitoring trip logs, supervisor verification, handling commuter challenges, construction projects, congested corridors and payments through various platforms (already in place or to be developed and implemented) to program participants through MDOT collaboration and oversight. *(COG/TPB staff)*

Promote mobile app to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant)*.

Technical consultation and troubleshooting the app with software development team and implementing technical fixes.

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

#### **IV. MONITORING AND EVALUATION**

The Monitoring and Evaluation program will provide overall program and individual project results when appropriate for the various projects in the CCWP that will be used to track progress for the regionally adopted Commuter Connections Transportation Demand Management (TDM) program elements that were originally adopted as Transportation Emission Reduction Measures (TERMS). One project will solely focus on those activities directly related to data collection and analysis for the TDM program elements. Data collection and analysis for the Commuter Connections program elements occur over a three-year period. Results from this project will directly impact the FY 2021 – FY 2023 Regional TDM Program Analysis report for Commuter Connections. Cost effectiveness results are also calculated every three years. Impact and cost effectiveness results will also be used by the State TDM

Work Group to make any necessary recommendations for changes to the TDM program elements being operated through Commuter Connections.

The second project area will include the ongoing tracking and monitoring activities for each of the CCWP program areas, including the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, and Marketing. A direct customer satisfaction survey will be performed to gauge the level of satisfaction for Guaranteed Ride Home. Monthly data collection and quarterly progress reports and an annual progress report will also be produced by COG/TPB staff.

The Monitoring and Evaluation program is a regional program and consists of the two project areas outlined below. The total annual project cost for the program tasks is \$520,000.

A. REGIONAL TDM DATA COLLECTION AND ANALYSIS

Data collection analysis for the Commuter Connections TDM programs occurs over a three-year period. The current cycle began in fiscal year FY 2021 (July 1, 2021) and will conclude in FY 2023 (June 30, 2023).

During FY 2021, the previous data collection cycle's Regional TDM Program Analysis Report was finalized and published and the Placement Rate Study for the new data collection period was completed. In FY 2022, the Framework Methodology Document was updated and published, and data collection activities occurred for the 2022 State of the Commute Report and 2022 GRH Applicant Survey. Draft Technical reports were produced for both data collection activities.

During FY 2023, the final year in the data collection cycle, COG/TPB staff conducted an evaluation of the regional Employer Outreach database as specified in the FY 2021–2023 TDM Evaluation Framework Methodology Document. An employer telework survey will also be conducted to gauge the effectiveness of assistance provided to employers to start and expand a telework program in Maryland. A Bike To Work Day survey of the FY 2022 program participants will be conducted, and the 2022 State of the Commute Survey Technical Report will be finalized, and a general public report will be prepared for printing. The 2022 Guaranteed Ride Home Applicant Survey Report will be finalized. The draft FY 2023 TDM Analysis report will also be prepared. Data will also be collected from either information in the regional TDM system database or through participant surveys for Car Free Day and 'Pool Rewards as part of the Mass Marketing TDM program element analysis.

During FY 2023, the final year in the data collection cycle, COG/TPB staff conducted an evaluation of the regional Employer Outreach database as specified in the FY 2021–2023 TDM Evaluation Framework Methodology Document. An employer telework survey was also conducted to gauge the effectiveness of assistance provided to employers to start and expand a telework program in Maryland and data from similar surveys conducted through Virginia's Telework!VA program were also included in the analysis. A Bike To Work Day survey of the FY 2022 program participants was conducted, and the 2022 State of the Commute Survey Technical Report was finalized, and a general public report was



prepared for printing. The 2022 Guaranteed Ride Home Applicant Survey Report was finalized. The draft FY 2023 TDM Analysis report was also prepared. Data was collected from through participant surveys for Car Free Day and 'Pool Rewards as part of the Mass Marketing TDM program element analysis.

During FY 2024, the 2022 State of the Commute general public report will be printed and distributed along with additional "pull-out" sections that provide quick insights and infographics, the FY 2021 – 2023 TDM Analysis report will be finalized and results will be used to support the region's air quality goals and congestion management process, the FY 2024 Placement Rate Study will be completed for the new data collection period and will include an analysis of Flextime Rewards, CarpoolNow, and incenTrip program participants, Results from this survey will be used in the FY2026 data collection cycle.

Retention rate surveys will also be conducted for Commuter Connections applicants and Guaranteed Ride Home applicants, but not until FY2026. Results from this survey will be used in the FY2026 data collection cycle.

Various presentations on the data collection instruments and reports will be prepared and given to the Commuter Connections TDM Evaluation Group, the Commuter Connections Subcommittee, the TPB Technical Committee, and the TPB, if warranted. The evaluation contractor will also be fulfilling data requests that are received or needed by COG/TPB staff during the course of the fiscal year.

During FY 2024, data collection activities from local sales territories will continue as will the review of employer database records and the classification of employer records into levels of participation.

COG/TPB staff will also provide day to day management and monitoring of evaluation contract services and will report results through monthly data collection activities and quarterly progress reports and an annual progress report.

<b>Cost Estimate:</b>	\$268,527
<b><i>Consultant Costs as Part of Estimate:</i></b>	
<b><i>(TDM Evaluation Project Consultant)</i></b>	\$94,000

**Products:**

- 2022 State of the Commute printing and distribution of general public report and pull-out sections. *(COG/TPB staff in conjunction with consultant).*
- Completion of FY 2021 – FY 2023 TDM Analysis Report *(COG/TPB staff in conjunction with consultant).*
- FY 2024 Placement Rate Study data collection activities and report. *(COG/TPB staff in conjunction with consultant).*
- Review of Employer Database Records and Classification into Levels of Participation in ACT! Database *(COG/TPB staff in conjunction with consultant).*

staff)

**Services:**

Fulfillment of data requests. *(COG TPB Staff)*

Collect monthly Employer Outreach data from ten local sales territories. *(COG TPB Staff)*

Employer Site Survey Coordination (COG TPB Staff)

Management and oversight of TDM Evaluation contract. *(COG/TPB staff)*

**Schedule:**

July 1, 2023 - June 30, 2024

2022 State of the Commute Survey General Public Report: August 2023

2021 - 2023 TDM Analysis Report: January 2024

FY 2024 Placement Rate Study Report: May 2024

**Oversight:**

TDM Evaluation Group

- Provide input and feedback on data collection activities, survey methodology, and draft reports.

**B. PROGRAM MONITORING AND TRACKING ACTIVITIES**

COG/TPB staff will collect monthly program statistics, produce quarterly progress reports, monthly Executive Summary reports, and produce a FY 2023 annual summary of program statistics of the number and type of commuter traveler requests filled by COG and other client member program sites. Staff will collect and analyze data from the monthly customer satisfaction survey for all GRH program users and produce a customer satisfaction survey report based on the findings. Survey results will be used to change program guidelines and/or policies as needed.

COG/TPB staff will assist local Employer Outreach sales representatives to conduct employer site surveys. A contractor will be used to provide technical assistance for the electronic surveying process and analysis of results, and data entry assistance for those employers using a paper copy of the survey. Survey tabulation and reporting will be provided by COG/TPB staff. Results from the employer database tabulated surveys are used to estimate the participation rates and impacts for employer-based TDM programs reported from the local sales jurisdictions. COG/TPB staff will also maintain and update the archived Employer Commute Survey database.

COG/TPB staff will also monitor monthly progress for local Employer Outreach sales jurisdictions based on their approved Scopes of Work and contract project goals. Local

jurisdiction contract performance monitoring for Employer Outreach goals will also be a part of this activity. COG/TPB staff will oversee a regional monitoring and evaluation program for Employer Outreach which includes data collection activities from local employer outreach sales territories. Quarterly Employer Outreach level of effort verification statements will be produced and distributed by COG/TPB staff. An annual detailed snapshot of overall progress will be provided to appropriate state funding agencies for their respective jurisdictions. COG/TPB staff will conduct an Employer Services Customer Satisfaction Survey during FY2024. This survey was last conducted five years ago, in FY2019.

Results from local employer telework sales calls and outreach services will be documented in terms of level of effort and progress and shown in quarterly progress reports. Quarterly documentation will also be provided on level of participation and effectiveness and results from sales and outreach activities for employer-based telework programs. Overall monitoring and evaluating employer-based telework programs throughout the region will continue.

Staff will also evaluate effectiveness of advertising campaigns through call volumes, internet hits, and the annual placement rate study. Marketing campaigns will be monitored through lead analysis and detailed campaign summary results. Campaign summary documents will be produced that will outline campaign specifics such as direct mail distribution points (i.e., zip codes), radio stations, internet and social media advertising outlets used, etc. Event summary reports will also be produced for the FY 2023 regional Bike to Work Day and Car Free Day events.

