



TRANSPORTATION PLANNING BOARD

Thursday, January 21, 2021
12:00 - 2:00 P.M.

VIRTUAL MEETING ONLY

AGENDA

- 12:00 P.M.** **1. VIRTUAL PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND VIRTUAL PUBLIC COMMENT OPPORTUNITY**
Charles Allen, 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. These statements must be received by staff no later than 9 A.M. on January 21, 2021 to be relayed to the board at the meeting.
- 12:15 P.M.** **2. APPROVAL OF THE DECEMBER 16, 2020 MEETING MINUTES**
Charles Allen, TPB Chair
- 12:20 P.M.** **3. TECHNICAL COMMITTEE REPORT**
Jason Groth, TPB Technical Committee Chair
- 12:25 P.M.** **4. COMMUNITY ADVISORY COMMITTEE ANNUAL REPORT**
Nancy Abeles, CAC Chair
- 12:30 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.
- 12:40 P.M.** **6. CHAIRMAN'S REMARKS**
Charles Allen, TPB Chair

ACTION ITEMS

12:45 P.M. 7. APPROVAL OF 2021 APPOINTMENTS TO THE TPB'S CAC

Charles Allen, TPB Chair

Bryan Hayes, TPB Transportation Planner

The TPB appoints residents of the Washington region to serve as members on the TPB's Community Advisory Committee (CAC) for the upcoming year. In 2021, the committee's membership will be selected from current members interested in extending their participation.

Action: Appoint members and alternates to the 2021 CAC.

INFORMATION ITEMS

12:55 PM 8. TRANSPORTATION IMPACTS OF THE COVID-19 PANDEMIC IN THE NATIONAL CAPITAL REGION

Tim Canan, TPB Planning Data and Research Program Director

The board will be briefed on updated information on the regional transportation impacts resulting from the COVID-19 pandemic as well a collaborative multisectoral analysis being undertaken by COG and TPB staff. The multisectoral analysis will examine impacts on transportation, the environment, the economy, and health and will provide a regional perspective on pandemic impacts to inform long term planning and programming activities.

1:15 P.M. 9. REGIONAL TRAVEL SURVEY BRIEFING: CHANGE IN OBSERVED TRIPS SINCE 2007/08

Kenneth Joh, TPB Transportation Planner

As the culminating presentation on the findings from the 2017-2018 Regional Travel Survey, staff will brief the committee on the change in reported travel between 2007/08 and 2017/18, focusing on daily weekday trips, mode share of all trips, and commute trips. Staff will also share additional tabulations from 2017/18 on trip length by mode and purpose.

1:40 P.M. 10. THE UNIFIED PLANNING WORK PROGRAM, SIMPLIFIED

Lyn Erickson, TPB Plan Development and Coordination Program Director

Staff will provide a brief overview of federal MPO requirements, products and processes, and the various benefits and services provided to members. The FY 2022 Unified Planning Work Program (UPWP) outline will be distributed.

2:00 P.M. 11. ADJOURN

The next meeting is scheduled for February 17, 2021.

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

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

December 16, 2020

VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Kelly Russell, TPB Chair – City of Frederick
Mark Rawlings – DC DOT
Kristin Calkins - DC Office of Planning
Charles Allen – DC Council
Brandon Todd – DC Council
Dolly Turner – DC Council
R. Earl Lewis, Jr. – Maryland DOT
Jeff Hirsch – Maryland DOT
Adrian Boafo – Bowie
Jason Groth – Charles County
Patrick Wojahn – College Park
Denise Mitchell – College Park
Kai Hagen – Frederick County
Neil Harris – Gaithersburg
Dennis Enslinger – Gaithersburg
Emmet V. Jordon – Greenbelt
Bill Goddard - Laurel
Gary Erenrich – Montgomery County Executive
Evan Glass – Montgomery County Legislative
Terry Bellamy – Prince George’s County Executive
Victor Weissberg – Prince George’s County Executive
Deni Taveras – Prince George’s County Legislative
Bridget Donnell Newton – Rockville
Kacy Kostiuk – Takoma Park
Mark Korman – Maryland House of Delegates
Carol Krimm – Maryland House of Delegates
Maria Sinner – Virginia DOT
Norman Whitaker – Virginia DOT
Canek Aguirre – Alexandria
Christian Dorsey – Arlington County
Dan Malouff – Arlington County
David Meyer – City of Fairfax
Walter Alcorn – Fairfax County
James Walkinshaw – Fairfax County
David Snyder – Falls Church
Robert Brown – Loudoun County
Kristin Umstattd – Loudoun County
Pamela J. Sebesky – Manassas
Jeannette Rishell – Manassas Park
Ann B. Wheeler – Prince William County
Victor Angry – Prince William County
Julia Koster – NCPC
Shyam Kannan – WMATA

Mark Phillips – WMATA
Tammy Stidham – NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Andrew Meese
Tom Gates
Stephen Walz
Stacy Cook
Andrew Austin
Bryan Hayes
Sergio Ritacco
John Swanson
Dusan Vuksan
Jon Schermann
Deborah Etheridge
Abigail Zenner
Leo Pineda
Karen Armendariz
Erin Morrow
Charlene Howard
Feng Xi
Kyle Nembhard – MTA
Nancy Abeles – CAC

Materials referenced in the minutes and recordings of the meeting can be found here:
<https://www.mwcog.org/events/2020/12/16/transportation-planning-board/>

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

Chair Russell reminded the board that the meeting was being recorded and broadcast. She said the process for asking questions and voting was the same as at past meetings. After each item members would be asked to comment or vote by jurisdiction.

Ms. Erickson conducted a roll call. Members that were present were listed on the first page of the minutes.

Ms. Erickson said three people submitted public comment. She said that the first two were from the Coalition of Smarter Growth. She summarized their comment and said that they shared research and recommended amendments to the TPB’s technical input solicitation. She said that this will be discussed during Item 9. She said the final comment was submitted by Mr. Kandasamy who asked that additional resources on slugging be made available on the Commuter Connections website. She said all three comments could be found with the meeting materials.

2. APPROVAL OF THE NOVEMBER 18, 2020 MEETING MINUTES

Ms. Sebesky made a motion to approve the minutes from the November 18 TPB meeting.

Ms. Allen seconded the motion.

The motion was approved by the board.

3. TECHNICAL COMMITTEE REPORT

Mr. Nembhard said that the Technical Committee met on November 6. During this meeting the committee was briefed on the 2017-2021 highway safety targets. He said that the committee discussed having targets that were more aspirational versus attainable. Mr. Nembhard said that the committee also reviewed the comments that were received about the Technical Input Solicitation and that there was general agreement about the comments that were received. Lastly, he said that the committee was briefed on the transportation impacts of the COVID-19 pandemic in the National Capital Region.

Chair Russell said that Mr. Nembhard had concluded his tenure as chair of the Technical Committee. She expressed her gratitude and presented him with a certificate of recognition.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Ms. Abeles said that the Community Advisory Committee met on November 10. During the meeting, the committee was briefed on the 2017-2021 highway safety targets and the regional safety program. She said that the committee expressed interest in seeing projects that can help the region address equity challenges that existed before and during the pandemic. She said that the committee was also briefed on the transportation impacts of the COVID-19 pandemic. She said that committee members concluded their terms last week.

Chair Russell that Ms. Abeles concluded her term as chair of the Community Advisory Committee. She expressed her appreciation and presented Ms. Abeles with a certification of recognition.

5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT

Mr. Srikanth said the Steering Committee met on December 4 and reported that there were no amendments to the Plan, TIP or UPWP reviewed or approved. Referring to additional documents in the Directors Report memorandum, he said that comments were received about the Technical Input Solicitation document including a letter from WMATA and three letters from the Coalition for Smarter Growth. These comments, on pages 7 thru 16, included requests for the TPB to conduct analysis on how future vehicle miles traveled would need to be reduced in order to meet greenhouse gas reduction goals. He informed the committee that the Transportation Land Use Connections program will begin receiving applications. Applicants can submit an optional abstract by January 26. The application deadline is March 8. He said that the update to Visualize 2045 had been officially kicked off earlier in the day at the TPB's special event just before the start of the board meeting. He said all of the animated infographics or videos premiered during the kick-off will be made available through social media and the Visualize 2045 website. He said that the Regional Safety Program will have two rounds of funding available in 2021. He explained that this funding will be used to provide technical assistance for projects or programs that help improve roadway safety in the region. He informed the board that 90 other regions in the country have joined the TPB in sending a letter to their congressional delegations urging the approval of federal funding for transit agencies as well as state departments of transportation to mitigate the impact of COVID-19.

6. CHAIR'S REMARKS

Ms. Russell spoke in her remarks about the unusual year— dealing with the pandemic, working remotely and holding virtual meetings. She noted some accomplishments of the year including advancing the National Capital Trail and the Transit Access focus Areas. She also noted the interim target for Greenhouse Gases and the work to affirm the TPB's focus on equity in the region. Finally, she thanked her two vice chairs for working with her this year.

ACTION ITEMS

7. NOMINATING COMMITTEE REPORT FOR THE 2021 TPB OFFICERS

Mr. Wojahn presented the slate of officers to nominate for 2021. He said that the Nominating Committee nominated District of Columbia Councilmember Charles Allen as TPB Chair. The committee nominated City of Manassas Vice Mayor Pamela Sebesky and Charles County Board of Commissioners President Reuben B. Collins II as Vice Chairs.

A motion was made to approve the slate of TPB officers for 2021.

The motion was seconded.

Mr. Allen thanked Ms. Russell for her leadership. He praised the work they had done together to affirm the policy on equity. He also thanked her for working with the board during the pandemic with the shift to virtual meetings. He said he was glad she was staying on the board and presented her with a plaque for her service.

8. PERFORMANCE BASED PLANNING AND PROGRAMMING – HIGHWAY SAFETY TARGETS

Mr. Schermann presented the Highway Safety Targets. Referring to his presentation, he reviewed the targets and methodology and explained that as part of the federally required Performance Based Planning and Programming, states and metropolitan planning organizations like the TPB must set data-driven targets for fatalities and serious injury crashes on the region's roadways.

Mr. Angry made a motion to adopt Resolution R12-2021 to approve the regional highway safety targets.

Ms. Mitchell seconded the motion.

Mr. Snyder explained that he would abstain from voting to adopt the resolution. He said that he felt there is more that needs to be done in the region. However, he thanked the staff for their hard work on the targets and said his abstention was in no way a reflection on staff work.

Mr. Meyer also said he would abstain citing the same reason as Mr. Snyder. He said one death or one injury was too many.

Ms. Kostiuk said she would be voting for the resolution but also expressed concern about the rate of injuries and fatalities in the region. She noted that there is still work to be done and there needs to be a significant change.

Ms. Teveras said she would also be voting for the resolution but also expressed concerns about the rates of fatalities and injuries in the region. She said she would like to work with the TPB and bring some examples of initiatives that she has been working on in her jurisdiction.

Mr. Srikanth noted that in the next year, safety will continue to be a priority and that there will be opportunities to continue to work on the issue at the TPB.

Ms. Newton also noted her concerns and said though she was also voting for the resolution she agreed there is more work to be done. She said she looked forward to working on improving safety in the region with her colleagues.

The TPB approved Resolution R12-2021 to approve the regional highway safety targets.

9. VISUALIZE 2045 – TECHNICAL INPUTS SOLICITATION

Ms. Cook said that the Technical Inputs Solicitation formally kicks off the process to update the region's long-range transportation plan, Visualize 2045. She said the solicitation is a document that provides

instruction and guidance for TPB member agencies to submit the documentation accompanying projects, programs, and policies proposed for inclusion in the updated plan. The solicitation also provides background information and context of the TPB's policy priorities to inform the member agencies' project selection process. More information on Visualize 2045 can be found in the presentation for this item.

Ms. Cook said that members were provided with a final draft of the document in the meeting packet. She said it reflected changes to the draft the board has reviewed in November. She said that the board is scheduled to review the changes and approve the document authorizing staff to formally send it to members seeking inputs to update Visualize 2045. Ms. Cook noted that staff had received six proposed changes to the Technical Inputs Solicitation from a couple members of the board after the final draft document has been mailed. She noted that these changes also relate to comments the board had received and comments made by some of the board members last month. Ms. Cook said that she will review all six changes that have been proposed so the board can review and take action on the proposed changes as part of finalizing the Technical Input Solicitation document. She walked the board through each of the five changes and described where those changes will be made in the Technical Inputs Solicitation document. Specific details about the proposed changes can be found in the presentation and memo for this item.

