

DRAFT FY 2020 UNIFIED PLANNING WORK PROGRAM

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Transportation Planning Board
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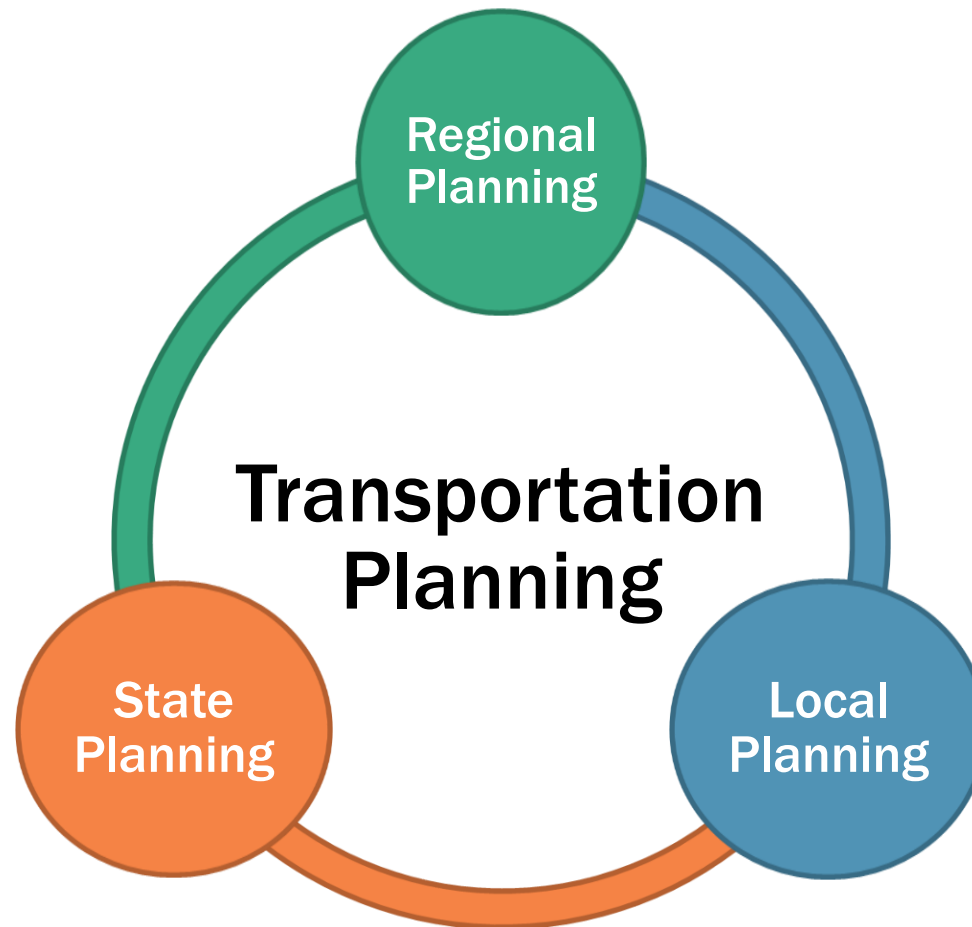


Presentation Overview

- Who we are
- What are the structures, functions, purposes, and products of an MPO?
- How does the TPB meet its federal requirements?
- How does the TPB synchronize required products with Board member interests and needs?
- Board to approve FY 2020 UPWP on March 20