Monthly program statistics will be collected, and quarterly progress reports will be provided for all program areas in the FY 2024 CCWP and an annual progress report for FY 2023 will be produced.

<b>Cost Estimate:</b>	\$251,473
<b><i>Consultant Costs as Part of Estimate:</i></b>	
<i>(Employer Survey Project Consultant)</i>	\$ 30,000
<i>(Employer Customer Satisfaction Survey Consultant)</i>	\$ 17,000

**Products:** Collect monthly program data and produce quarterly progress reports and monthly Executive Summary reports for the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, Marketing, Evaluation, and GRH Baltimore programs. *(COG/TPB staff)*

Produce FY 2023 annual progress report. *(COG/TPB staff)*

Collect and analyze data from monthly GRH customer

satisfaction survey for FY 2023 program users and produce a report showing results. *(COG/TPB staff)*

Quarterly Employer Outreach sales contact data and level of effort verification statement *(COG/TPB staff)*

Annual Employer Outreach Snapshot Analysis and Project Recommendations *(COG TPB Staff)*

FY 2023 Bike to Work Day Event Report *(COG/TPB staff)*

FY 2023 Car Free Day Event Report *(COG/TPB staff)*

Survey reports to Employer Outreach representatives from Employer Commute Survey results. *(COG/TPB staff)*

1<sup>st</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*

2<sup>nd</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*

FY2024 Employer Services Customer Satisfaction Survey *(COG/TPB staff in conjunction with consultant)*

**Services:**

Updating and Maintaining Employer Commute Survey archived database. *(COG/TPB staff)*

Management and oversight of Employer Survey contract. *(COG/TPB staff)*

Data documentation from monthly Employer Outreach Activity Reports from ten local sales territories. *(COG/TPB staff)*

Staff the TDM Evaluation Group *(COG/TPB staff)*

**Schedule:**

July 1, 2023 - June 30, 2024

FY 2023 Car Free Day Event Report: July 2023

FY 2023 4<sup>th</sup> Quarterly Progress Report: July 2023

FY 2023 Annual Progress Report: September 2023

FY 2024 1st Quarter Progress Report: October 2023

FY 2023 2<sup>nd</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: December 2023

FY 2024 2<sup>nd</sup> Quarter Progress Report: January 2024

FY 2023 Bike to Work Day Event Report: January 2024

2023 GRH Customer Satisfaction Survey Report: March 2024

FY 2024 3<sup>rd</sup> Quarter Progress Report: April 2024

Employer Outreach Snapshot Analysis: May 2024

FY 2024 1<sup>st</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: June 2024

Employer Services Customer Satisfaction Survey Report: June 2014

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on data collection activities for GRH customer satisfaction survey, monthly, quarterly, and annual progress reports.

Regional TDM Marketing Group

- Provide input and feedback on campaign lead analysis reports.

Employer Outreach Committee

- Provide input and feedback on quarterly employer outreach verification statement reports and Employer commute survey process, reports and survey result archives.

## V. EMPLOYER OUTREACH

The Employer Outreach program provides and supports outreach efforts in ten jurisdictions located in the region's MSA. This program contains regional and jurisdictional components. COG/TPB's Commuter Connections staff provides overall administration and arranges for sales training and support for the jurisdictional components of the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

District of Columbia
Frederick County
Montgomery County
Tri-County Council for Southern Maryland
Prince George's County
City of Alexandria
Arlington County
Fairfax County
Loudoun County
Prince William County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But the community as a whole benefits from commute alternatives programs, help reduce traffic congestion, improve air quality and other societal benefits, and support economic development. For this reason, many local governments in the region continue to offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to "adequate public facilities ordinances" that have trip reduction requirements for affected employers. Additionally, the Commonwealth of Virginia administers funds directly to the local jurisdictions in Northern Virginia to implement the Employer Outreach program and has also allocated funding to the Telework! VA program for employers to either start or expand a telework program and for general marketing. The District Department of Transportation is using the pass-thru dollars for the program to hire a contractor directly. Results from these activities are reported and analyzed under the regional Monitoring and Evaluation program.

The Commuter Connections program's ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

Regional Components of the Employer Outreach Program include:

- 1) Maintaining and updating a web-based regional employer/employee sales contact database to facilitate local efforts and avoid duplication.

- 2) Coordination with WMATA's SmartBenefits program sales staff, and/or their assigned consultant(s) and develop a process through which TPB member jurisdictions work collaboratively with WMATA to undertake a targeted outreach to employers to increase participation in WMATA's SmartBenefits program.
- 3) Review of individual local sales contact databases on a continuing basis to ensure quality control.
- 4) Providing bicycling information to area employers to help and support bicycling to work by their employees.
- 5) Coordinating technical training for the regional sales database on an as needed basis.
- 6) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
- 7) COG/TPB staff support for updating and printing customized sales materials and employer case studies both in hard copy and for inclusion on the Commuter Connections website.
- 8) Providing coordinated marketing materials for the program including; but not limited to, customized sales portfolios, employer case studies, Alternative Work Schedule, and Emergency Commute Preparedness information.
- 9) Providing information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions through the Clean Air Partners program.
- 10) Offering sales training for the sales and service representatives in each of the participating jurisdictions.
- 11) Providing and updating, as needed, the Employer Levels of TDM participation.

The regional components of the program are listed in the two project tasks below. The total annual cost for the regional components of the Employer Outreach program is \$102,303.

Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Accomplishing local program goals in Maryland jurisdictions via staff, contractors, TMA's, or other entities. A scope of work is submitted to COG to expedite an annual program contract for each locality, and funding is allocated to localities based upon guidance to COG from the state funding agencies.

- 3) COG/TPB support for overseeing pass-thru funding to local sales jurisdictions for the implementation of voluntary transportation demand management strategies at private sector employment sites.
- 4) Providing sales support for the sales and service representatives in DC and Maryland.

The jurisdictional components of the program are outlined in the two project tasks below. The total annual cost of the jurisdictional components of the Employer Outreach program is \$729,737.

### **Regional Component Project Tasks**

#### **A. REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING**

During FY 2024, COG/TPB staff will continue to maintain and update the hardware and software for the computerized regional employer outreach database and monitor the regional web-based database upgrade installed during FY 2022. In addition, COG/TPB staff will coordinate training and provide technical assistance to local sales jurisdictions upon request.

COG/TPB staff will continue to monitor the process through which TPB member jurisdictions work collaboratively with WMATA to undertake a targeted outreach to employers to increase participation in WMATA's SmartBenefits program.

**Cost Estimate:** \$87,303

**Services:** Management and monitoring of Employer Outreach regional database and provision of sales representative database training as needed. *(COG/TPB staff)*

Maintenance and update of regional contact management database. *(COG/TPB staff)*

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Employer Outreach Committee

- Provide input and feedback on technical issues regarding the regional Employer Outreach database.



## B. EMPLOYER OUTREACH FOR BICYCLING

The Employer Outreach for Bicycling program provides information to area employers to help support and encourage bicycling to work by their employees. This information is included in the Employer Outreach materials provided to employers under the Employer Outreach Program.

Specific activities under the Employer Outreach for Bicycling Program include the update of a guide on biking to work (“Biking to Work in the Washington Area: A Guide for Employers and Employees). WABA’s website provides users with 24-hour matching to WABA bike mentors, automating a service that previously consumed considerable staff time, and which was available only during office hours. In FY 2016, a presentation entitled “Walk Wise” was developed to incorporate safe practices for employers to promote both bicycling and walking to the worksite.

COG/TPB staff also provides support and facilitation for other bike-to-work outreach activities including lunch time seminars, association meetings and strategic mailings as needed.

**Cost Estimate:** \$15,000

**Printing as Part of Estimate** \$5,723

**Products:** Regional Bicycling to Work Guide updates.  
(COG/TPB staff)

**Services:** Employer assistance and seminars. (COG/TPB staff)

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:** Employer Outreach Committee

- Provide input and feedback on bicycling issues or outreach activities at employment sites.

## Jurisdictional Component Project Tasks

### A. MARYLAND LOCAL AGENCY FUNDING AND SUPPORT

Local jurisdictions work with employers to develop and implement new or expand existing employer-based commuter benefit programs such as transit and vanpool benefits, preferential parking for carpools and vanpools, carpool and vanpool formation, and telework and flexible work schedules. Results from these efforts are recorded in the regional employer database.

Maryland jurisdictions will also provide general telework information to the general public, local agencies, and employers. Employer Outreach representatives will also work with employers in Maryland to establish new or expand existing telework programs.