Ms. Wheeler referred to one specific proposed modification, Change B, which would change the phrase "the TPB urges its member agencies to prioritize investments on projects, programs, and policies...." to "the TPB requires its member agencies to prioritize investments on projects, programs, and policies ...". She said that in a place like Prince William County where population is expected to increase and there is no Metrorail and little commuter rail, reducing VMT is difficult. She said this change would put her county at a disadvantage because they lack options.

Ms. Umstattd said amending the language from "urges" to "requires" would probably require her to vote no, which she did not want to do as she wanted to be supportive. She noted that she does not have any explicit or implicit direction from her board to support such a requirement. She said that electric vehicles do not create the same level of greenhouse gas emissions as gasoline powered cars, and that focusing on VMT does not capture that benefit.

Ms. Rishell said she agreed with Ms. Umstattd.

Mr. Kannan reminded the board that the transportation sector is the region's largest contributor to greenhouse gas (GHG) emissions. He said he appreciates the work plan that TPB staff has developed for establishing targets for VMT. He said those targets will help the board understand how much GHG the region can absorb before it starts to violate the climate change commitments that the TPB recently approved.

Russell said she wants to make sure there is enough time to fully discuss the item. She asked if there were any objections or discussion about Proposed Change A. There was none. She asked if there were any objections or discussion about Proposed Change B.

Ms. Umstattd reiterated her concern that Proposed Change B changes the word "urges" to "requires."

Ms. Kostiuik said she strongly supports the amendment to change the wording to "requires." She said that reducing VMT not only reduces greenhouse gas emissions, but it also makes the region safer and improves quality of life.

Ms. Wheeler said she agrees with the need to reduce greenhouse gases. She said she has concerns about climate change and appreciate calls for bike lanes and trails, and improvements in quality of life. She said that she understands the idea of reducing VMT and greenhouse gases, and that the county had recently done some mitigation work on greenhouse gases focusing more on electricity generation. However, she said that if the TPB wants to use VMT reductions as a heavy-duty evaluation criteria, that would put jurisdictions like Prince William County at a disadvantage because there often are no options

to turn to when trying to address the growth that is coming, because they are still a massively growing county.

Ms. Newton said she supports the change. She said she interprets the language in Proposed Change B so that it reads that it is asking jurisdictions to prioritize reducing VMT. She said it does not cancel road projects. Rather it prioritizes support for Metro and other transit options.

Chair Russell said she was setting aside discussion on Proposed Change B to determine if the rest of the changes were acceptable. She asked if there was any discussion or objection to Proposed Changes C, D, E, and F. Hearing none, she turned the discussion back to Proposed Change B.

Mr. Brown suggested that the word “requires” be retained but he asked that the provision not include the additional text that has been suggested (“to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals”). He suggested keeping the rest of the sentence as in the draft document. He said that he does not mind the word “requires” but feels that the added language goes further into a specific subset of projects and wonders how it would impact the jurisdictions.

Chair Russell thanked Mr. Brown for his comment and summarized by saying his suggestion is to change “urges” to “requires” and strike the other additional language. She asked Kanti for his thoughts.

Mr. Srikanth confirmed that his understanding of the change suggested by Mr. Brown was the same as noted by Chair Russell. He said that such a change would retain the focus on TPB's planning priorities while being broad enough that it could lessen the potential for misuse or misunderstanding of the TPB's intent.

Mr. Allen said he supported the proposed change to the word “requires” and he appreciated the concerns voiced by board members. He said that the change is clear in that it says that it would require members to prioritize investments. It does not say that they can only move forward with certain projects or somehow exclude other projects.

Ms. Umstatted made a motion to change the language in Proposed Change B to read: “Through this project technical input solicitation process, the TPB urges its member agencies to prioritize the aspirational strategies, and achieve COG's land-use and equity goals as they submit their input for inclusion in the TPB's LRTP and TIP.”

Ms. Rishell seconded the motion.

Mr. Allen asked for clarification that the motion uses “urges” instead of “requires.”

Ms. Umstatted said that is correct. It accepts the change but with the use of “urges.”

Mr. Hagen said he supports the change with “urges” but strongly prefers “requires.”

Mr. Glass said he supports use of “requires” instead of “urges.”

Mr. Snyder asked if this motion covers all the proposed changes.

Ms. Umstatted said that this motion is only for Proposed Change B.

Chair Russell called for a roll call vote on Ms. Umstatted's motion.

The following board members voted yes on the motion to use “urges” instead of “requires” in Proposed Change B: Mr. Rawlings (DDOT), Mr. Hirsch (MDOT), Mr. Groth (Charles County), Chair Russell (City of Frederick), Mr. Goddard (City of Laurel), Ms. Sinner (VDOT), Mr. Alcorn (Fairfax County), Mr. Walkinshaw (Fairfax County), Ms. Umstatted (Loudoun County), Mr. Brown (Loudoun County), Ms. Sebesky (City of Manassas), Ms. Rishell (City of Manassas Park), Ms. Wheeler (Prince William County), and Mr. Angry (Prince William County).

The following board members voted no on the motion to use “urges” instead of “requires” in Proposed Change B: Ms. Calkins (DC Office of Planning), Mr. Allen (District of Columbia), Ms. Mitchell (City of

College Park), Mr. Hagen (Frederick County), Mr. Jordan (City of Greenbelt), Mr. Erenrich (Montgomery County), Mr. Glass (Montgomery County), Ms. Taveras (Prince George's County), Ms. Newton (City of Rockville), Ms. Kostiuk (City of Takoma Park), Ms. Krimm (Maryland House of Delegates), Mr. Aguirre (City of Alexandria), Mr. Dorsey (Arlington County), Mr. Meyer (City of Fairfax), Mr. Snyder (City of Falls Church), and Mr. Kannan (WMATA).

The motion to retain the word "requires" was not passed, with 14 members voting yes and 16 voting no.

A question was asked about the weighted vote.

Mr. Srikanth described the process for a weighted vote. He said that the vote would proceed like normal, but then the weighted outcome would be calculated. The weighting is done in proportion to the population of the jurisdiction. Next, all of the votes from each state are added up and made equal to five votes.

Chair Russell said that the proposed change to the text in Change B stands.

Mr. Srikanth said that the board now needs a motion to vote to approve the document with Proposed Changes A, B, C, D, E, and F.

Ms. Newton made a motion to approve the Technical Inputs Solicitation for the Constrained Element of the LRTP, the TIP, and the Air Quality conformity Analysis with all six changes reviewed and discussed.

Mr. Allen second the motion.

The following board members voted to approve the motion: Ms. Calkins (DC Office of Planning), Mr. Allen (District of Columbia), Mr. Hirsch (MDOT), Ms. Mitchell (City of College Park), Mr. Hagen (Frederick County), Chair Russell (City of Frederick), Mr. Jordan (City of Greenbelt), Mr. Goddard (City of Laurel), Mr. Erenrich (Montgomery County), Mr. Glass (Montgomery County), Mr. Weissburg (Prince George's County), Ms. Taveras (Prince George's County), Ms. Newton (City of Rockville), Ms. Kostiuk (City of Takoma Park), Ms. Krimm (Maryland House of Delegates), Mr. Aguirre (City of Alexandria), Ms. Dorsey (Arlington County), Mr. Meyer (City of Fairfax), Mr. Alcorn (Fairfax County), Mr. Walkinshaw (Fairfax County), Mr. Snyder (City of Falls Church), and Mr. Kannan (WAMTA).

The following board members voted against the motion: Ms. Sinner (VDOT).

The following board members abstained: Mr. Rawlings (DDOT), Mr. Brown (Loudoun County), Ms. Umstadd (Loudoun County), Ms. Rishell (City of Manassas Park), Ms. Wheeler (Prince William County), and Mr. Angry (Prince William County).

The motion to approve the Technical Inputs Solicitation was approved by the board.

INFORMATION ITEMS

10. TRANSPORTATION IMPACTS OF THE COVID-19 PANDEMIC IN THE NATIONAL CAPITAL REGION

Chair Russell postponed the briefing on the transportation impacts of the COVID-19 pandemic to the January 2021 TPB meeting.

OTHER ITEMS

11. ADJOURN

No other business was brought to the board. The meeting adjourned at 2:12 p.m.

Meeting Highlights TPB Technical Committee – January 8, 2021

The Technical Committee met on Friday, January 8, 2021 in an online-only session. Meeting materials can be found here: <https://www.mwcog.org/events/2021/1/8/tpb-technical-committee/>

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

TPB AGENDA ITEM 7 – APPROVAL OF 2021 APPOINTMENTS TO THE TPB'S CAC

The committee was briefed on the process for appointment of members to the TPB's Community Advisory Committee (CAC). At the January board meeting the TPB will appoint residents of the Washington region to serve as members of the CAC.

TPB AGENDA ITEM 10 – THE UPWP, SIMPLIFIED

The committee was briefed on the federal MPO requirements, products and processes, and the various benefits and services to TPB member jurisdictions. The FY 2022 Unified Planning Work Program (UPWP) outline will be shared at the January board meeting.

The following items were presented for information and discussion:

VISUALIZE 2045 – PLANNING ASSUMPTIONS

The committee was briefed on federal requirements and planning assumptions for the Visualize 2045 Long Range Transportation Plan.

VISUALIZE 2045 – FINANCIAL ANALYSIS

The committee was briefed on the scope of work and preliminary results for the federally required financial plan for Visualize 2045. Revenue and expenditure forecasts for the analysis period 2023 to 2045 will be requested from member jurisdictions.

VISUALIZE 2045 – UPDATE INPUTS

The committee was briefed on the Technical Inputs Solicitation. The committee received guidance on the process and next steps for data entry. There was a demonstration of the Project InfoTrak tool.

VISUALIZE 2045 – PUBLIC INFO/RESOURCES

The committee was briefed on motion graphics and infographics that are available to TPB members to use to communicate about the TPB, Visualize 2045, and how local projects contribute to regional mobility and accessibility.

VISUALIZE 2045 – INITIAL SURVEY RESULTS AND PREVIEW OF FOCUS GROUPS

The committee was briefed on high-level results from a region-wide public opinion survey that the TPB conducted in late 2020. The survey provides input for a range of TPB planning activities, including the 2022 update to Visualize 2045. The committee was also briefed on a series of upcoming focus groups that will explore underlying motivations and attitudes identified in the opinion survey.

FY 2022 SOLICITATION FOR TLC PROGRAM APPLICATIONS

The committee was briefed on the FY 2022 project solicitation for the Transportation Land-Use Connections (TLC) Program.

REGIONAL SAFETY PILOT PROGRAM KICKOFF

The committee was briefed on the launch of the Regional Safety Pilot Program. This program, modeled on the long-running TLC program, seeks to reduce roadway fatalities and injuries in the region by providing short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues.

OTHER BUSINESS

- TPB Climate Change Mitigation Study of 2021
- Technical Assistance
- Staff updates
- Request for members to update contact information



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: January 14, 2021

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: January 14, 2021

At its meeting on January 8, the TPB Steering Committee reviewed and approved the following resolutions to amend the FY 2021-2024 Transportation Improvement Program (TIP).

- SR6-2021: to include \$5 million in Highway Bridge Replacement and Rehabilitation Program (HBRRP) funds for the H Street over Railroad project, and \$19.3 million in Surface Transportation Block Grant (STBG) funds for the Cleveland Park Streetscape project, as requested by the District Department of Transportation (DDOT).
- SR7-2021: to include \$2 million in STBG funds for the MD 225 Mattawoman Creek Bridge Replacement project in Charles County, as requested by the Maryland Department of Transportation (MDOT).
- SR8-2021: to include \$556,000 in HBRRP and state matching funds for the Bowie Road Culvert Project in Prince George's County, as requested by MDOT on behalf of the Prince George's County Department of Public Works & Transportation.
- SR9-2021: to include funds for the following projects, as requested by the Virginia Department of Transportation:
 - \$58.6 million in Regional Surface Transportation Program (RSTP) funds and \$131.3 million in Northern Virginia Transportation Authority funds for the Richmond Highway Corridor Improvements project; and
 - \$47.2 million in Congestion Mitigation and Air Quality Improvement Program funds, \$69.9 million in High Priority Project funds, and \$11.8 million in state matching funds for the Long Bridge Phase I Alexandria 4th Track project; and
 - \$24.15 million in concession funds and \$3.6 million in RSTP funds for the I-95 SB Auxiliary Lane between Route 123 and Route 294 project; and
 - \$3.9 million in STBG funds for payments towards GARVEE Debt Service for the #SMART18 – Potomac Town Center Garage project.