Transportation Planning Process



Federal Requirements for MPOs

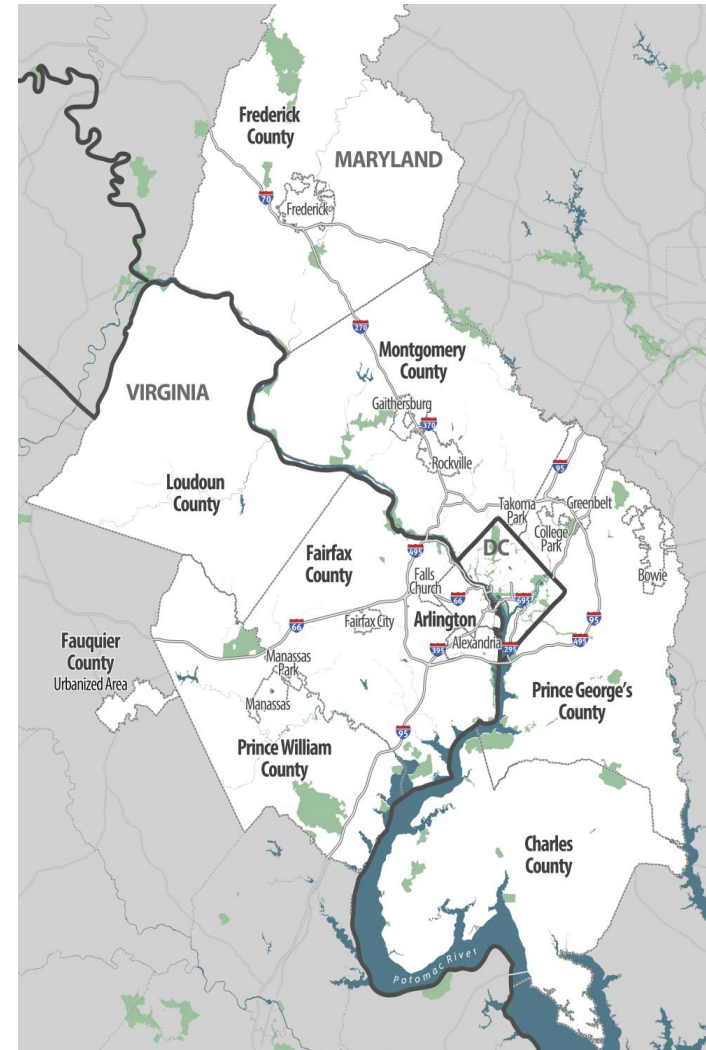
Benefits of MPOs

- **Serves** as a representative group of local stakeholders of the region
- **Carries out** the “3C Process” – “Continuing, cooperative, and comprehensive” consultation process
- **Leads** the *REGIONAL* transportation planning process in cooperation with the state DOT(s) and transit operators
- **Develops** plans and programs that consider all transportation modes and support metropolitan community and economic development
- **Works** in conjunction with state air and transportation agencies to meet federal Clean Air Act standards



About the TPB

- Federally designated MPO for the Washington region
- 3,500 square miles in area
- More than 5 million people and nearly 3 million jobs
- About 17 million person trips per day
- Plays an important role as the regional forum for transportation planning
- Prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to metropolitan Washington
- Provides technical resources for decision-making



Unified Planning Work Program – “How” the work is done

- A Unified Planning Work Program (UPWP) is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area
- MPOs are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308)(b)]
- Board to approve March 20, 2019



TPB's FY 2020 UPWP at a glance...