**Cost Estimate:** Pass-thru to Local Jurisdictions: \$502,388  
**Telework component of pass-thru:** \$81,063

**Total Project Budget: \$583,451**

**Services:** New or expanded employer-based TDM programs in Maryland. (*local jurisdictions*).

New or expanded employer telework programs in Maryland. (*local jurisdictions*).

**Schedule:** July 1, 2023 - June 30, 2024

#### **B. DC, MARYLAND, AND VIRGINIA PROGRAM ADMINISTRATION**

This project task includes the management and monitoring of pass-thru funding by COG/TPB staff to local sales jurisdictions in DC and Maryland for contract compliance. It also includes support to DC and Maryland jurisdictions, consultants, or TMA staff in implementing voluntary transportation demand management strategies at private and/or non-profit sector employment sites. This task involves the review and approval of an annual Scope of Work by COG/TPB staff for each of the Maryland sales jurisdictions and day to day contract management. This task also includes COG/TPB staff support for updating and printing employer specific regional employer-based marketing materials as well as providing training opportunities.

COG/TPB staff will also work to promote policy templates and information for small and mid-size employers to adopt and implement Flextime and Telework programs at their work places as a resource.

**Cost Estimate:** \$146,286

**Products:**

Electronic and printed updates of customized sales portfolio materials, employer specific regional marketing materials (General Commuter Connections brochure, Alternative Work Schedules brochure, and Emergency Commute Preparedness brochure), telework policy templates and brochure for small and mid-size employers, and case studies for DC, Maryland and Virginia. (*COG/TPB staff*)

<b>Services:</b>	<p>Sales training offered for sales and service representatives in the region for DC, Maryland and Virginia. <i>(COG/TPB staff/sales training professionals).</i></p> <p>Oversight to local sales jurisdictions in DC and Maryland to implement voluntary transportation demand management strategies at private sector employment sites. <i>(COG/TPB staff)</i></p> <p>Bi-annual sales support conference calls to DC and Maryland jurisdictions. Employer site visits by COG/TPB staff as requested or needed by DC and Maryland jurisdictions. <i>(COG/TPB staff)</i></p> <p>Staff the regional Employer Outreach Committee for DC, Maryland and Virginia. <i>(COG/TPB staff)</i></p>
<b>Schedule:</b>	July 1, 2023 - June 30, 2024
<b>Oversight:</b>	<p>Employer Outreach Committee</p> <ul style="list-style-type: none"> <li>• Provide input and feedback on administrative items such as training, employer-based collateral materials, and case studies.</li> </ul>

## **VI. GUARANTEED RIDE HOME BALTIMORE**

A regional Guaranteed Ride Home (GRH) program was implemented in the Baltimore metropolitan region and in St. Mary’s County beginning in FY 2011. The GRH Baltimore program helps to eliminate a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter’s fear of being “stranded” at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The GRH Baltimore program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime.

The GRH Baltimore is similar to the Washington metropolitan region’s GRH program in offering a free ride home to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternatives, and current ridesharing and transit users will increase the usage of these alternative commute modes. The program will be able to demonstrate both transportation and emission impacts that could be used as part of the Baltimore region’s air quality conformity process. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The budget for the Guaranteed Ride Home program includes two projects outlined below, and with a budget of \$200,000.

A. GENERAL OPERATIONS AND MAINTENANCE

Commuter Connections staff at the Metropolitan Washington Council of Governments (COG) will process all GRH applications received by mail and through the Commuter Connections website. Using the GRH software system, COG registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections website, [www.commuterconnections.org](http://www.commuterconnections.org). Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG staff.

In the event the commuter has not supplied their e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections website to re-register.

COG/TPB staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, corporate rewards coupons, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

During FY 2024, data collection activities will continue for a GRH Baltimore Customer satisfaction survey. The purpose of the survey will be to gauge the level of satisfaction from those who have used the program. A report will be developed and finalized from the FY 2023 data collected. Additionally, an impact transportation and emissions analysis will be conducted for the FY2022 GRH Baltimore participant survey.

During FY 2024, COG/TPB staff and its contractor will continue the implementation of a marketing and advertising media campaign to promote the GRH Baltimore program which will be targeted to commuters working in the Baltimore metropolitan region. The media advertising campaign materials developed for the Washington DC region will be adapted for the Baltimore metropolitan region and is funded through the Maryland Transit Administration.

**Cost Estimate:** **\$106,154**

**Consultant Costs as Part of Estimate:**

*(Advertising)* \$1,250

(FY2022 GRH Baltimore Survey Impact Analysis) \$5,000

**Direct Costs as part of Estimate:**

*(Media Buy)* \$50,000

*(Postage/Copies, etc.)* \$ 2,289

**Products:**

GRH new and re-registration ID cards, registration letters, and corporate rewards coupons *(COG/TPB staff)*

GRH Participation Guidelines *(COG/TPB Staff)*

Final 2023 GRH Customer Satisfaction Survey Report. *(COG/TPB staff)*.

Creative materials for regional TDM marketing campaigns. *(COG/TPB staff in conjunction with consultant)*

2022 GRH Baltimore In-Depth Applicant Survey Impact Analysis. *(COG/TPB staff in conjunction with consultant)*.

**Services:**

Process application requests from the general public for registration and re-registration to the program. *(COG/TPB Staff)*

Notify commuters when registration is about to expire. *(COG/TPB staff)*

Monitor and update GRH applicant database. (COG/TPB staff)

**Schedule:** July 1, 2023 – June 30, 2024

2022 In-Depth GRH Baltimore Applicant Survey Impact Analysis:  
January 2024

2023 GRH Customer Satisfaction Survey Report: March 2024

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

**B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS**

GRH transportation service is provided through contracts with COG by several taxi companies, a Transportation Network Company (TNC), a rental car company, and Baltimore’s Metro. Commuters make their GRH trip request through a menu option provided on COG’s Commuter Connections 800 telephone number or through the Commuter Connections website. The telephone menu option transfers all calls for GRH trips directly to an operations contractor and the email request produces and sends a notification to the contractor. The contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation contractor. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility, dispatching rides through the ride service providers, tracking ride requests in the GRH database, processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

**Cost Estimate: \$93,846**

***Consultant/ Contractor Costs as Part of Estimate:***

(Daily Operations): \$42,500  
(Cab, TNC, and Car Rental Companies) \$32,134

- Services:** Process GRH trip requests, approve/deny requests, and arrange rides. (*Daily Operations Contractor*)
- Management and monitoring of contract services for day-to-day operations, and four cab, car rental, and TNC ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. (COG/TPB staff)
- Provide GRH Rides (*Cab, TNC, and Car Rental Companies*)
- Customer service training for GRH call center agents. (*COG/TPB staff and contractor*)
- Schedule:** July 1, 2022 – June 30, 2023
- Oversight:** Commuter Connections Subcommittee
- Provide input and feedback on GRH program participation guidelines and policies.





# VISUALIZE 2050 AND THE 2025-2028 TIP

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## Draft Technical Inputs Solicitation and Plan Development Kickoff

Lyn Erickson, TPB Plan Development and Coordination Program Director

Transportation Planning Board  
February 15, 2023



# Today's Action

- TPB to approve the Technical Inputs Solicitation document to update-Visualize 2050 (new name!) and FY 2025-2028 TIP
- The long-range transportation plan update officially begins (as per TPB Resolution R19-2021)



- Kicks off TPB staff work focused on the Constrained Element (Chapter 7&8) including:
  - Assisting TPB member agencies with updating project list (Zero-Based Budget approach)
  - Working with TPB member agencies to revise financial forecasts
  - Scheduling facilitated meetings between TPB members and their agency staff (March)
  - Coordinating public comment review



# Visualize 2050 Development Major Tasks

Constrained Element Tasks	Timing
1. Re-examination of Projects/Programs/Policies <i>Current approved Plan and TIP</i>	Now through June 30
2. Financial Plan Revisions (Plan and TIP)	Now through September 2024
3. Submission of Projects/Programs/Policies <i>For Regional Air Quality Conformity Analysis</i>	Now through June 30
4. Air Quality Conformity (AQC) Analysis <i>Using updated Motor Vehicles Emissions Budgets</i>	December 2023 through September 2024
5. TIP Inputs due	July 26, 2024
6. Board approval of AQC Analysis, Visualize 2050 and FY 2025-2028 TIP	December 2024



## CONSTRAINED ELEMENT FOCUS - WHAT'S REQUIRED, WHO IS DOING WHAT?

### Member transportation agencies

- TIS Instructional Guide emailed to all TPB member agencies with projects
- Review/Update revenue estimates for Plan period (2025 – 2050)
- Review and Update Plan period costs for Operations and Maintenance and ID funds for expansion
- Review projects in current approved Plan and ID projects for re-submission with updates (including project costs)
- Propose new projects to the Plan (including project costs)