Funding for these projects was included in the financial analysis of Visualize 2045 and they were either exempt from the air quality conformity requirement or were included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP.

The Steering Committee also approved resolution SR10-2021, approving the transfer of \$31,626 from a surplus of District of Columbia, FY 2021 federal Transportation Alternatives Set-Aside Program funds to the Curb Extensions with Ground Murals project.

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.”

Attachments

- Approved resolution SR6-2021 to amend the FY 21-24 TIP, requested by DDOT
- Approved resolution SR7-2021 to amend the FY 21-24 TIP, requested by MDOT
- Approved resolution SR8-2021 to amend the FY 21-24 TIP, requested by MDOT on behalf of Prince George’s County
- Approved resolution SR9-2021 to amend the FY 21-24 TIP, requested by DDOT
- Approved resolution SR10-2021 to approve the transfer of funds from the federal Transportation Alternatives Set-Aside Program for a project in the District of Columbia

TPB Steering Committee Attendance – January 8, 2021 (only voting members listed)

TPB Chair/ DC rep.:	Chris Laskowski (of Charles Allen’s office)
TPB Vice Chair/VA rep.:	Pamela Sebesky
TPB 2 nd Vice Chair/MD rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
Technical Committe chair:	Jason Groth
Previous TPB Chair:	Kelly Russell

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE H STREET BRIDSGE OVER
RAILROAD AND CLEVELAND PARK STREETScape IMPROVEMENTS PROJECTS, AS
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, in the attached letter of December 29, 2020, DDOT has requested an amendment to the FY 2021-2024 TIP to include the **H Street over Railroad project, (TIP ID 6039)** with \$5,000,000 in Highway Safety Improvement Program (HSIP) and local matching funds for construction in fiscal years 2022, 2023, and 2024, respectively; and to increase Surface Transportation Block Grant (STBG) and local matching funds by \$19,313,000 for the **Cleveland Park Streetscape project (TIP ID 6193)**, as described in the attached materials:

WHEREAS, full funding for these projects is included in the Visualize 2045 financial analysis; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include the **H Street over Railroad project, (TIP ID 6039)** with \$5,000,000 in HSIP and local matching funds for construction in fiscal years 2022, 2023, and 2024, respectively; and to increase STBG and local matching funds by \$19,313,000 for the **Cleveland Park Streetscape project (TIP ID 6193)**, as described in the attached materials.

TIP Action 21-15 (part 1 of 4): Approved by the TPB Steering Committee at its virtual meeting January 8, 2021.

Government of the District of Columbia

Department of Transportation



Administrative Administration

December 29, 2020

The Honorable Kelly Russell, Chairperson
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4290

Dear Chairperson Russell,

The District Department of Transportation (DDOT) requests that the FY 2021-2024 Transportation Improvement Program (TIP) be amended for two projects as detailed below:

1. **H Street Bridge over Railroad (TIP ID# 6039)** – Reinstate project and increase HSIP funding in for construction by \$5,000,000 in FYs 2022, 2023, and 2024, respectively.
2. **Cleveland Park Streetscape Improvements (TIP ID# 6193)** – Increase STBG funding in FY 2021 for construction by \$19,313,000.

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 January 8th 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. Of course, feel free to contact me directly.

Sincerely,

Saesha Carlile

Saesha Carlile
Chief Administrative Officer, DDOT
Saesha.carlile@dc.gov

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action: 21-15
 Approved January 8, 2021**

<i>TIP ID</i>	6039	<i>Agency Project ID</i>	CD054A	<i>Total Cost</i>	\$211,205,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Study/Planning/Research	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	H Street Bridge over Railroad				
<i>Project Limits</i>	Bridge				

Description Conduct environmental assessments. Prepare concept designs, design plans and specifications and construct documents for bridge replacement/rehabilitation. Includes work on the H Street NE Bridge from North Capitol St. to 3rd St. NE. The bridge will be reconstructed to accommodate the H/Benning Streetcar Line, allow for Amtrak to increase its capacities in its Union Station rail yard, and allow for development of the air rights above the rail yard.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	National Highway Performance Program	\$800,000	-	-	-	-	-	\$800,000
PE	State or District Funding	\$9,200,000	-	-	-	-	-	\$9,200,000
<i>Total Preliminary Engineering</i>		\$10,000,000	-	-	-	-	-	\$10,000,000
CON	Highway Safety Improvement Program (STP)	-	-	\$4,000,000	\$4,000,000	\$4,000,000	-	\$12,000,000
CON	State or District Funding	\$14,250,000	-	\$1,000,000	\$1,000,000	\$1,000,000	-	\$17,250,000
<i>Total Construction</i>		\$14,250,000	-	\$5,000,000	\$5,000,000	\$5,000,000	-	\$29,250,000
<i>Total Programmed</i>		\$24,250,000	-	\$5,000,000	\$5,000,000	\$5,000,000	-	\$39,250,000

<i>TIP ID</i>	6193	<i>Agency Project ID</i>	PM0D7A	<i>Total Cost</i>	\$35,313,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Cleveland Park Improvements				
<i>Project Limits</i>	Various Locations				
<i>Description</i>	The objective of the this project is to address the local reoccurring flooding problem near the Cleveland Park Metro Station and to improve pedestrian safety, access and visibility at all intersections; and introduce public realm improvements along the corridor of Connecticut Avenue from Macomb Street to Quebec Street, NW. a. Cleveland Park Drainage and Watershed Improvements b. Cleveland Park Streetscape Improvements				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$200,000	-	-	-	-	\$200,000
PE	Surface Transportation Block Program	-	\$800,000	-	-	-	-	\$800,000
	<i>Total Preliminary Engineering</i>	-	\$1,000,000	-	-	-	-	\$1,000,000
CON	State or District Funding	-	\$3,862,600	-	-	\$15,000,000	-	\$18,862,600
CON	Surface Transportation Block Program	-	\$15,450,400	-	-	-	-	\$15,450,400
	<i>Total Construction</i>	-	\$19,313,000	-	-	\$15,000,000	-	\$34,313,000
	<i>Total Programmed</i>	-	\$20,313,000	-	-	\$15,000,000	-	\$35,313,000

Change Report for TIP Action 21-15
DDOT Amendment Request Approved on January 8, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
6039	H Street Bridge over Railroad	-83	(\$196,205,000)	\$235,455,000	\$39,250,000	Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="padding-left: 20px;">District Funding</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 20 in CON for \$13,541,000 - Decrease funds in FFY 24 in CON from \$21,764,000 to \$1,000,000 - Decrease funds in FFY 23 in CON from \$75,983,000 to \$1,000,000 - Decrease funds in FFY 22 in CON from \$66,795,000 to \$1,000,000 ▶ Delete funds in FFY 21 in CON for \$33,122,000 <p style="padding-left: 20px;">Highway Safety Improvement Program (STP)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in CON for \$4,000,000 ▶ Add funds in FFY 24 in CON for \$4,000,000 ▶ Add funds in FFY 23 in CON for \$4,000,000 <p style="padding-left: 20px;"><i>Total project cost decreased from \$235,455,000 to \$39,250,000</i></p>
6193	Cleveland Park Improvements	121	\$19,313,000	\$16,000,000	\$35,313,000	Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="padding-left: 20px;">District Funding</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$3,862,600 <p style="padding-left: 20px;">Surface Transportation Block Program</p> <ul style="list-style-type: none"> + Increase funds in FFY 21 in CON from \$0 to \$15,450,400 <p style="padding-left: 20px;"><i>Total project cost increased from \$16,000,000 to \$35,313,000</i></p>

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE MD 225
MATTAWOMAN CREEK BRIDGE REPLACEMENT PROJECT, AS REQUESTED
BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, in the attached letter of December 28, 2020, MDOT has requested an amendment to the FY 2021-2024 TIP to include \$2,000,000 in Surface Transportation Block Grant (STBG) and state matching funds in fiscal years 2022 and 2023, respectively for the **MD 225 Mattawoman Creek Bridge Replacement project (TIP ID 6645)**, as described in the attached materials:

WHEREAS, full funding for this project is included in the Visualize 2045 financial analysis; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include \$2,000,000 in Surface Transportation Block Grant (STBG) and state matching funds in fiscal years 2022 and 2023, respectively for the **MD 225 Mattawoman Creek Bridge Replacement project (TIP ID 6645)**, as described in the attached materials.

TIP Action 21-15 (part 2 of 4): Approved by the TPB Steering Committee at its virtual meeting January 8, 2021.

December 28, 2020

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

Dear Chairman Allen:

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) 2021-2024 Transportation Improvement Program (TIP) for one existing State Highway Administration (SHA) project as described below and in the attached memo.

This action reflects MDOT SHA's updated programmed expenditures from FY 2021 to FY 2024, and as this project does not add capacity, this action does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
6645	MD 225 Mattawoman Creek Bridge Replacement, Indian Head	\$2,000	Add new construction funds and shifting planning/design funds from state to federal for this bridge replacement.

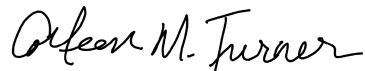
MDOT requests that this amendment be approved by the TPB Steering Committee at its January 8, 2021 meeting.

The revised funding status 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 Charles Allen
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,



Colleen Turner
Assistant Director
Office of Planning and Capital Programming

Attachment

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

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER KARI SNYDER

FROM: CHIEF MATT BAKER *MB*
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

SUBJECT: REQUEST TO AMEND THE FY 2021-2024 NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

DATE: DECEMBER 23, 2020

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2021-2024 TPB TIP to reflect the following action.

TIP	PROJECT	PHASE	NEW FUNDING
6645 MC #19-61 06/02/2020	MD 225 Mattawoman Creek Bridge Replacement, Indian Head	PP/PE CO	\$0 \$2,000,000

ANALYSIS

MD 225 Mattawoman Creek Bridge Replacement (TPB 6645 MC #19-61 06/02/2020) – This requested amendment reflects the conversion of \$334,000 of already-programmed FY 2021-2024 TPB TIP planning/design funding for TPB 6645 MC #19-61 06/02/2020 from State funding to federal STBG funding; it neither adds nor subtracts planning/design funding to or from TPB 6645 MC #19-61 06/02/2020. In addition, this requested amendment reflects the addition of \$2,000,000 to FY 2021-2024 TPB TIP construction funding for TPB 6645 MC #19-61 06/02/2020. This amendment ensures the FY 2021-2024 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2021-2024. The project’s estimated total cost now is \$3.2 million. Design is underway, and MDOT SHA anticipates construction in 2023-2024.

Ms. Heather Murphy
Page Two

The attached Statewide TIP (STIP) report documents MDOT's requested modification with respect to funding for the above project. This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The modified 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.

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 FY 2020-2025 Consolidated Transportation Program (<http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html>) and FY 2019-2022 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP.html).