- MPO Funding
- Member benefits
- Staff and Board work activities
- Next Steps



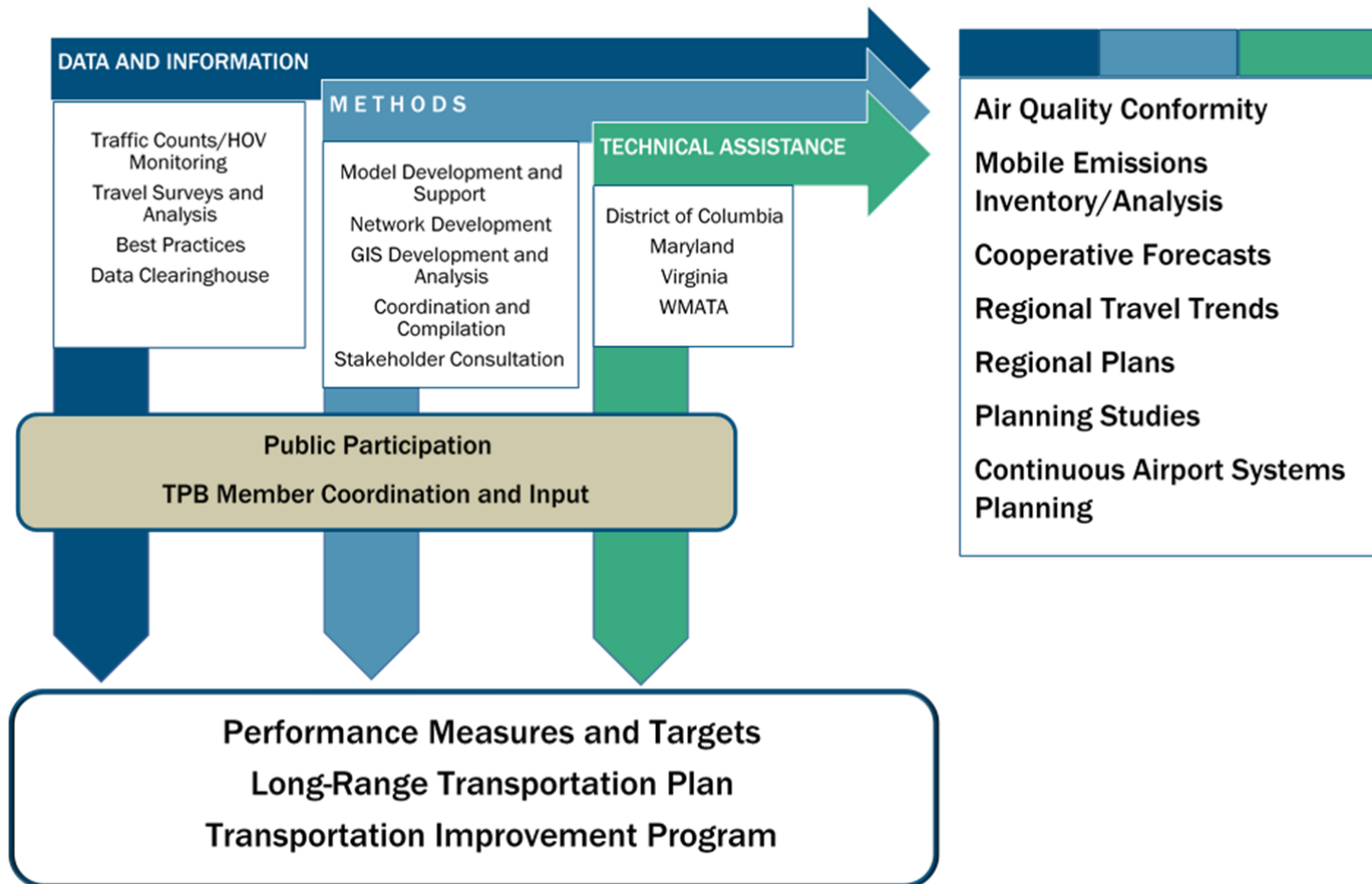
UPWP Funding

- An MPO is **NOT** a direct recipient of federal funding.
- An MPO is a “subrecipient,” and is subject to additional oversight from the direct federal funding recipients – the state DOTs
- Federal Funding 80%: FHWA PL and FTA Section 5303
- State 10% match: state DOT funding
- Local 10% match: COG dues
- Preliminary revenues: \$15.9 million
- Preliminary expenditures: \$15.9 million