### TPB Members

- Communicate/discuss priorities with their respective transportation agencies
- Review and coordinate with transportation agencies on potential project submissions



# Zero-Based Budgeting Approach

Using a “zero-based budgeting” approach to update all projects in the currently approved Visualize 2045 Plan

- Re-examine each project for consistency with the regional planning priorities of the TPB (using TPB policy documents, scenario studies)
- TPB staff to forward public input on the projects for the plan update to TPB member agencies
- Re-submit each project with updated scope and financials as needed
- Submit new projects with detailed scope and financials

*Note: Per Resolution R19-2021, TPB intends to retain projects from the current Plan that are under construction OR have federal/state/local funds allocated (funded and committed)*



# Zero-Based Budgeting Approach

## Project Development Process

- The plan represents a snapshot in time
- At any given time, projects progress at different speeds/timing
- Project phasing plans for project implementation/ construction considered

Based on Resolution R19-2021, projects were organized into two groups

- **Green** List - “**funded/committed**” projects (projects that are either under construction OR have received local, state, federal or private funding)
- **Orange** List - projects in **developmental stage** (TPB goals and priorities can be used to influence the scope of these projects)

*Note: All project info and data must be re-entered into database regardless of which list they are on*

*Note: Submitting agencies will each be presenting their submissions to the TPB in the Fall 2023*

*Note : While TPB intends to retain projects in the Green list in the updated plan, members are urged to re-examine these projects and re-submit them for inclusion*



# Schedule Reminder

- February: TPB approves TIS and the Call for Projects begins
- February-March: TPB member agencies with projects will:
  - Review and consider synthesized Policy Framework
  - Review and consider Scenario findings summary
  - Examine inputs re: zero-based budgeting approach
  - Meet with board members, TPB staff and agency staff to discuss potential inputs during ZBB approach process
- Summer 2023:
  - Member agency staff to re-enter every single project record (tons of data entry involved)
  - June 30 preliminary inputs due for plan and Air Quality Conformity analysis





# Next Steps

- February – Final TIS document to be approved by TPB and Call for Projects begins.
- February – Conversations to begin about which projects to submit using the list of **funded/committed** projects and the list of **developmental** projects (*current plan list re-organized*). Staff will begin to forward public comments to project owners.
- Spring 2023 – TPB staff will facilitate meetings with board members and their technical agency staff to discuss potential inputs.
- June 30 – Preliminary inputs for Visualize 2050 and Air Quality Conformity analysis due to TPB staff for staff review and internal coordination (*data entry must be completed*).



**Lyn Erickson, AICP**  
**Plan Development and Coordination**  
**Program Director**  
[lerickson@mwkog.org](mailto:lerickson@mwkog.org)  
202-962-3319

[mwkog.org/TPB](http://mwkog.org/TPB)

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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002



National Capital Region  
**Transportation Planning Board**



# THE FY 2024 UNIFIED PLANNING WORK PROGRAM

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Lyn Erickson  
Plan Development and Coordination Program Director

Transportation Planning Board  
February 15, 2023



# Presentation Overview

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- MPO Revenues and Expenditures
- MPO Focus Areas
  - New activities
  - Staff projects
- Board to approve FY 2024 UPWP on March 15

# MPO Revenues

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- FHWA (PL) and FTA (Section 5303); State & Local Match (80% federal; 10% state DOTs; 10% local from COG dues)
- Preliminary revenues: approximately \$24.474 million
- The total FY 2024 revenues: MPO funds and Other funds
  - MPO Funds (\$24.474 million)
    - “New” funds for the fiscal year
    - “Old” funds – unexpended from previous years (obligated to the MPO but not spent)
    - “Carryover” funds - from current year UPWP (FY 2023) (anticipate not being able to spend by June 30, 2023)
  - Other Funds (\$0.923 million)
    - Continuous Air Systems Planning
    - State Planning & Research



# TPB Work Activities Revenues DRAFT

	FTA SECT 5303	FHWA PL FUNDS	FHWA & FTA	OTHER CASP & SPR	
	80% FED & 20% STATE/ LOCAL	80% FED & 20% STATE/ LOCAL	SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS SET-ASIDE <sup>1</sup>	90% FAA & LOCAL 10%  SPR 80% FHWA & LOCAL 20%	TOTALS
<b>DDOT ALLOCATIONS</b>					
NEW FY 24 & Unobligated FY 23 <sup>2</sup>	\$834,220	\$2,853,616	\$73,170		\$3,761,006
PRIOR UNEXPENDED <sup>3</sup>	\$169,873	\$616,410	\$0		\$786,283
CARRYOVER FY 2023 <sup>4</sup>	\$84,134	\$399,802	\$0		\$483,935
<b>SUBTOTAL – DC</b>	<b>\$1,088,227</b>	<b>\$3,869,828</b>	<b>\$73,170</b>		<b>\$5,031,225</b>
<b>MDOT ALLOCATIONS</b>					
NEW FY 24 & Unobligated FY 23 <sup>2</sup>	\$2,216,514	\$5,632,627	\$122,849		\$7,971,990
PRIOR UNEXPENDED <sup>3</sup>	\$316,362	\$884,440	\$0		\$1,200,802
CARRYOVER FY 2023 <sup>4</sup>	\$195,170	\$556,302	\$0		\$751,472
<b>SUBTOTAL – MD</b>	<b>\$2,728,045</b>	<b>\$7,073,369</b>	<b>\$122,849</b>		<b>\$9,924,263</b>
<b>VDRPT &amp; VDOT ALLOCATIONS</b>					
NEW FY 24 & Unobligated FY 23 <sup>2</sup>	\$2,001,185	\$4,885,095	\$101,740		\$6,988,020
PRIOR UNEXPENDED <sup>3</sup>	\$259,190	\$759,773	\$0		\$1,018,963
CARRYOVER FY 2023 <sup>4</sup>	\$158,478	\$430,615	\$0		\$589,093
<b>SUBTOTAL – VA</b>	<b>\$2,418,853</b>	<b>\$6,075,483</b>	<b>\$101,740</b>		<b>\$8,596,076</b>
<b>TOTAL FHWA/FTA FUNDING ALLOCATIONS</b>					
NEW FY 24 & Unobligated FY 23 <sup>2</sup>	\$5,051,919	\$13,371,338	\$297,759		\$18,721,016
PRIOR UNEXPENDED <sup>3</sup>	\$745,425	\$2,260,623	\$0		\$3,006,048
CARRYOVER FY 2023 <sup>4</sup>	\$437,782	\$1,386,718	\$0		\$1,824,500
<b>SUB-TOTAL – FHWA-FTA</b>	<b>\$6,235,125</b>	<b>\$17,018,679</b>	<b>\$297,759</b>		<b>\$23,551,564</b>
<b>TOTAL BASIC UPWP</b>	<b>\$6,235,125</b>	<b>\$17,018,679</b>	<b>\$297,759</b>		<b>\$23,551,564</b>
FAA - CASP PROGRAM				\$675,000	\$675,000
State Planning & Research (SPR)				\$248,000	\$248,000
<b>GRAND TOTAL UPWP</b>	<b>\$6,235,125</b>	<b>\$17,018,679</b>	<b>\$297,759</b>	<b>\$923,000</b>	<b>\$24,474,564</b>

1. The November 15, 2021, Infrastructure Investment and Jobs Act (a.k.a. Bipartisan Infrastructure Law) requires each MPO to use at least 2.5% of its PL funds (under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.
2. \*New FY2024\* funding amounts are at the levels in the federal Infrastructure Investment Jobs Act (IIJA). It also includes the increased funding provided by the IIJA in federal FY2022 not programmed in TPB's FY2023 UPWP.
3. \*Prior Unexpended\* funding amounts are yet to be confirmed by funding agencies and may change.
4. \*Carryover FY2023 funds\* are funds budgeted for Core and Technical Assistance work program activities in FY 2023/UPWP, that are not anticipated to be spent in FY 2023. As such, these funds will be carried over from FY 2023 to be used to perform Core program and Tech. Assistance activities in FY 2024.



# UPWP DRAFT EXPENDITURES

- Preliminary expenditures: approximately \$24.474 million

Expense Type	UPWP Core Activity	UPWP Technical Assistance	CASP and SPR	TOTAL
Staffing	\$8.309 M	\$0.033 M	\$0.287 M	\$8.629 M
Indirect	\$5.059 M	\$0.020 M	\$0.175 M	\$5.254 M
Programs/Studies	\$5.563 M	\$0.090 M	\$0.286 M	\$5.939 M
Direct	\$2.587 M	\$1.890 M	\$0.175 M	\$4.562 M
<b>TOTAL</b>	<b>\$21.518 M</b>	<b>\$2.033 M</b>	<b>\$0.923 M</b>	<b>\$24.474 M</b>

Source: FY 2024 Draft UPWP Table 3 (page 37)

*Indirect:* Overhead for office building/staffing/etc.