Please be advised of this modification to the FY 2021-2024 TPB TIP and FY 2019-2022 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, MDOT SHA Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2021-2024 TPB TIP project 6645 MC #19-61 06/02/2020 report
- FY 2019-2022 Maryland STIP project TPB 6645 MC #19-61 06/02/2020 report

cc: Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Ms. Winstina Hughes, Assistant Regional Planner, RIPD, MDOT SHA
Kelly Nash, P.E., Deputy Director, Office of Structures, MDOT SHA
Mr. Yinka Olagoke, Team Leader, Structures Engineering Division, MDOT SHA
Erica Rigby, P.E., Acting District Engineer, District 3, MDOT SHA
Mr. David Rodgers, Regional Planner, RIPD, MDOT SHA

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8, 2021**

<i>TIP ID</i>	6645	<i>Agency Project ID</i>	CH1681	<i>Total Cost</i>	\$3,176,000
<i>Lead Agency</i>	MDOT/State Highway Administration	<i>Municipality</i>	Town of La Plata	<i>County</i>	Charles
<i>Project Type</i>	Bridge - Replace	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	MD 225 Mattawoman Creek Bridge Replacement				
<i>Project Limits</i>	Bridge 08021				
<i>Description</i>	Replacement of MD 225 bridge 08021 over Mattawoman Creek.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	State or District Funding	\$758,000	\$28,000	\$28,000	\$28,000	-	-	\$842,000
PE	Surface Transportation Block Grant Program - FHWA	-	\$112,000	\$111,000	\$111,000	-	-	\$334,000
<i>Total Preliminary Engineering</i>		\$758,000	\$140,000	\$139,000	\$139,000	-	-	\$1,176,000
CON	State or District Funding	-	-	\$228,000	\$172,000	-	-	\$400,000
CON	Surface Transportation Block Grant Program - FHWA	-	-	\$912,000	\$688,000	-	-	\$1,600,000
<i>Total Construction</i>		-	-	\$1,140,000	\$860,000	-	-	\$2,000,000
Total Programmed		\$758,000	\$140,000	\$1,279,000	\$999,000	-	-	\$3,176,000

Change Report for TIP Action 21-15
MDOT TIP Amendment Approved on for January 8, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
6645	MD 225 Mattawoman Creek Bridge Replacement	170	\$2,000,000	\$1,176,000	\$3,176,000	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: center;">State or District Funding</p> <ul style="list-style-type: none"> - Decrease funds in FFY 21 in PE from \$295,000 to \$28,000 ▶ Add funds in FFY 23 in PE for \$28,000 CON for \$172,000 - Decrease funds in FFY 22 in PE from \$123,000 to \$28,000 + Increase funds in FFY 22 in CON from \$0 to \$228,000 <p style="text-align: center;">Surface Transportation Block Grant Program - FHWA</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in PE for \$112,000 ▶ Add funds in FFY 23 in PE for \$111,000 CON for \$688,000 ▶ Add funds in FFY 22 in PE for \$111,000 CON for \$912,000 <p><i>Total project cost increased from \$1,176,000 to \$3,176,000</i></p>

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # TPB 6645 MC #19-61 06/02/2020

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 225 Mattawoman Creek Bridge Replacement (CH1681)	B	Nonattainment/TPB 1193	CE	\$ -	\$ 990	\$ 990
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MDOT SHA	TPB	SHA-CH-1 FY 2020	\$ 912	\$ 228	\$ 1,140

Description Replacement of MD 225 bridge 08021 over Mattawoman Creek.

Justification The existing structure, built in 1951, is rated poor.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2019		FY 2020		FY 2021		FY 2022		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Total	\$ 277	\$ 295	\$ 295	\$ 123	\$ 295	\$ 123	\$ 1,279	\$ 1,279	\$ 1,991
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Federal	\$ -	\$ 295	\$ -	\$ 1,023	\$ 112	\$ 1,023	\$ -	\$ -	\$ 1,430
<input type="checkbox"/> D) Other	State/Local	\$ 277	\$ 295	\$ 28	\$ 256	\$ -	\$ 912	\$ -	\$ 228	\$ 856
		Total	\$ -	\$ -	\$ -	\$ -	\$ 1,140	\$ 1,140	\$ -	\$ 1,140
		Federal	\$ -	\$ -	\$ -	\$ -	\$ 912	\$ -	\$ 912	\$ 912
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228	\$ 228	\$ 228



PHASE DETAIL

Current		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP/PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ 277	\$ -	\$ 295	\$ -	\$ 295	\$ -	\$ 123	\$ -	\$ 990	\$ 990
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 277	\$ -	\$ 295	\$ -	\$ 295	\$ -	\$ 123	\$ -	\$ 990	\$ 990

Proposed		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP/PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ 112	\$ -	\$ 111	\$ -	\$ 223	\$ -	\$ 223
	State	\$ -	\$ 277	\$ -	\$ 295	\$ -	\$ 28	\$ -	\$ 28	\$ -	\$ 628	\$ 628
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 912	\$ -	\$ 912	\$ -	\$ 912
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228	\$ -	\$ 228	\$ 228
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 277	\$ -	\$ 295	\$ 112	\$ 28	\$ 1,023	\$ 256	\$ 1,135	\$ 856	\$ 1,991

Change		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP/PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 912	\$ -	\$ 912	\$ -	\$ 912
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228	\$ -	\$ 228	\$ 228
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 912	\$ 228	\$ 912	\$ 228	\$ 1,140

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # TPB 6645 MC #19-61 06/02/2020 (cont'd)

TOTAL PROJECT COST

Prior Cost (≤ FY 2018)		STIP Cost (FY 2019-2022)		Balance to Complete (≥ FY 2023)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,135	Federal	\$ 799	Federal	\$ 1,934
State/Local	\$ 186	State/Local	\$ 856	State/Local	\$ 200	State/Local	\$ 1,242
Total	\$ 186	Total	\$ 1,991	Total	\$ 999	Total	\$ 3,176

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE FUNDING FOR THE BOWIE ROAD CULVERT PROJECT, AS
REQUESTED BY MDOT ON BEHALF OF PRINCE GEORGE'S COUNTY**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, in the attached letter of December 29, 2020, Prince George's County has requested an amendment to the FY 2021-2024 TIP to include \$556,000 in Bridge Replacement and Rehabilitation Program (HBRRP) and state matching funds in FY 2021, for the **Bowie Road Culvert project (TIP ID 6685)**, as described in the attached materials; and

WHEREAS, full funding for this project is included in the Visualize 2045 financial analysis; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include \$556,000 in HBRRP and state matching funds in FY 2021 for the **Bowie Road Culvert project (TIP ID 6645)**, as described in the attached materials.

TIP Action 21-15 (part 3 of 4): Approved by the TPB Steering Committee at its virtual meeting January 8, 2021.



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Angela D. Alsobrooks
County Executive

Terry L. Bellamy
Director

December 29, 2020

The Honorable Charles Allen
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

RE: Amendment to National Capital Region Transportation Planning Board's (TPB)
FY 2021-2026 Transportation Improvement Program (TIP)

Dear Mr. Allen,

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the Prince George's County portion of the National Capital Region Transportation Planning Board's (TPB) FY 2021-2026 Transportation Improvement Program (TIP) for the County's existing Bridge Rehabilitation, Federal Aid Program (CLRP #2600):

Bowie Road Culvert Project: The project will rehabilitate an existing box culvert, which carries Bowie Road below an existing CSX railroad bridge. Design was completed in FY 2020. This amendment will be under TIP ID #6685 and the estimated cost is \$1,556,000.

The funding formula for the construction of the project is anticipated to be eighty percent (80%) federal aid and twenty percent (20%) local aid for the bridge construction. The planning and design for this project will be one hundred percent (100%) County-funded. These are sub-projects to an existing program within the financial element of Visualize 2045 and funds are already accounted for and do not represent new funds. Therefore, the plan and FY 2021-2026 TIP remain fiscally constrained and the air quality conformity analysis will not be impacted since neither project adds capacity.

Prince George's County requests these amendments be approved by the TPB Steering Committee at the January 8, 2021 meeting. We appreciate your cooperation in this

(301) 883-5600 9400 Peppercorn Place, Suite 300, Largo, Maryland 20774
FAX (301) 883-5709

Maryland Relay 711

Charles Allen
December 29, 2020
Page 2

matter. If you have any questions or comments, please do not hesitate to contact Mr. Victor Weissberg at (301) 883-5604 or via email at vweissberg@co.pg.md.us.

Sincerely,



Terry L. Bellamy
Director

cc: Mr. Kanti Srikanth, Director of Transportation, Metropolitan Washington Council of Governments
Ms. Lyn Erickson, Director, Plan Development and Program Coordination, Metropolitan Washington Council of Governments
Mr. Andrew Austin, Transportation Planner IV, Metropolitan Washington Council of Governments
Ms. Gwendolyn T. Clerkley, Deputy Director, Prince George's County Department of Public Works and Transportation
Mr. Martin L. Harris, Deputy Director, Prince George's County Department of Public Works and Transportation
Ms. Kate Mazzara, Associate Director, Prince George's County Department of Public Works and Transportation
Mr. Erv Beckert, Chief, Highway and Bridge Design Division, Prince George's County Department of Public Works and Transportation
Mr. Victor Weissberg, Major Projects Manager, Prince George's County Department of Public Works and Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Ms. Kari Snyder, Office of Planning and Capital Programming, Maryland Department of Transportation

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8, 2021**

<i>TIP ID</i>	6685	<i>Agency Project ID</i>		<i>Total Cost</i>	\$1,556,000
<i>Lead Agency</i>	Prince Georges County	<i>Municipality</i>		<i>County</i>	Prince Georges
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>			
<i>Project Name</i>	Bowie Road Culvert				
<i>Project Limits</i>	Bowie Road under CSX bridge from North side of CSX to South side of CSX				
<i>Description</i>	Rehabilitate existing box culvert which carries Bowie Road below an existing CSX railroad bridge. Initial design analysis resulted in a simplified rehabilitation that will realize significant savings in construction. Design was initiated in FY 2017				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	Bridge Replacement and Rehabilitation Program	\$80,000	\$1,164,800	-	-	-	-	\$1,244,800
CON	Local	\$20,000	\$291,200	-	-	-	-	\$311,200
	<i>Total Construction</i>	\$100,000	\$1,456,000	-	-	-	-	\$1,556,000
	Total Programmed	\$100,000	\$1,456,000	-	-	-	-	\$1,556,000

Change Report for TI:P Action 21-15
 Prince George's County TIP Amendment
 Approved January 8, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
6685	Bowie Road Culvert	56	\$556,000	\$1,000,000	\$1,556,000	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Local + Increase funds in FFY 21 in CON from \$180,000 to \$291,200 Bridge Replacement and Rehabilitation Program + Increase funds in FFY 21 in CON from \$720,000 to \$1,164,800 <i>Total project cost increased from \$1,000,000 to \$1,556,000</i>

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR FOUR PROJECTS,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, Advanced Construction (AC) is the mechanism by which VDOT funds projects using state funding that will be reimbursed at a later time by the anticipated federal or other sources shown, and this reimbursement is called Advanced Construction Conversion/Payback (ACCP), which is not included in the project funding total; and

WHEREAS, in the attached letters of December 18, 2020, VDOT has requested amendments to the FY 2021-2024 TIP to the following four projects, as described in the attach materials:

- **Richmond Highway Corridor Improvements (TIP ID 6443)**: to update the project cost to \$414.9 million to \$ include \$8.15. million in Regional Surface Transportation Planning (RSTP) funds and \$2.03 million RSTP-AC funds (ACCP FY 2022) for PE in FY 2021, and \$131.3 million in Northern Virginia Transportation Authority (NVTA) funds and \$48.2 million in RSTP-AC funds (ACCP FY 2022) in FY 2021 for ROW Acquisition
- **Long Bridge Phase I Alexandria 4th Track Project (TIP ID 6673)**: to add \$39.77 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and \$7.45 million CMAQ-AC funds (ACCP FY 2021), \$69.88 million in High Priority Project (HPP)-AC funds (ACCP FY 2021), and \$11.8 million in state matching funds in FY 2021 for construction.

- **I-95 SB Auxiliary Lane between Route 123 and Route 294 (TIP ID 6682):** to add this project to the TIP with \$24.15 million in concession funds and \$3.6 million in RSTP-AC (ACCP FY21) in FY 2021 for construction.
- **#SMART18 – Potomac Town Center Garage – GARVEE Debt Service (provisional TIP ID 11270):** to include debt service payments with in \$275,032 in Surface Transportation Block Grant (STBG) funds and \$3.64 million in STBG-AC funds (ACCP FY2023-2037) in FY 2022.

WHEREAS, full funding for these projects is included in the Visualize 2045 financial analysis; and

WHEREAS, the first three projects are included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP and the debt service payments are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012,

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include the following four projects, as described in the attached materials.

- **Richmond Highway Corridor Improvements (TIP ID 6443):** to update the project cost to \$414.9 million, and to include \$8.15 million in RSTP funds and \$2.03 million RSTP-AC funds (ACCP FY 2022) for PE in FY 2021, and \$131.3 million in NVTAF funds, and \$48.2 million in RSTP-AC funds (ACCP FY 2022) in FY 2021 for ROW Acquisition.
- **Long Bridge Phase I Alexandria 4th Track Project (TIP ID 6673):** to add \$39.77 million in CMAQ funds and \$7.45 million CMAQ-AC funds (ACCP FY 2021), \$69.88 million in HPP-AC funds (ACCP FY 2021), and \$11.8 million in state matching funds in FY 2021 for construction.
- **I-95 SB Auxiliary Lane between Route 123 and Route 294 (TIP ID 6682):** to add this project to the TIP with \$24.15 million in concession funds and \$3.6 million in RSTP-AC funds (ACCP FY 2021) in FY 2021 for construction.
- **#SMART18 – Potomac Town Center Garage – GARVEE Debt Service (provisional TIP ID 11270):** to include debt service payments with in \$275,032 in STBG funds and \$3.64 million in STBG-AC funds (ACCP FY2023-2037) in FY 2022.