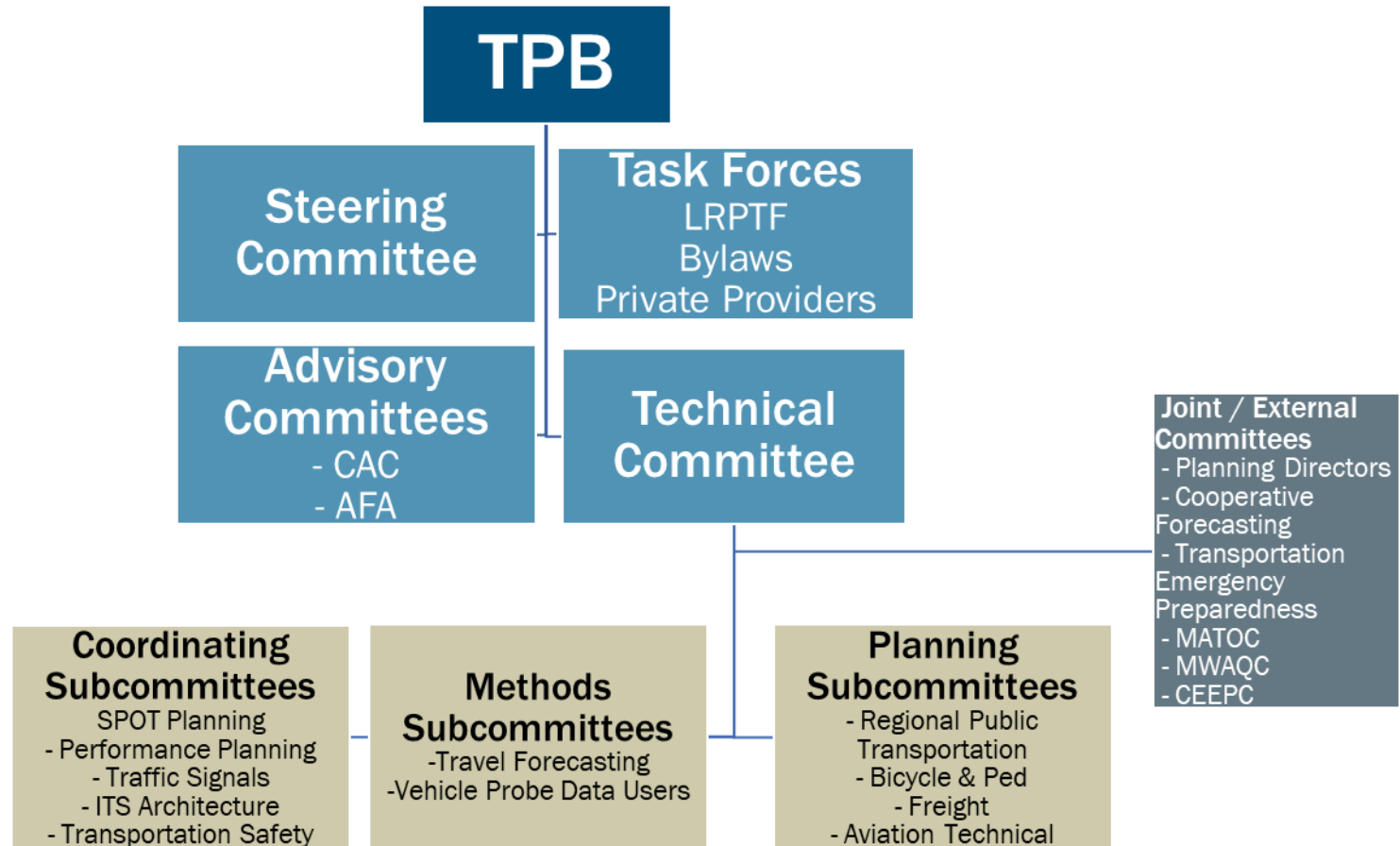


What do you get for your money?

Planning Products and Supporting Processes



Member Benefits Forum for Regional Coordination



Member Benefits

Forum for Regional Coordination (cont.)

- Scenario Planning (ex. Long-Range Plan Task Force)
- Promoting Transportation Alternatives
 - Commuter Connections
 - Bicycle and Pedestrian Programs
 - Transportation Alternative Program grants
- Complete Streets policy and other policy priorities

Member Benefits

Forum for Regional Coordination (cont.)

- Improve Transportation/Land Use Coordination
 - Regional Activity Centers
 - Coordinate Cooperative Forecasting Process with Regional Transportation Planning
 - Transportation/Land-Use Connections (TLC) Program
- Emergency Preparedness and Management & Operations
 - Planning activities in support of the MATOC Program
 - Traffic incident management planning



Member Benefits

Technical Resources for Decision-Making

- Travel monitoring
- Travel forecasting
- Multimodal initiatives
- Greater emphasis on performance
- Variety of communication tools to help us and you get the word out
- Travel, traffic, demographic analysis & datasets

Highlighted Activities

- New 2021-2026 TIP
- New iTIP Database
- Supporting Visualize 2045 Aspirational Initiatives
- Safety Study
- MARC/VRE Run Through Study
- Congestion Management Technical Report



Highlighted Activities (continued)

- Big Data Study
- Traffic Incident Management
- Mobility Emissions Planning
- Model Development
- Forums for Emerging Topics
 - Curbside Management
 - Autonomous Vehicles



Next Steps

- Balance the revenues and expenditures
- Identify “Carry over” – projects/funding that won’t be spent in current FY 2019
- Finalize document for March 20 Board approval

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