*Program/Studies:* E.g., Core: TLC, RSP

E.g., Technical Assistance: TLC, Transit Within Reach, RSP

*Direct:* E.g., Core: Data, Software





# FY 2024 New/Enhanced Activities

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- New - Transportation resiliency planning activities:
  - Regional interactive map
  - Phase II Resiliency study
  - Convene working group
  - Regional resiliency planning or training/outreach
- New motor vehicle emissions budgets (MVEBs)
- Data purchases and enhanced data collection programs
- Act on Federal Certification Review findings
- Transit electrification/decarbonization planning
- Climate change mitigation: assist implementing agencies; respond to potential federal PBPP requirement



# New Studies and Surveys

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- New: Coordination of climate change mitigation implementation strategies: Possible consultant study of those GHG reduction strategies that were deemed by TPB to require further study
- New: Implementation of new Regional Travel Survey (RTS) format, transitioning from a “once-a-decade” to a more frequent survey activity
- New: Regional coordination of future transit on-board surveys (TOBS)
- New: Inventory of member agency traffic technologies
- New: Regional bike/active transportation count program
- New: Intercity bus and rail survey



# FY 2024: Additional Highlights

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- Visualize 2050 Development
  - Usual activities plus: ZBB approach; additional facilitated Board-agency staff coordination
  - Public Participation: enhanced outreach
- Performance Based Planning and Programming (PBPP)
  - Set annual highway safety targets
  - Set regional transit safety targets
- Congestion Management Process Technical Report
- Update the National Capital Trail Network map
- Update Regional Activity Centers Map
- Activities addressing emerging topics: Curbside Management, Connected/Automated Vehicles/Micromobility



# FY 2024: Additional Highlights

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- Community Leadership Institute
- Transportation Research and Data Programs
  - Analyze regional travel behavior and characteristics revealed in travel surveys and research
  - Develop and maintain visualizations on regional travel trends
  - Conduct travel monitoring updates
  - Provide geospatial data analysis, data management services, and visualizations
- Travel Forecasting and Mobile Emissions Planning
  - Production-use travel model: Gen2/Ver. 2.4 Travel Model
  - Continue development of Gen3 Travel Model
  - Preparation of mobile emissions inventories and new MVEBs related to the SIPs to meet the 2008 and 2015 ozone NAAQS
- Technical Assistance Program



# FY 2024: Multimodal Board Initiatives

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- 5310 Program:
  - Implement the TPB Human Service Transportation Coordinated Plan (May approval)
  - Solicit and select FY 2024-2025 projects
- Administer TLC, TAP, and Transit Within Reach (TWR) programs
- Continue Regional Roadway Safety Program
- Explore TPB-related recommendations from the regional Bus Transformation Project

# Planning Policy Focus Areas

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- UPWP page 30:  
Figure 5: Selected FY 2024 UPWP Work Activities and Planning Policy Focus Areas
- Highlights specific UPWP work activities and how they relate to the TPB's various priorities



# Next Steps

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- Finalize “New funds” estimates
- Confirm “Unexpended funds” amounts
- Finalize “Carry over” – projects/funding that won’t be spent in current FY 2023
- Balance the revenues and expenditures
- Finalize document for March 15 Board approval



## Lyn Erickson

Plan Development and Coordination Program Director

(202) 962-3319

lerickson@mwkog.org

[mwkog.org/tpb](http://mwkog.org/tpb)

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Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
**Transportation Planning Board**





# COMMUTER CONNECTIONS

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## FY 2024 WORK PROGRAM (CCWP)

Nicholas Ramfos

Director, Transportation Operations Programs

National Capital Region Transportation Planning Board

Agenda Item 9

February 15, 2023

# Definition

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From the Commuter Connections Strategic Plan:

- Network of public and private transportation organizations, including COG, state funding agencies, and local organizations, that work together to assist and encourage people in the Washington region to use alternatives to the single-occupant automobile.

# Benefits of Commuter Connections

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## *Jurisdictions*

- *Helps reduce and manage commuter congestion, goods movement, tourist travel*
- *Helps reduce emissions*
- *Supports local efforts to attract and retain employers*

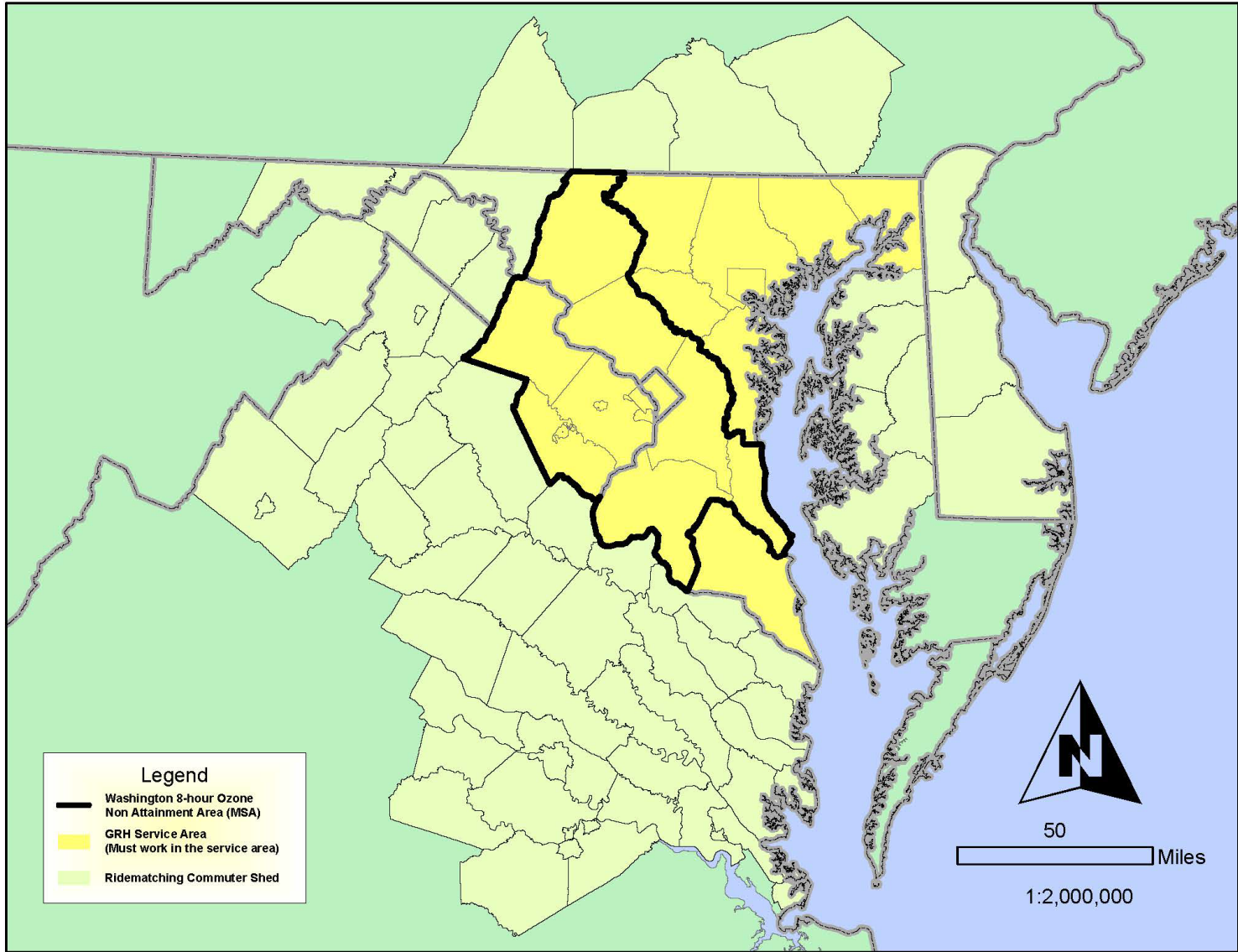
## *Employers*

- *Recruitment/Retention*

## *Workers*

- *More commute options*
- *Reduced stress/costs/time*
- *Improved quality of life*