TIP Action 21-15 (part 4 of 4): Approved by the TPB Steering Committee at its virtual meeting January 8, 2021.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

December 18, 2020

The Honorable Kelly Russell, 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 2021-2024 Transportation Improvement Program Amendment for TIP# 6443, Richmond Highway Corridor Improvements, Fairfax Virginia

Dear Ms. Russell:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to add TIP # 6343, Richmond Highway Corridor Improvements. This project will relieve traffic congestion and improve safety by widening Richmond Highway from four lanes to six lanes between Sherwood Hall Lane & Jeff Todd Way (3.13 mi) in Fairfax, VA. Bicycle and pedestrian facilities are included.

The proposed amendment updates the total estimated cost to \$414,924,742 and adds \$10,177,896 to the PE phase in FY21, \$2,026,286 to the PE phase in FY22, \$179,519,048 to the ROW phase in FY21 and \$48,218,094 to the ROW phase in FY22.

This project is included in the Visualize 2045 Air Quality Conformity Analysis. This amendment reflects the latest estimates and planned obligations of the Commonwealth Transportation Board and will not change the Financial Constraint findings of the TIP or Visualize 2045. VDOT requests approval of the amendment by the Transportation Planning Board's Steering Committee at its meeting on January 8, 2021. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

Helen Cuervo, P.E.
District Administrator, Northern Virginia District, VDOT

Cc:

Ms. Maria Sinner, P.E., VDOT-NoVA,

Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

December 18, 2020

The Honorable Kelly Russell, 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 2021-2024 Transportation Improvement Program Amendment for TIP#6673, Long Bridge Phase 1 - Alexandria 4th Track; TIP#6682, I-95 SB Auxiliary Lane between VA 123 & VA 294; TIP# 11270, Potomac Town Center Garage - GARVEE Debt Service

Dear Chairman Russell:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2021-2024 Transportation Improvement Program (TIP) to revise the funding for the projects referenced below.

TIP#6673: for the construction of 6 miles of Fourth Track from Control Point AF in Alexandria to the RO interlocking near the south bank of the Potomac River in Arlington. This project is included in the Visualize 2045 Air Quality Conformity Analysis and the funding was anticipated in the Visualize 2045 Financial Plan. This amendment will do the following:

- Add \$49,713,301 of CMAQ & State matching (80-20) for the Construction phase in FY21
- Add \$9,306,740 of Advanced Construction (CMAQ0 & State matching (80-20) for the Construction phase in FY21
- Add \$69,879,956 of Advanced Construction (High Priority Projects) & State matching (80-20) for the Construction phase in FY21

TIP#6682: for construction of an auxiliary travel lane on Southbound Interstate 95, from the VA 123 entrance ramp, which will merge into an existing lane before the Prince William Parkway exit ramp. The length of the project is approximately 1.4 miles. This project is included in the Visualize 2045 Air Quality Conformity Analysis and the funding was anticipated in the Visualize 2045 Financial Plan, asking for the following:

- Addition of \$24,150,000 of Concession Funds for the Construction phase in FY21

TIP#11270 is for a debt service required to pay for the construction of a commuter garage and road improvements to support congestion mitigation in surrounding road network such as VA 123 & VA 234. This amendment is asking for the following:

- Addition of \$275,032 STP/STBG Funds \$3,640,993 AC-STP/STBG Funds for Preliminary Engineering in FY22

Hon. Kelly Russell
TIP 6673. 6682. 11270

Page 2

- Addition of \$431,274 ACC-STP/STBG Funds for Preliminary Engineering of FY23
- Addition of \$416,011 ACC-STP/STBG Funds for Preliminary Engineering of FY23.

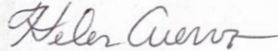
Including:

- \$275,032 Garvee Debt Service Interests for FY22
- \$431,274 Garvee Debt Service Interests for FY23
- \$416,011 Garvee Debt Service Interests for FY24
- \$2,793,708 Garvee Debt Service Interests for FY25-FY37

VDOT asks for approval of the amendments by the Transportation Planning Board's Steering Committee at its meeting on January 8, 2021. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,



Helen Cuervo, P.E.
District Administrator, Northern Virginia District, VDOT

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA,
Mr. Norman Whitaker, AICP, VDOT-NoVA

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8 ,2021**

<i>TIP ID</i>	6443	<i>Agency Project ID</i>	107187	<i>Total Cost</i>	\$414,924,742
<i>Lead Agency</i>	VDOT	<i>Municipality</i>		<i>County</i>	Fairfax
<i>Project Type</i>	Road - Add Capacity/Widening	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS				
<i>Project Limits</i>					
<i>Description</i>	Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	RSTP	-	\$8,151,610	-	-	-	-	\$8,151,610
PE	RSTP (AC)	-	\$2,026,286	-	-	-	-	\$2,026,286
PE	RSTP(ACCP)	-	-	\$2,026,286	-	-	-	\$2,026,286
<i>Total Preliminary Engineering</i>		-	\$10,177,896	\$2,026,286	-	-	-	\$12,204,182
ROW	Northern Virginia Transportation Authority	-	\$131,300,954	-	-	-	-	\$131,300,954
ROW	Regional Surface Transportation Planning (AC)	-	\$48,218,094	-	-	-	-	\$48,218,094
ROW	Regional Surface Transportation Planning (ACCP)	-	-	\$48,218,094	-	-	-	\$48,218,094
<i>Total Right of Way</i>		-	\$179,519,048	\$48,218,094	-	-	-	\$227,737,142
<i>Total Programmed</i>		-	\$189,696,944	\$50,244,380	-	-	-	\$239,941,324

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8 ,2021**

<i>TIP ID</i>	6673	<i>Agency Project ID</i>	T23436	<i>Total Cost</i>	\$140,000,000
<i>Lead Agency</i>	VDOT	<i>Municipality</i>	City of Alexandria	<i>County</i>	Arlington
<i>Project Type</i>	Transit - Other	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Long Bridge Phase 1 Alexandria 4th Track Project				
<i>Project Limits Description</i>	Construct 6 miles of fourth track from Control Point AF in Alexandria to the RO Interlocking near the south bank of the Potomac River in Arlington				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	CMAQ	\$8,880,000	-	-	-	-	-	\$8,880,000
PE	State	\$2,220,000	-	-	-	-	-	\$2,220,000
<i>Total Preliminary Engineering</i>		\$11,100,000	-	-	-	-	-	\$11,100,000
CON	CMAQ	-	\$39,770,400	-	-	-	-	\$39,770,400
CON	CMAQ (AC)	-	\$7,445,600	-	-	-	-	\$7,445,600
CON	CMAQ (ACCP)	-	\$7,445,600	-	-	-	-	\$7,445,600
CON	High Priority Project (AC)	-	\$69,880,000	-	-	-	-	\$69,880,000
CON	High Priority Project (ACCP)	-	\$69,880,000	-	-	-	-	\$69,880,000
CON	State	-	\$11,804,000	-	-	-	-	\$11,804,000
		-	\$206,225,600	-	-	-	-	\$206,225,600
<i>Total Programmed</i>		\$11,100,000	\$206,225,600	-	-	-	-	\$217,325,600

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8, 2021**

<i>TIP ID</i>	6682	<i>Agency Project ID</i>	115999	<i>Total Cost</i>	\$32,000,001
<i>Lead Agency</i>	VDOT	<i>Municipality</i>		<i>County</i>	Prince William
<i>Project Type</i>	Road - Add Capacity/Widening	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294				
<i>Project Limits</i>					

Description This project includes adding an auxiliary travel lane on Southbound Interstate 95, from the Route 123 entrance ramp, which will merge into an existing lane before the Prince William Parkway exit ramp. The length of the project is approximately 1.4 miles.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Public-Private Partnership	\$3,350,000	-	-	-	-	-	\$3,350,000
	<i>Total Preliminary Engineering</i>	\$3,350,000	-	-	-	-	-	\$3,350,000
CON	Concession Funds	-	\$24,150,000	-	-	-	-	\$24,150,000
CON	Regional Surface Transportation Planning (AC)	-	\$3,600,000	-	-	-	-	\$3,600,000
CON	Regional Surface Transportation Planning (ACCP)	-	\$3,600,000	-	-	-	-	\$3,600,000
	<i>Total Construction</i>	-	\$31,350,000	-	-	-	-	\$31,350,000
	<i>Total Programmed</i>	\$3,350,000	\$31,350,000	-	-	-	-	\$34,700,000

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8, 2021**

TIP ID 11270 | *Agency Project ID* 111985
Lead Agency VDOT | *Municipality*
Project Type Debt Service | *Completion Date*
Project Name #SMART18 - POTOMAC TOWN CENTER GARAGE - GARVEE DEBT SERVICE
Project Limits
Description Debt Service Required for CN UPC 111485

Total Cost \$3,916,025
County Prince William
TCM

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	RSTP	-	-	\$275,032	-	-	-	\$275,032
PE	RSTP (AC)	-	-	\$3,640,993	-	-	-	\$3,640,993
PE	RSTP ACCP))	-	-	-	\$431,274	\$416,011	-	\$847,285
<i>Total Preliminary Engineering</i>		-	-	\$3,916,025	\$431,274	\$416,011	-	\$4,763,310
<i>Total Programmed</i>		-	-	\$3,916,025	\$431,274	\$416,011	-	\$4,763,310

Change Report for TIP Action 21-15
VDOT Amendment Request Approved on January 8, 2021

TIP ID	PROJECT TITLE	%	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
6443	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS	-49	(\$185,884,056)	\$375,581,000	\$189,696,944	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Private Developer</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in ROW for \$126,298,000 ▶ Delete funds in FFY 24 in CON for \$21,702,000 <p>*Advanced Construction</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in ROW for \$15,664,800 ▶ Delete funds in FFY 24 in CON for \$177,322,000 <p>State Funding</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in ROW for \$6,135,600 ▶ Delete funds in FFY 24 in ROW for \$2,116,200 ▶ Delete funds in FFY 23 in ROW for \$1,800,000 <p>*Advanced Construction Conversion</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in ROW for \$7,200,000 ▶ Delete funds in FFY 24 in ROW for \$8,464,800 <p>*Advanced Construction Conversion (ACCP)</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in ROW for \$15,664,800 ▶ Delete funds in FFY 24 in CON for \$177,322,000 <p>Regional Surface Transportation Planning</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in PE for \$10,177,896 ROW for \$48,218,094 ▶ Delete funds in FFY 22 in ROW for \$8,877,600 <p>Northern Virginia Transportation Authority</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in ROW for \$131,300,954 <p>Regional Surface Transportation Planning (ACCP)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in PE for \$2,026,286 ROW for \$48,218,094 <p>Total project cost decreased from \$568,567,800 to \$239,941,324</p> <p>* ACCP is not part of the Total</p>
6682	I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294	-51	(\$33,017,000)	\$64,117,000	\$31,100,000	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>*Advanced Construction</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in PE for \$2,680,000 CON for \$22,920,000 <p>State Funding</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in PE for \$670,000 CON for \$5,730,000 ▶ Delete funds in FFY 23 in PE for \$670,000 CON for \$253,400 <p>*Advanced Construction Conversion</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in PE for \$2,680,000 CON for \$1,013,600 <p>*Advanced Construction Conversion (ACCP)</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in PE for \$2,680,000 CON for \$22,920,000 <p>Regional Surface Transportation Planning</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$3,600,000 <p>Regional Surface Transportation Planning (ACCP)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$3,600,000 <p>Total project cost decreased from \$89,717,000 to \$34,700,000</p> <p>* ACCP is not part of the Total</p>
11270	#SMART18 - POTOMAC TOWN CENTER GARAGE - GARVEE DEBT SERVICE	0	\$3,916,025	\$0	\$3,916,025	New project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): Surface Transportation Block Grant Program - FHWA</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in PE for \$3,916,025 <p>Surface Transportation Block Grant Program - FHWA (ACCP)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PE for \$431,274 ▶ Add funds in FFY 24 in PE for \$416,011 <p>Total project cost \$4,763,310</p> <p>* ACCP is not part of the Total</p>
6673	Long Bridge Phase 1 Alexandria 4th Track Project	0	\$0	\$140,000,000	\$140,000,000	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Changed MAP21 GOALS:</p> <ul style="list-style-type: none"> - from "BLANK" to "Arlington" <p>Changed Dist.:</p> <ul style="list-style-type: none"> - from "" to "City of Alexandria" <p>Changed Project Type:</p> <ul style="list-style-type: none"> - from "Bridge - Rehab + Add Capacity" to "Transit - Other" <p>High Priority Project</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$69,880,000 <p>*Advanced Construction</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in CON for \$77,325,600 <p>High Priority Project (ACCP)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$69,880,000 <p>*Advanced Construction Conversion (ACCP)</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in CON for \$77,325,600 <p>Congestion Mitigation and Air Quality Improvement Program</p> <ul style="list-style-type: none"> + Increase funds in FFY 21 in CON from \$39,770,400 to \$47,216,000 <p>Congestion Mitigation and Air Quality Improvement Program (ACCP)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$7,445,600 <p>Total project cost stays the same \$217,325,600</p> <p>* ACCP is not part of the Total</p>

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

**RESOLUTION TO APPROVE THE TRANSFER OF FUNDS
FROM THE FEDERAL TRANSPORTATION ALTERNATIVES SET ASIDE
PROGRAM FOR A PROJECT IN THE DISTRICT OF COLUMBIA**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing American's Surface Transportation Act (FAST Act) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the FAST Act's Transportation Alternatives Set-Aside (TA Set Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

WHEREAS, the TA Set Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

WHEREAS, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

WHEREAS, the TA Set Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan and in the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail; and

WHEREAS, the TA Set Aside is a complementary component of the TPB's Transportation Land-Use Connections (TLC) Program, which supports planning-related projects and events of TPB member jurisdictions; and

WHEREAS, a surplus of \$422,839 exists in the account of funds sub-allocated in FY 2021 to the TPB for the District of Columbia; and

WHEREAS, on November 18, 2020, the TPB approved Resolution R9-2021, which awarded funding for a package of TA Set Aside projects for FY 2021 in the District of Columbia, including the project called “Curb Extensions with Ground Murals”; and

WHEREAS, DDOT has determined the Curb Extensions with Ground Murals project is in need of additional federal funding; and

WHEREAS, DDOT has requested that funding be transferred from the TPB’s TA Set-Aside surplus to this project; and

WHEREAS, on July 12, 2019, the TPB approved Resolution SR1-2020 which established a policy for off-cycle fund transfers of TA Set-Aside funding, including the transfer of funds to previously awarded projects from unspent program allocations to the TPB that were not fully awarded to projects; and

WHEREAS, the transfer requested by DDOT is consistent with the policy established through Resolution SR1-2020;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the following transfer of federal TA Set Aside funds as described in the attached material and as listed below:

- \$31,626.40 – Curb Extensions with Ground Murals

Approved by the TPB Steering Committee at its virtual meeting January 8, 2021.



MEMORANDUM

TO: TPB Steering Committee
FROM: John Swanson, Principal Transportation Planner
SUBJECT: Request for transfer of Transportation Alternatives Set-Aside Program (TAP) funding for a project in the District of Columbia
DATE: January 4, 2021

The TPB Steering Committee on January 8, 2021 will be asked to approve a transfer of Transportation Alternatives Set-Aside Program (TAP) funds, which has been requested by the District Department of Transportation (DDOT).

The transfer will use funding from a surplus in the TPB's FY 2021 TAP sub-allocation for the District of Columbia. The transferred funds will be added to a project titled "Curbs Extensions with Ground Murals," which the TPB originally provided with \$20,000 in TAP funding as part of a package of seven TAP projects in D.C. approved on November 18, 2020.

The projects approved in November were funded for a total of \$727,161 in TAP funding. However, the TPB's FY 2021 sub-allocation of \$1.15 million for D.C. was not fully expended, leaving a surplus of \$422,839.

Since that action in November, DDOT has discovered that additional funding is needed to complete the Curb Extensions project. As described in the attachment, DDOT has determined that a total of \$64,533 will be needed. With a 20% local match of \$12,906.60, the full request for federal TAP funding is now \$51,626.40. Taking into account the previously approved \$20,000 in TAP funding for the project, DDOT is now requesting an additional \$31,626.40 in transferred TAP funding.

TPB staff have confirmed that this request is allowable under the TAP transfer policy approved by the Steering Committee in July of 2019. That policy, among other potential actions, permits the Steering Committee to transfer funds to previously awarded projects from unspent TAP sub-allocations that were not fully awarded to projects.

For more information about this request, please contact Kelsey Bridges at DDOT (kelsey.bridges@dc.gov) or John Swanson at COG/TPB (jswanson@mwcog.org).

Curb Extensions with Murals
Scope of Work

1. Purpose of Project

According to the National Highway Traffic Safety Administration (NHTSA), 2018 saw the highest number of pedestrian fatalities since 1990, despite a substantial decrease in overall traffic fatalities. Our existing pedestrian infrastructure is not providing people with a safe means of transportation. This project will add curb extensions at five (5) intersections throughout DC to increase pedestrian visibility and safety:

- Blair Road at 5th Street NW / Dahlia Street *Rock Creek East I*
- New Mexico Avenue NW at Cathedral Ave NW *Rock Creek Far West*
- Texas Avenue SE at Chaplin St / E Street *Far Southeast III*
- Georgia Avenue NW at Alaska Avenue NW / Kalmia Road *Rock Creek East I*
- Nebraska Avenue NW at 45th Street / Newark Street *Rock Creek Far West*

These locations have been previously identified by the community through DDOT’s Livability Study program as locations with pedestrian safety concerns that could benefit from curb extensions. During implementation, each of the curb extensions will contain a ground mural designed by a local artist. DDOT plans to go through community outreach and coordination to select the artist and develop the artwork for the curb extensions. These will help visually delineate the curb extension from the remainder of the roadway while also engaging local community members in the process.

2. Study Area & Map

See attached map for locations of proposed curb extension projects.

3. Scope

TASK	DESCRIPTION	RESPONSIBLE PARTY	DURATION
1	<i>Evaluate traffic impacts of proposed intersection changes</i>	<i>DDOT</i>	<i>Weeks 1 - 4</i>
2	<i>Select Artist for Installation</i>	<i>DDOT</i>	<i>Weeks 2 -4</i>
3	<i>Design Creation – Round 1</i>	<i>Artist</i>	<i>Week 5</i>
4	<i>Community Engagement – Round 1</i>	<i>DDOT & Artist</i>	<i>Week 6</i>
5	<i>Design Creation – Round 2</i>	<i>Artist</i>	<i>Weeks 7 – 8</i>
6	<i>Community Engagement – Round 2</i>	<i>DDOT & Artist</i>	<i>Week 9</i>
7	<i>Permitting</i>	<i>DDOT</i>	<i>Weeks 10 – 11</i>
8	<i>Installation</i>	<i>DDOT & Artist</i>	<i>Weeks 12 – 13</i>

4. Deliverables

- Curb Extension Engineering Drawing & Notice of Intent – Week 4
- Draft Design for Closed Roadway – Week 5

- Final Design for Closed Roadway – Week 8
- Installation of Curb Extensions – Week 13

5. Budget Estimate

DDOT Staff Time is not included in Budget Estimate

PHASES	
<i>Planning</i>	\$10,500
<i>Construction</i>	\$49,800
Estimate Total	\$60,300
<i>Construction Contingency (8.5%)</i>	\$4,233
Total	\$64,533

INTERSECTION ESTIMATES	
<i>Blair Road at 5th Street NW</i>	\$7,800
<i>New Mexico Avenue NW at Cathedral Ave NW</i>	\$17,100
<i>Texas Avenue SE at Chaplin St SE</i>	\$8,100
<i>Georgia Avenue NW at Alaska Avenue NW</i>	\$13,500
<i>Nebraska Avenue NW at 45th Street</i>	\$13,800
Estimate Total	\$60,300
<i>Construction Contingency (8.5%)</i>	\$4,233
Total	\$64,533

Intersection Estimates - Breakdown

Blair Road at 5th Street NW – 800 Square Feet	
<i>Traffic Analysis & Engineering (Planning)</i>	\$1,000
<i>Community Outreach (Planning)</i>	\$500
<i>Design Creation (Planning)</i>	\$600
<i>Curb Extension Installation (Construction)</i>	\$2,500
<i>Mural Installation (Construction)</i>	\$3,200
Total	\$7,800

New Mexico Avenue NW at Cathedral Ave NW – 2,500 Square Feet	
<i>Traffic Analysis & Engineering</i>	\$1,000
<i>Community Outreach</i>	\$500
<i>Design Creation</i>	\$600
<i>Curb Extension Installation</i>	\$5,000
<i>Mural Installation</i>	\$10,000
Total	\$17,100

Texas Avenue SE at Chaplin St / E Street – 1,000 Square Feet	
<i>Traffic Analysis & Engineering</i>	\$1,000
<i>Community Outreach</i>	\$500
<i>Design Creation</i>	\$600
<i>Curb Extension Installation</i>	\$2,000
<i>Mural Installation</i>	\$4,000
Total	\$8,100

Georgia Avenue NW at Alaska Avenue NW / Kalmia Road – 1,500 Square Feet	
<i>Traffic Analysis & Engineering</i>	\$1,000
<i>Community Outreach</i>	\$500
<i>Design Creation</i>	\$600
<i>Curb Extension Installation</i>	\$5,400
<i>Mural Installation</i>	\$6,000
Total	\$13,500

Nebraska Avenue NW at 45th Street / Newark Street – 1,600 Square Feet	
<i>Traffic Analysis & Engineering</i>	\$1,000
<i>Community Outreach</i>	\$500
<i>Design Creation</i>	\$600
<i>Curb Extension Installation</i>	\$5,300
<i>Mural Installation</i>	\$6,400
Total	\$13,800



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: January 14, 2021

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

December 22, 2020

Mr. Kanti Srikanth, Transportation Planning Director
Metropolitan Washington Council of Governments
National Capital Region Transportation Planning Board
777 North Capitol Street NE
Washington, DC 20002

Mr. Srikanth:

At the December 16th meeting of the National Capital Region Transportation Planning Board (TPB), there was discussion and a recommendation for approval of the Technical Inputs Solicitation Submission Guide (Guide) for projects proposed for the 2022 update of TPB's Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). The updated Technical Inputs Solicitation included, among other things, a requirement that member agencies prioritize investments on projects, programs, and policies to reduce greenhouse gas (GHG) emissions, prioritize the aspirational strategies, and achieve the Metropolitan Washington Council of Government's land use and equity goals.

It has come to my attention that our VDOT representative voted against approval of the Technical Inputs Solicitation due, in part, to confusion over wording changes proposed at the meeting. Regardless of the reason, I am writing to assure you that the vote as recorded does not reflect the position of the agency nor the Northam Administration. VDOT is fully supportive of the goals and aspirations included within the Guide, including those pertaining to reductions in GHG emissions. Our agency recognizes that the transportation sector is among the largest contributors to the region's overall carbon emissions, and VDOT and the Administration remain committed to advancing projects that aim to reduce GHG emissions and improve the region's carbon footprint. In addition to clarifying VDOT's position I am hopeful there is provision in TPB's bylaws that would allow VDOT to change its vote on this matter for the record.

Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Stephen C. Brich".

Stephen C. Brich, P.E.
Commissioner



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: January 14, 2021

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



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
SUBJECT: FY 2022 Solicitation for TLC Applications
DATE: January 14, 2021

The solicitation for the FY 2022 Transportation Land-Use Connections (TLC) Program technical assistance applications opened on Friday, January 8. The deadline for applications is March 8. The deadline for submitting abstracts for proposed projects, which is an optional step, is January 26.

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 between \$30,000 and \$60,000 in technical assistance for planning projects and up to \$80,000 for design projects. TLC projects typically last 6-8 months.

As in past years, TLC projects may provide a range of services, such as:

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

The TPB encourages applications that address TPB priorities, including support for multimodal transportation options, land use enhancements in Activity Centers and near high-capacity transit, and access for low-income and minority communities. This year, we are particularly interested in applications that support walking and biking improvements in Transit Access Focus Areas (TAFAs) as well as projects to plan and design missing links in the National Capital Trail Network (NCTN). The TPB approved the TAFAs and NCTN in July.

The TPB is scheduled to approve a slate of recommended projects in April. The projects will begin this fall.

For more information, contact John Swanson (jswanson@mwkog.org) or Nick Suarez (nsuarez@mwkog.org).



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, TPB Systems Performance Analysis Manager
SUBJECT: Regional Safety Program
DATE: January 14, 2021

This document describes the structure and timeline of the Transportation Planning Board (TPB) Regional Safety Program (Program). The Program was formally established by the TPB as part of Resolution R3-2021 adopted on July 22, 2020.