**FIGURE 1: COMMUTER CONNECTIONS GEOGRAPHIC COVERAGE AREA**



## MSA Rankings for Carpooling and Transit Use

Metropolitan Statistical Area	Total Workers	% Carpool	% Transit
NYC/Long Island/N NJ/PA	9,322,339	6.3%	31.9%
LA/Long Bch/Santa Ana	6,373,454	9.5%	4.9%
Chicago/Naperville/Joliet	4,665,317	7.7%	12.1%
Dallas/Ft. Worth/Arlington	3,631,432	9.7%	1.4%
<b>Washington DC Metro</b>	<b>3,305,065</b>	<b>9.3%</b>	<b>13.4%</b>
Houston Metro Area	3,243,744	9.8%	2.0%
Philadelphia Metro Area	2,945,223	7.6%	9.5%
Miami Metro Area	2,910,343	9.1%	3.3%
Atlanta Metro Area	2,857,053	9.2%	3.0%
Boston Metro Area	2,578,101	7.2%	13.4%
San Francisco-Oakland	2,373,021	9.5%	17.6%

Source: US Census Bureau, 2015 – 2019 American Community Survey - 5-Year Estimates  
Commuting Characteristics by Sex, Means of Transportation to Work (Table S0801)

# Commuter Connections Daily Program Impacts

<b>Measure</b>	<b>Reductions</b>
Vehicle Trips	137,000
Vehicle Miles of Travel	2,648,000
Nitrogen Oxides (NOx)	0.5 Tons
Volatile Organic Compounds (VOC)	0.4 Tons

# Commuter Connections' Role in the Regional Planning Process

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- ▶ The TPB is required by Federal regulations to approve a congestion management process which includes TDM as part of the metropolitan transportation plan.
  - ▶ Commuter Connections constitutes the major demand management component of the region's congestion management process.



## Commuter Connections' Role in the Regional Planning Process (con't)

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- ▶ Commuter Connections also supports regional air quality and climate change goals and is part of the annual update of the region's Long Range Plan (Visualize 2045) and Transportation Improvement Program (TIP).
- ▶ Commuter Connections' results may also help contribute to performance measures and goals set by the region under the Infrastructure Investment and Jobs Act (IIJA) requirements.
- ▶ TDM and the Commuter Connections program is part of Visualize 2045 and the TPB's Endorsed Aspirational Initiatives.

# Cost Effectiveness of Commuter Connections

- ▶ Cost per Vehicle Trip **\$0.18**  
Reduced
- ▶ Cost per Vehicle Mile of **\$0.01**  
Travel Reduced
- ▶ Cost per ton of NOx **\$48,000**  
Reduced
- ▶ Cost per ton of VOC **\$63,000**  
Reduced

# Commuter Connections' Daily Societal Benefit Cost Savings

<b>Societal Benefit</b>	<b><u>Benefit Unit</u></b>	<b><u>Base Units</u></b>	<b><u>Cost per Unit</u></b>	<b><u>Daily Cost Saving</u></b>
– Air pollution (NOx and VOC)	Tons pollutants	Varies	Varies	<b>\$906</b>
– Climate change	Tons CO2	1,033 T	\$36	<b>\$37,176</b>
– Noise pollution	VMT reduced	2,647,551 VMT	\$0.0223	<b>\$59,040</b>
– Congestion	Hrs. delay reduced	5,227 hr/day	\$27.08	<b>\$142,913</b>
– Fuel saving	Gallons fuel saved	147,086 gal	\$2.73	<b>\$401,545</b>
– Health/safety*	Accidents avoided	2.678 acc.	\$15,952	<b>\$42,721</b>
<b>All benefits</b>				<b>\$684,301</b>

# Proposed FY 2024 CCWP Budget

Program	Cost FY2023	Cost FY2024
Commuter Operations	\$704,740	\$729,117
GRH	\$940,192	\$963,697
Mass Marketing	\$3,861,353	\$3,868,537
Program Evaluation	\$485,000	\$520,000
Employer Outreach	\$806,611	\$832,040
GRH Baltimore	\$200,000	\$200,000
<b>TOTAL</b>	<b>\$6,997,896</b>	<b>\$7,113,391</b>

## Proposed FY 2024 CCWP Budget

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2% increase from FY 2023

Budget Breakdown: \$7,113,391

- ▶ COG/TPB Staff & Overhead: \$2,318,620 or 32.5% of the overall budget
- ▶ Private Sector Services: \$3,140,721 or 44.5% of the overall budget
- ▶ Local Jurisdiction Pass-Thru: \$583,451 or 8% of the overall budget
- ▶ Direct Costs: \$1,070,599 or 15% of the overall budget

## What's New In FY 2024 CCWP

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- ▶ Commuter Operations Center
  - ▶ Moving servers to the Cloud and changing from an Oracle to a Postgres database platform
- ▶ Marketing
  - ▶ Commuter Connections 50<sup>th</sup> Anniversary
  - ▶ Post-pandemic marketing of alternative modes
- ▶ Monitoring and Evaluation
  - ▶ 2022 State of the Commute Survey General Public Report publication and distribution
  - ▶ 2021 - 2023 Draft TDM Analysis Report publication and distribution
  - ▶ Employer Outreach Customer Satisfaction Survey
  - ▶ GRH Baltimore program impact analysis

## Next Steps

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- ▶ State funding agencies provided initial comments/edits on Draft FY 2024 CCWP.
- ▶ Commuter Connections Subcommittee reviewed draft CCWP on November 16th and a comment period was established through December 5th.
- ▶ State funding agencies reviewed document and submitted comments in December and provided additional comments by December 23rd for final review and approval in January.
- ▶ A revised document was presented to the January Commuter Connections Subcommittee for further review and was endorsed for release.

## Next Steps

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- ▶ Tech Committee will receive a briefing of the Work Program its February 3rd meeting and will be briefed again on March 3rd.
- ▶ TPB will receive draft of the FY 2024 CCWP at its February 15th meeting and will be asked to approve at its March 15<sup>th</sup> meeting.
- ▶ TIP adjustments, if any, will be made and funding commitments secured by June.
- ▶ Program begins July 1.



## Nicholas Ramfos

Director, Transportation Operations  
Programs

(202) 962-3313

[nramfos@mwkog.org](mailto:nramfos@mwkog.org)

[commuterconnections.org](http://commuterconnections.org)

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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002



# MILITARY INSTALLATION RESILIENCE REVIEW (MIRR) BRIEFING

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Jeff King  
Director, Climate, Energy, and Air Program (COG)

Transportation Planning Board  
February 15, 2023



# Military-Community Planning for Resilience

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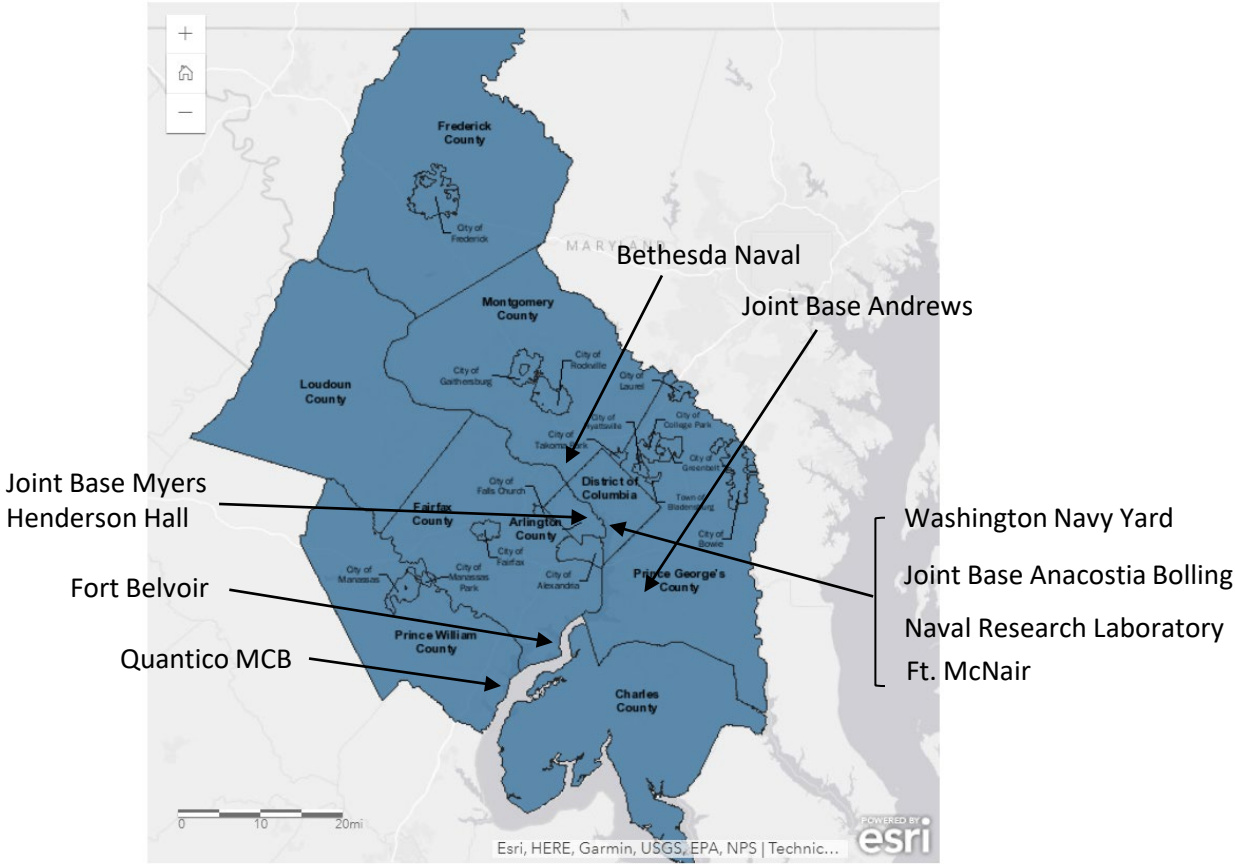
- Department of Defense (DoD) Office of Local Defense Community Cooperation (OLDCC)
- Planning Grants – Military Installation Resilience Review (MIRR)
- Office historically managed the Base Realignment and Closure Program (BRAC) program.
- What investments can DoD make “Outside the Fenceline” in the Community to “Enhance Resilience of the Missions on the Base”

# Military-Community Planning for Resilience

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- Community-Led Planning Initiative
  - Vulnerability and Risk Assessment
  - Focus on Key Sectors and Infrastructure
  - Identify Strategies and Actions to Bolster Resilience
  - Fund Planning and Engineering Feasibility Studies
  - Not Construction

# MIRR Projects in the Region



# MIRR Projects in the Region

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- COG – Joint Base Anacostia Bolling, Washington Navy Yard, Naval Research Laboratory, Ft. McNair
- NVRC – Fort Belvoir, Joint Base Myer Henderson Hall, Quantico
- Charles County – Indian Head
- Montgomery County – Bethesda Naval
- Prince George’s County – Andrews AFB

# Vulnerability Assessment

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- Desk Research, Installation Site Visits
- Meet with Base Commander, Master Planners, Engineers
- MIRR Technical Advisory Committee (TAC)
- MIRR Policy Advisory Committee (PAC)
- DC Agencies – DC OP, DDOT, DC HSEMA, DOEE
- Key Stakeholders – Pepco, Washington Gas, DC Water, Telecomm, WMATA



# Priority Hazards and Stressors

Selection criteria for hazards-filtered by:

- Critical infrastructure service sensitivity/exposure;
- Degree of impact on installation function (frequency, severity, extent)

Tier 1:

- ↑ • Flooding (incl. riverine, interior, and coastal)

Tier 2

- ↑ • Extreme heat
- Ice storm
- High wind
- ↑ • Population growth
- Land use, development, & encroachment

Tier 3:

- Drought
- Snow storm
- Extreme cold
- Noise & Vibration
- Hazardous Materials
- Earthquake
- Ecosystem change
- Other (e.g., electromagnetic storm)

↑ = significant future increase very likely

# Priority Sectors

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Energy



Telecommunications



Transportation and Transit



Water and Wastewater



# Phase 2: Priority Vulnerabilities

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- Electricity distribution
- Limited safe, reliable, and efficient mobility choices
- Critical telecommunications assets
- Regional petroleum fuel supply
- Specific areas and critical assets vulnerable to flooding
- Encroachment
- Strain to regional water supply
- Affordable workforce housing
- Stress on region's transportation system
- Workforce availability and retention
- Communication and coordination



# Resilience Recommendations

- Continue Engagement and Coordination
  - COG Approach TBD
  - NVRC has regular Community, Military, and Federal Facility Partnership Meetings
- Advance Identified Measures to Address Vulnerabilities and Enhance Resilience
  - 4 top measures, 14 Total, + Honorable Mention



# Top Resilience Measures and Key Actors

Measure	Actor(s)
★ Retrofit stormwater pumping stations	Leaders: DC Water; Partners: Electric utility (Pepco)
★ Assess and address key risks to telecommunications systems	Leaders: HSEMA and telecommunications service providers; Partners: Local and federal government actors, electric service providers, Communications Sector Coordinating Council first responders, and other major users
★ Support Blue Plains floodwall construction	Leaders: DC Water; Partners: HSEMA, Ward 8 representatives
★ Ensure Lower Anacostia Waterfront redevelopment is resilient	Leaders: DCOP; Partners: Fort McNair, WNY, NCPC, National Park Service, DOEE, HSEMA, Anacostia Parks and Community Collaborative
Provide financial support for Blue Plains microgrid	Leaders: DC Water; Partner: Pepco
Construct community electric vehicle charging stations	Leaders: Charging station site hosts; Partners: Pepco, MWCOG, DDOT, installations, EV service providers (e.g., ChargePoint)
Advance fuel resilience opportunities identified in RRAP study to benefit installations and communities	Leaders: CISA, DC HSEMA, DC DOEE; Partners: RRAP study stakeholders, terminal operators, energy marketers, energy assurance planners, emergency management agencies, and electric power utilities
Expand connectivity to/from High-Capacity Transit Station Areas	Leaders: DDOT Vision Zero Department; DDOT Planning and Sustainability Department; WMATA; Partners: DCOP Citywide Strategy & Analysis and Community Planning & Design, Anacostia BID, Anacostia Coordinating Council, ANCs, HSEMA
Create installation viewshed security plan	Leaders: NCPC Heights and Views; Partners: HSEMA, DCOP, DHS, NRL, MWCOG, FBI Washington Field Office, Capitol Riverfront BID, Anacostia, ANCs
Implement congestion relief and traffic control measures	Leaders: DDOT and NVRC; Partners: MPD, WMATA, MWCOG
Increase shade cover and green infrastructure	Leaders: DDOT Urban Forestry, DOEE; Partners: NPS, USDA Forestry Service, MWCOG
Invest in workforce development for in-demand skills	Leaders: Department of Employment Services (DOES); Partners: DOEE Sustainable Energy Utility and Green Infrastructure, DC Water (especially Blue Plains AWTP), DDOT Public Space Management and Maintenance, DCOP Citywide Strategy & Analysis
Develop suspicious activity and trespassing prevention plan	Leaders: Installations,; Partners: MWCOG, HSEMA National Capital Region Threat Intelligence Consortium (NTIC), NPS Police, ANCs, BIDs, DCOP Development Review & Historic Preservation, NCPC Security of Federal & Public Spaces
Invest in affordable housing	Leaders: DC Department of Housing and Community Development, Development Finance Division and DC Housing Authority, DCOP Development Review, DCOP Citywide Strategy and Analysis Division; Partners: MWCOG, ANCs for Wards 6 and 8

# For Each Measure:

## Implementation profile:

- Measure description
- Vulnerabilities addressed
- Benefits
- Social and equity considerations
- Costs and funding opportunities
- Key actors
- Next steps
- Additional details

### Assess and Address Key Climate Risks to Telecommunications Systems

#### Measure Description

Government actors, nongovernmental organizations, and telecommunications providers operating in the area will work together to 1) identify key specific risks that climate hazards may pose to critical telecommunications assets and 2) ensure service providers and relevant government stakeholders have the resources needed to manage risks and build resilience to climate change.

First, HSEMA and DOE will share results from recent and ongoing asset vulnerability and climate risk studies (see Additional Details section below) with telecommunications providers in a format that telecommunications providers can use for risk management (e.g., geospatial hazard layers). Then, they may undertake additional analyses as needed, and synthesize findings to identify key risks. Roles of specific actors are described below in the Next Steps section.

If telecommunications providers are equipped with information about key climate hazards, they can make better-informed decisions about how to upgrade, design, or relocate existing facilities and where to site future infrastructure, which will ultimately result in more resilient communications systems.

#### Vulnerabilities Addressed

- Critical telecommunications assets (e.g., transmission towers; aboveground fiber optic and coaxial cables and associated facilities) vulnerabilities to hazards including ice storms and high winds

Other telecommunications assets may also be at future risk of flooding and/or power grid instability.

#### Benefits

- Installations: Installations use the civilian telecommunications system, with alternate, contingency, and emergency options to ensure service continuity. Addressing vulnerabilities to this system will increase the likelihood that installations can continue to communicate with their normal methods in emergencies.
- Community: Increased ability of support systems (e.g., first responders, service providers, community-based organizations, nonprofits) to continue communicating and coordinating to serve the community during events.
- Economy: Increased capacity of the local economy to continue operating during events.
- Environment: Potential for environmental benefits if nature-based resilience measures are applied (e.g., to manage flooding).