DESCRIPTION

The Regional Safety Program provides 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 injury crashes on the region's roadways. The program provides consultant assistance of up to \$60,000 for studies or planning projects, and up to \$80,000 for design or preliminary engineering projects.

FUNDING

The Regional Safety Program is funded at \$250,000 for fiscal year 2021. It is anticipated that similar levels of funding will be provided in future fiscal years.

APPLICATION PROCESS

Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply. Projects are eligible to receive up to \$60,000 in assistance for studies or planning projects and up to \$80,000 for design or preliminary engineering projects. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2021 application period is open between January 19, 2021 and March 22, 2021. Potential applicants may also submit an optional abstract by February 12, 2021. TPB staff will provide feedback on the abstracts approximately one week after their submittal.

A panel of consisting of safety experts will review the application submissions and recommend projects to the TPB for funding. The panel's recommendations will represent a cross-section of jurisdictions throughout the region. The TPB is anticipated to approve the applications in May or June of 2021.

Selection Panel Composition

The selection panel will consist of one TPB staff member, one Federal Highway Administration (FHWA) safety representative, and a safety representative from each member state.

FUNDING PRIORITIES

The TPB encourages applications that address one or more of these regional safety priorities at the community level:

SAFETY IMPROVEMENTS FOR LOW-INCOME AND MINORITY COMMUNITIES

The TPB has identified Equity Emphasis Areas with concentrations of low-income and minority populations. The Regional Safety Program encourages applications focused on reducing roadway fatalities and serious injuries in these areas.

IMPROVING ROAD USER BEHAVIOR

The Regional Safety Program seeks projects that increase seat belt use among motor vehicle occupants, reduce unsafe vehicle speeds, reduce impaired and distracted driving, and otherwise improve road user behavior.

IDENTIFYING AND DESIGNING SAFETY COUNTERMEASURES

The Regional Safety Program seeks projects that and design applicable countermeasures especially those outlined in TPB Resolution R3-2021, as appropriate and on a case by case basis.

UNDERSTANDING SAFETY DATA

The Regional Safety Program seeks projects to analyze crash data to better understand jurisdictional- or community-level roadway safety issues and identify behavioral and/or infrastructure countermeasures to address them.

CROSS JURISDICTIONAL SAFETY IMPROVEMENTS

The Regional Safety Program encourages cross jurisdictional and multi-agency cooperation to improve roadway safety.

STUDIES AND PLANNING PROJECTS (UP TO \$60,000 IN FUNDING)

The TPB encourages planning projects that lead to reductions in fatal and serious injury crashes, improved jurisdictional safety planning capacity, and support the goals outlined in the regional safety resolution R3-2021. Projects may include (but are not limited to):

- Support for local roadway safety plans
- Road Safety Audits
- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program
- Identification of jurisdictional “high injury networks”

DESIGN (UP TO \$80,000 IN FUNDING)

Design projects can cover any of the planning project categories and should have undergone a local planning process. Projects should be ready for focused design or preliminary engineering work. Regional Safety Program funds can help projects reach up to 30 percent design completion or make progress toward that phase of project development. Project categories may include (but are not limited to):

- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure

CONTRACTING

To minimize the time required to get consultants under contract, TPB staff, with the COG contracts office, will develop master contracts with select consultant firms. The intent is to prequalify a set of consultant firms to do the work coming out of the Program. Once projects are approved by the TPB the preapproved consultants would submit proposals. The selected firm, who would already be under a master contract, would be authorized to execute the project as a task order.

FIRST YEAR (PILOT) TIMELINE

- Solicit applications: January 19, 2021 through March 22, 2021
- Optional abstracts due: February 12, 2021
- Selection panel recommendations: April-May 2021
- TPB approves projects: May or June 2021
- Consultant selection: June-July 2021
- Contract award: June-July 2021

DRAFT FUTURE YEAR (REGULAR PROGRAM) TIMELINE

- Solicit applications: April through May
- Selection panel recommendations: June-July
- TPB approves projects: July or September
- Consultant selection: August-October
- Contract award: Fall



MEMORANDUM

TO: Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: TPB/MWAQC Comment on EPA Actions Related to After-Market Catalytic Converters
DATE: January 14, 2021

The USA EPA published a policy related to emissions from on-road vehicles, specifically regarding after-market catalytic converters and emissions defeat devices in automobiles. TPB and MWAQC staff will work together to develop comments on this notice that affects mobile source emissions. Comments on this proposed policy are due by February 12, 2021.

On December 14, 2020 the EPA published a [Notice of Availability of EPA Tampering Policy and Request for Information Regarding 1986 Catalyst Policy](#). The Federal Register provides background information on these after-market catalytic converters or catalysts and notes

A catalyst is a device installed in the exhaust system of a vehicle. It treats and eliminates harmful pollution produced in the vehicle's engine, and is a type of device commonly referred to as an "after-treatment system." Automakers install catalysts in their new vehicles to meet tailpipe emissions standards (commonly referred to as "OEM catalysts", which stands for original equipment manufacturer). The manufacture, sale, offering for sale, and installation of an OEM catalyst, or an identical catalyst, would not be a violation of the Act. However, manufacture, sale, offering for sale, and installation of a less effective catalyst may be a violation and, in the absence of any applicable EPA enforcement policy, subject to investigation and potential enforcement action.

The Federal Register asserts that the EPA Tampering Policy is not rulemaking and it creates no obligations on regulated parties. It states that the notice is a restatement of currently applicable enforcement policies. The new policy also specifically indicates that it would not replace a 1986 catalyst policy which is still in place and is specific to the replacement of catalytic converters on light-duty gasoline motor vehicles that are beyond their emissions warranty. In the 1986 catalyst policy, the EPA stated that the agency would generally take no enforcement action for the manufacture, sale, or installation of a replacement catalyst, even if that catalyst was less effective than the catalysts required for new vehicles to meet tailpipe emissions standards, so long as it met certain criteria. EPA is asking for comment on whether it should make a future decision to withdraw or replace the 1986 policy. Further, EPA specifically requests information relevant to the five following policy considerations:

1. Whether the agency has accomplished the goals of the 1986 catalyst policy, namely, supporting fledgling state and local vehicle inspection programs by encouraging them to require their citizens to replace catalysts that were missing, lead-poisoned, or otherwise ineffective; and encouraging the development of inexpensive, multiple application catalysts, and to confirm the effectiveness of these products.

2. Whether EPA should establish a consistent enforcement policy for all types of replacement after-treatment systems for vehicles and engines.
3. Whether and how the 1986 catalyst policy affects the market for aftermarket catalysts.
4. On the effect of EPA enforcement policy on catalyst costs.
5. Regarding an appropriate timeline for an orderly transition to a new enforcement policy in the event the EPA replaces the 1986 catalyst policy.

The EPA is accepting comments through February 12, 2021. Since this is an issue relating to automobile emissions, TPB and MWAQC staff will work together to understand the implications of the notice and request for comment by the EPA, and then will draft a comment letter for review by the TPB Technical Committee and the MWAQC Technical Advisory Committee. Because of the scheduled comment period timeframe, the TPB Steering Committee and the MWAQC Executive Committee will be asked to approve this letter in order to meet the February 12 deadline.



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Transportation and Climate Initiative (TCI): Memorandum of Understanding released
DATE: January 14, 2021

On December 21, 2020, the [Transportation and Climate Initiative](#) (TCI) released its [Memorandum of Understanding](#) (MOU) for the Transportation and Climate Initiative Program (TCI-P), a multi-state cap-and-invest program to cap carbon dioxide emissions from transportation fuels and invest revenue from the program into programs and policies to further reduce greenhouse gas emissions from on-road vehicles. The MOU is attached. The TPB received a [briefing](#) on TCI at the TPB Work Session on Climate Change Planning held prior to its October 2020 meeting.

TCI [announced](#) that three states (Massachusetts, Connecticut, and Rhode Island) and the District of Columbia signed the MOU to participate in the TCI-P. Through this MOU, the Signatory Jurisdictions express a commitment to establish a multijurisdictional program, TCI-P, consistent with the MOU.

The MOU establishes five goals for the TCI-P:

- reducing carbon dioxide (CO₂) emissions from the transportation sector
- improving air quality and public health, increasing resilience to the impacts of climate change, and providing more affordable access to clean transportation choices
- promoting local economic opportunity and creating high-quality jobs
- maximizing the efficiency of the multijurisdictional program to ensure greater benefits
- advancing equity for communities overburdened by pollution and underserved by the transportation system

The MOU requires the Signatory Jurisdictions to release a coordinated final Model Rule after providing for a public review and input period on a draft model rule. Additionally, each Signatory Jurisdiction commits to pursue any legal processes within its jurisdiction required to implement its individual program consistent with the Model Rule.

According to TCI's [announcement](#), the TCI-P will work by

requiring large gasoline and diesel fuel suppliers to purchase 'allowances' for the pollution caused by the combustion of fuels they sell in participating jurisdictions. Auctioning those allowances would generate \$300 million every year among the jurisdictions for investments in equitable, less polluting, and more resilient transportation. The total number of emission allowances would decline each year, resulting in less transportation pollution. Jurisdictions will independently decide how to invest program proceeds.

The MOU includes a commitment to dedicate a minimum of 35% of each jurisdiction's proceeds to

ensure that communities underserved by the transportation system and overburdened by pollution will benefit equitably from clean transportation projects and programs. To make sure those investments deliver on the equity and environmental justice goals of the program, each jurisdiction will designate an advisory body to identify underserved and overburdened communities, provide guidance for investments, and define goals and metrics for measuring progress. A majority of the members of each advisory body will be people from or representing underserved and overburdened communities.

The TCI-P could begin as early as January 2022. The [modeling results](#) indicate that the TCI-P could reduce CO2 emissions from 2022-2032 by 26% in the participating jurisdictions. If all of the TCI jurisdictions participate in the TCI-P, up to \$2 billion in annual revenue could be generated by 2032.

In an accompanying [statement](#), TCI noted that eight other states (Maryland, Virginia, Delaware, New Jersey, New York, North Carolina, Pennsylvania, and Vermont) will continue to collaborate with TCI, including working with the four Signatory Jurisdictions to develop the model rule for the TCI-P. Those states can choose to join the TCI-P at any time. This statement also notes that all TCI jurisdictions will continue to:

- collaborate through TCI, including working with the TCI-P Signatory Jurisdictions to help develop a model rule and other clean transportation and emissions reduction program elements that could be implemented within each jurisdiction
- analyze the long-term impacts of COVID-19 on transportation and pollution and ensure the TCI-P is designed to boost our economic recovery and facilitate the future of work in a post-pandemic world
- conduct continued public outreach within their respective jurisdictions to ensure that emissions reductions, as well as the economic and public health benefits from future clean transportation investments, achieve equitable outcomes and directly benefit overburdened and underserved communities

TRANSPORTATION AND CLIMATE INITIATIVE PROGRAM

Memorandum of Understanding

WHEREAS, there is scientific consensus that Earth's climate is now changing faster than at any point in the history of modern civilization, primarily as a result of greenhouse gas (GHG) emissions from human activities; climate change has resulted in the increased frequency and severity of extreme weather events that have adversely impacted each Signatory Jurisdiction; and climate change poses a clear, present, and increasingly dangerous and costly threat to the health, safety, and welfare of the residents of every Signatory Jurisdiction; and

WHEREAS, the Signatory Jurisdictions have statutory obligations or otherwise have committed to mitigate the risks of climate change through strategies intended to reduce GHG emissions across all sectors; and the transportation sector is a significant contributor to GHG emissions in each Signatory Jurisdiction and accounts for approximately 42 percent of GHG emissions in the Signatory Jurisdictions; and

WHEREAS, the Transportation and Climate Initiative was founded in 2010 as a collaboration of states and the District of Columbia to develop strategies to reduce GHG emissions from the transportation sector; and more recently, these jurisdictions have been developing a multijurisdictional program to address the urgent need to reduce GHG emissions and other harmful pollutants generated by the transportation sector; and

WHEREAS, the Signatory Jurisdictions are committed to working with communities, businesses and labor to accelerate the transition to an equitable, safe, and affordable low-carbon transportation sector that will improve public health, create new economic opportunities, and provide enhanced mobility options for communities in each Signatory Jurisdiction; and

WHEREAS, the Signatory Jurisdictions recognize and are committed to working with and investing in communities that are overburdened by air pollution, vulnerable to the impacts of a changing climate, underserved by the existing transportation system, and disproportionately impacted by the COVID-19 pandemic.