#### Social and Equity Considerations

Increasing communications resilience may particularly benefit populations that face higher risk or have less capacity to cope if communications systems go down.

Telecommunications service providers should also work with ANCs and BIDs to understand how outages and construction could impact different populations, and reflect community needs in resilience implementation plans and outage restoration plans.

Additionally, the quality of communications services and assets' resilience should be studied alongside wealth indicators to assess if the system is stronger in wealthier areas, and if it is, resilience investments should be prioritized to mitigate this inequity.

#### Costs and funding Opportunities

Potential costs associated with implementing this measure, and potential funding sources to support implementation, include:

##### Costs:

- Risk assessments to identify and inform the design or protection of critical equipment, buildings, and infrastructure may have a range of costs (\$25,000—\$250,000+) depending on the level of detail needed and the scope of the study.
- Undergrounding wires may cost ~\$25,000 to \$1,500,000 per mile, recognizing the need to ensure against flooding risks for buried lines
- Additional equipment may be used to increase reliability and capacity

##### Funding:

- Department of Defense Office of Local Defense Community Cooperation (LDCC) grants to fund additional risk assessments as needed
- FEMA Building Resilient Infrastructure and Communities (BRIC) Program grants
- Homeland Security Grant Program (HSGP) grants
- National Telecommunications and Information Administration grants

#### Key Actors

- Leaders: HSEMA and telecommunications service providers
- Partners: Other government actors (MWCOG, National Labs, CISA, FEMA), electric service providers, Communications Sector Coordinating Council first responders, and other major users

#### Next Steps

##### Short-term (within 2 years)

- Public sector actors (e.g., governmental and NGOs) conduct R&D to develop climate risk data for telecommunications service providers
- HSEMA continues to investigate critical assets and vulnerabilities in local telecommunications system

##### Mid-term (2-6 years)

- Public sector actors make climate hazard data available to and easily accessible by telecommunications service providers
- Telecommunications providers integrate climate risk data into planning and decision-making processes

##### Long-term (7+ years)

- Telecommunications service providers coordinate as needed to build resilience and manage key climate risks
- Public sector continues to support service providers by providing updated high-quality climate data for risk management purposes
- Telecommunications service providers and public sector actors work together to target climate risks to telecommunications sector outside the scope of providers' capacity (e.g., improve flood resilience, harden the electric grid to increase its reliability)



# Transportation Sector Measures

## Construct community electric vehicle charging stations

### Key Actors

Leaders: Charging station site hosts

Partners: Pepco, MWCOG, DDOT, installations, EV service providers (e.g., ChargePoint)

### Immediate Next Steps:

- Identify and convene key stakeholders to develop plans for EV siting and construction; apply for funding to pay community stakeholders for their time
- Secure funds to build EV stations, begin construction if possible
- Keep tabs on additional funding opportunities that may support additional charging stations

## Expand connectivity to/from High-Capacity Transit Station Areas

### Key Actors

Leaders: DDOT Vision Zero Department; DDOT Planning and Sustainability Department; WMATA.

Partners: DCOP Citywide Strategy & Analysis and Community Planning & Design, Anacostia BID, Anacostia Coordinating Council, ANCs, HSEMA

### Immediate Next Steps:

- Key actors to engage with partners about the existing transportation conditions between HCTs and the installations.
- Conduct analyses to identify gaps in infrastructure and any planned or implemented projects.

## Implement congestion relief and traffic control measures

### Key Actors

Leaders: DDOT and NVRC

Partners: MPD, WMATA, MWCOG

### Immediate Next Steps:

- Analyze and prioritize areas of frequent congestion from their operations and workforce staff
- Engage with stakeholders to recommend the expansion of congestion mitigation measures proposed for those areas



# Honorable Mention

## Honorable mention physical & policy measures

- Continue to explore opportunities to add Potomac River Ferry stops near installations.
- Train workers to maintain green infrastructure and other capital projects.
- Coordinate and advocate for funding for water supply alternatives.





# Next Steps

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- Applying for Follow-on FY 23 Planning Grant from OLDCC
- Seeking community and base input on priorities (Feb)
- Top 3 of interest to date
  - JBAB Floodwall – Extend north to 11<sup>th</sup> St. Bridge
  - Energy Emergency Exercise – Extended Grid Outage
  - Follow up on DC HSEMA Telecommunications Resilience Project
- Other/Potential
  - Plan to connect new trail on JBAB/NRL to South Capitol St. Bike/Ped projects
  - Examine Connectivity Options to High-Capacity Transit

# Priority Measures



## Retrofit stormwater pump stations

Key Actors  
DC Water

Partners: Electric utility (Pepco)

Immediate Next Steps:  
Request additional funding  
(potentially from OLDCC, FEMA  
BRIC)



## Assess and address key climate risks to telecommunications systems

Key Actors  
HSEMA and telecommunications service providers

Partners: Local and federal government actors, electric service providers, Communications Sector Coordinating Council first responders, and other major users

Immediate Next Steps:

- Public sector actors conduct R&D to develop climate risk data for telecommunications service providers
- HSEMA continues to investigate critical assets and vulnerabilities in local telecommunications systems



## Support Blue Plains floodwall construction

Key Actors  
DC Water

Partners: HSEMA, Ward 8 representatives

Immediate Next Steps:

- Funding BRIC and OLDCC
- Community outreach
- Design & Engineering studies
- Consultation with agencies



# Additional Priority Measures



## Ensure Lower Anacostia Waterfront development is resilient

Key Actors  
DCOP

Partners: Fort McNair, WNY, NCPC, National Park Service, DOEE, HSEMA, Anacostia Parks and Community Collaborative

### Immediate Next Steps:

- Develop resilience action plan
- Conduct flood studies
- Community engagement
- Secure funding
- Track progress of Poplar Point EIS effort and provide input as stakeholders
- Develop resilience guidelines
- Scope resilience measures
- Begin implementation

## Provide financial support for Blue Plains microgrid

Key Actors  
DC Water

Partner: Pepco

### Immediate Next Steps:

- Request additional funding from DoD
- DC Water completes microgrid scoping phase supported primarily by FEMA funding
- DC Water begins microgrid implementation phase, supported by additional external funding



## Advance fuel resilience opportunities identified in RRAP study to benefit installations and communities

Key Actors  
CISA, DC HSEMA, DC DOEE

Partners: RRAP study stakeholders, terminal operators, energy marketers, energy assurance planners, emergency management agencies, and electric power utilities

### Immediate Next Steps:

- Engage installations and utilities in conducting RRAP study
- RRAP stakeholders identify opportunities to build energy resilience for installations and critical staff



# Other Measures

## Increase shade cover and green infrastructure

### Key Actors

Leaders: DDOT Urban Forestry, DOEE

Partners: NPS, USDA Forestry Service, MWCOG

### Immediate Next Steps:

- Develop an initial baseline inventory of the area's tree canopy and impervious surface cover



## Invest in workforce development for in-demand skills

### Key Actors

Leaders: Department of Employment Services (DOES)

Partners: DOEE Sustainable Energy Utility and Green Infrastructure, DC Water (especially Blue Plains AWTP), DDOT Public Space Management and Maintenance, DCOP Citywide Strategy & Analysis

### Immediate Next Steps:

- Identify workforce development organizations and programs
- Identify and prioritize the workforce needs of each installation

## Invest in affordable housing

### Key Actors

Leaders: DC Department of Housing and Community Development, Development Finance Division and DC Housing Authority, DCOP Development Review, DCOP Citywide Strategy and Analysis Division

Partners: MWCOG, ANCs for Wards 6 and 8

### Immediate Next Steps:

- Prepare grant applications for funding
- Conduct roundtable discussions between actors
- Identify and convene stakeholders for project engagement
- Plan community engagement efforts to publicize the project



# Other Measures

## Develop suspicious activity & trespassing prevention plan

### Key Actors

Leaders: Installations, DCOP  
Development Review & Historic  
Preservation, NCPC Security of  
Federal & Public Spaces

Partners: MWCOG Department  
of Homeland Security and Public  
Safety, HSEMA National Capital  
Region Threat Intelligence  
Consortium (NTIC), NPS Police,  
ANCs, BIDs

### Immediate Next Steps:

- Identify past or current efforts to address suspicious activity leading to trespassing.
- Organize and commence roundtable discussions.



# MIRR Contact Information

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## Jeff King

Director, Climate, Energy, and Air Program  
COG Department of Environmental Programs  
(202) 962-3238  
Jking@mwkog.org