NOW, THEREFORE BE IT RESOLVED, that the undersigned Signatory Jurisdictions, through this Memorandum of Understanding (MOU), express our mutual understanding and commitment to establish a multijurisdictional program consistent with this MOU, to be known as the Transportation and Climate Initiative Program (TCI-P), to achieve the goals described in this MOU; and

BE IT FURTHER RESOLVED, that the goals of TCI-P include:

- reducing carbon dioxide (CO₂) emissions from the transportation sector;
- improving air quality and public health, increasing resilience to the impacts of climate change, and providing more affordable access to clean transportation choices;
- promoting local economic opportunity and creating high quality jobs;
- maximizing the efficiency of the multijurisdictional program to ensure greater benefits;
- advancing equity for communities overburdened by pollution and underserved by the transportation system; and

BE IT FURTHER RESOLVED, that the Signatory Jurisdictions will seek to implement TCI-P as outlined herein.

1. TCI-P PROGRAM DESIGN AND SCHEDULE

A. Program Design. TCI-P is a multijurisdictional cap-and-invest program, consisting of individual programs adopted and implemented under the independent legal authority of each Signatory Jurisdiction, designed to ensure reductions in CO₂ emissions from the transportation sector. Each Signatory Jurisdiction, in its discretion, will seek to invest strategically in lower carbon transportation options and other investments to further the goals described in this MOU.

B. Program Schedule. The Signatory Jurisdictions will release a coordinated final Model Rule after providing for a public review and input period on a draft model rule. Each Signatory Jurisdiction commits to pursue any legal processes within its jurisdiction required to implement its individual program consistent with the Model Rule. The Signatory Jurisdictions intend that the first reporting period of TCI-P will commence as early as January 1, 2022, and the first compliance period of TCI-P will commence January 1, 2023 or at such later time as at least three jurisdictions have completed the legal processes required to implement their individual programs. The Signatory Jurisdictions intend to conduct one or more early CO₂ allowance auctions in 2022.

2. MODEL RULE FOR THE ESTABLISHMENT OF TCI-P

A. TCI-P Emissions Cap and TCI-P Participating Jurisdiction Emissions Budgets. The Model Rule shall establish a multijurisdictional base annual CO₂ emissions cap for TCI-P starting in 2023, which will be equal to the sum of the TCI-P participating jurisdictions' CO₂ emissions budgets. Beginning with the initial base annual CO₂ emissions budgets for 2023, the base annual CO₂ emissions budgets shall decline by 30 percent by 2032, by equal amounts each year. The 2023 base annual CO₂ emissions budgets shall be as follows:

Connecticut:	13,497,957 metric tons
District of Columbia:	877,715 metric tons
Massachusetts:	24,467,216 metric tons
Rhode Island:	3,291,658 metric tons

B. Affected Fuel and Compliance Entities. "Affected Fuel" shall include the fossil fuel components of motor gasoline and on-road diesel fuel delivered for final sale or consumption in a TCI-P participating jurisdiction. "State Fuel Suppliers" shall be required to obtain allowances to cover CO₂ emissions from the combustion of Affected Fuel and report such emissions. The primary regulated parties shall be Position Holders, namely those owners of Affected Fuel at fuel terminals. Other entities that deliver Affected Fuel will be regulated as State Fuel Suppliers only as necessary to ensure that all Affected Fuel is subject to an allowance holding obligation. State Fuel Suppliers and other fuel supply market participants may have other reporting or recordkeeping obligations.

C. Allowances, Allowance Auctions, and Market Stability Mechanisms. Each TCI-P participating jurisdiction shall originate CO₂ allowances and shall offer all such allowances for sale at auction, but may set aside or retire allowances to be used to achieve other TCI-P goals. The Model Rule shall include a cost containment reserve, an emissions containment reserve, and a minimum auction reserve price below which allowances will not be sold. Unless otherwise provided in this MOU, TCI-P participating jurisdictions shall accept for compliance with their individual programs allowances originated by other TCI-P participating jurisdictions.

D. Compliance and Flexibility Mechanisms. TCI-P shall include three-year compliance periods, allow for unlimited banking of CO₂ allowances for use in future compliance periods, and provide compliance alternatives, including the limited use of offsets to the extent consistent with applicable law.

3. INVESTMENTS, EQUITY, AND COMPLEMENTARY POLICIES

A. Investment of Proceeds from Auction of Allowances. Each TCI-P participating jurisdiction, in its discretion, will seek to invest the proceeds from the auction of CO₂ allowances to achieve TCI-P goals. Each Signatory Jurisdiction is committed to working collaboratively within its jurisdiction to invest, in a manner that reflects the population of overburdened and underserved communities, no less than 35 percent of the proceeds from the auction of allowances to ensure that overburdened and underserved communities benefit equitably from clean transportation projects and programs.

B. Equitable Processes. Each TCI-P participating jurisdiction will ensure that overburdened and underserved communities are able to provide meaningful input into decision making processes. Each Signatory Jurisdiction will establish and support an Equity Advisory Body (or bodies) composed of diverse stakeholder groups, with a majority of members being representatives of overburdened and underserved communities or populations, or designate an existing body that meets this description, to advise on decision making and equitable outcomes for TCI-P. The roles of an Equity Advisory Body include:

- (1) Developing criteria for defining overburdened and underserved communities, building on existing criteria and definitions, where applicable;
- (2) Providing recommendations for equitable investments of program proceeds and complementary policies that would achieve the requisite benefits for overburdened and underserved communities; and
- (3) Developing metrics for evaluating how investments of program proceeds demonstrably provide direct and meaningful benefits for overburdened and underserved communities.

C. Transparency. TCI-P participating jurisdictions will annually review and report the impacts of each jurisdiction's individual program, including with respect to equity. Each Signatory Jurisdiction will work with communities and with its Equity Advisory Body to assess the equity impacts of the program on an ongoing basis, including by monitoring air quality in communities overburdened by air pollution to ensure the effectiveness of policies and investments. Annual reports will specify how TCI-P proceeds are spent by each TCI-P participating jurisdiction and

include lists of projects and programs supported by TCI-P proceeds and the levels of investment received by each.

D. Complementary Policies. The Signatory Jurisdictions recognize that achieving long-term reductions in pollution from transportation will require a combination of policy approaches. Each Signatory Jurisdiction will consider a range of complementary policies to achieve additional emissions reductions, particularly in overburdened and underserved communities.

4. PROGRAM ADMINISTRATION AND REVIEW

A. Administrative Organization. The Signatory Jurisdictions will establish an Administrative Organization to provide administrative support and technical assistance to TCI-P participating jurisdictions. The Administrative Organization shall have no authority to adopt, implement, or enforce the requirements of any TCI-P participating jurisdiction's individual program. The Administrative Organization will be funded by TCI-P participating jurisdictions proportionally to their budgets subject to applicable appropriations processes.

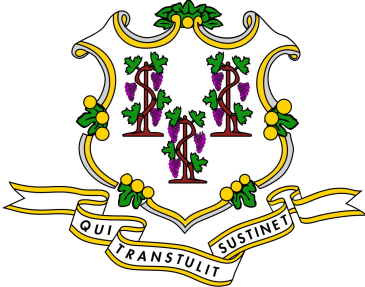
B. Program Review. Within three years after program launch and regularly thereafter, the TCI-P participating jurisdictions will commence a comprehensive review of TCI-P to determine its effectiveness. As part of these reviews, TCI-P participating jurisdictions will consider additional reductions before or after 2032.

5. ADDITION OR WITHDRAWAL OF JURISDICTIONS


The Signatory Jurisdictions will work together to encourage other jurisdictions to participate in TCI-P with the goal of expanding the impact of the program. Any jurisdiction may withdraw at any time from TCI-P in a manner consistent with maintaining the integrity of the program.

[Signatures on following pages]

This Memorandum of Understanding of the Transportation and Climate Initiative Program signed as of this 21st day of December 2020.



THE STATE OF CONNECTICUT

By: 
Ned Lamont
Governor

This Memorandum of Understanding of the Transportation and Climate Initiative Program signed as of this 17th day of December 2020.



THE DISTRICT OF COLUMBIA

By: _____

Muriel Bowser
Mayor

A handwritten signature in black ink, appearing to read "Muriel Bowser", written over a horizontal line.

The Seal of the District of Columbia is hereby affixed, and this certificate is endorsed this seventeenth day of December in the year two-thousand twenty.

,

This Memorandum of Understanding of the Transportation and Climate Initiative Program signed as of this 21st day of December 2020.



THE COMMONWEALTH OF MASSACHUSETTS

By: *Charles D. Baker*
Charles D. Baker
Governor

This Memorandum of Understanding of the Transportation and Climate Initiative Program signed as of this 21st day of December 2020.

THE STATE OF RHODE ISLAND

By: 
Gina M. Raimondo
Governor





MEMORANDUM

TO: Transportation Planning Board
FROM: Karen Armendariz, Transportation Planner
SUBJECT: 2021 Focus Groups
DATE: January 14, 2021

As part of the public involvement efforts for the update to Visualize 2045, TPB staff is conducting 10 focus groups with residents of the region. The focus groups are exploring the topics of transportation equity, safety, and climate change.

BACKGROUND

Public engagement for the Visualize 2045 update began last fall with a public opinion survey that received more than 2,400 responses. The results of that survey, called Voices of the Region, are expected to be presented at the February TPB meeting. Staff is now conducting qualitative public opinion research through focus groups, which are described below. This summer, staff plans to conduct open public engagement activities that will provide opportunities for all residents and stakeholders to learn about the plan update and submit input.

PURPOSE

The three primary purposes for these focus groups are the following:

- 1) Supplement the quantitative data from the Voices of the Region public opinion survey.
- 2) Understand the issues of transportation equity, safety, and climate change through the perspective of different population groups in the region.
- 3) Incorporate Equity considerations by oversampling members from underrepresented community groups, thereby contextualizing the quantitative data received through the survey with narratives about the lived experiences of participants.

LOGISTICS

The 10 focus groups are being virtually conducted January 5 - February 7, 2021. All sessions will be held via Zoom and will last 90 minutes. Participants for three of the ten focus groups were selected based on geographic subregions – the core, inner suburbs, and outer suburbs. The other seven sessions were formed based on participant demographics including age, race and ethnicity, income and Spanish language.

TPB staff partnered with ICF, a consultant research firm, to recruit approximately 120 participants via social media. ICF conducted two weeks of recruitment that resulted in more than 700 people signing up to participate in these focus groups.

If you have any questions, please contact Karen Armendariz at karmendariz@mwkog.org.

TRANSPORTATION PLANNING BOARD

PLANNING AREAS AND ACTIVITIES



The National Capital Region [Transportation Planning Board](#) (TPB) prepares multimodal plans and programs that the federal government must approve for the region to receive federal funds. These include the [long-range transportation plan](#) (LRTP) and [Transportation Improvement Program](#) (TIP). Always using an equity lens, the TPB works with partners to conduct research, analysis, and to develop transportation strategies to address its goals and to meet federal planning requirements.

Planning & Research

Board Priorities

Through planning, coordination, and research, TPB staff respond to Board priorities and direction. Examples of staff activities include conducting analysis and coordination to support implementation of the [Aspirational Initiatives](#), address [climate change](#), advance [transit oriented communities](#), improve [safety](#), and consider and improve [equity](#) in transportation.



The TPB assembles and analyzes data to identify trends over time. Staff also conduct surveys to determine how people are traveling, for what purpose, and how far. The TPB performs [regional forecasting](#) to develop estimates about current or future travel conditions. TPB staff develop these forecasts based on projected [population](#) and job growth, and data about planned or potential improvements in the transportation system to provide insights about future travel demand.

Forecasts & Trends

Travel Demand Management

[Travel Demand Management](#) (TDM) is an approach of using strategies to improve mobility, accessibility, improve safety and air quality by making more efficient use of the transportation system. TDM strategies include reducing single occupant vehicular travel by carpooling, using public transportation, walking, bicycling and teleworking. TPB implements a regional TDM program called [Commuter Connections](#) that promotes these strategies by offering commuters various incentives and assistance.



TRANSPORTATION PLANNING BOARD

PLANNING AREAS AND ACTIVITIES



Through [air quality conformity](#) analysis, the TPB coordinates with its partners to meet federal planning requirements for established pollutants in the air known to be harmful to people's health. TPB staff forecast emission levels of these pollutants from vehicles to ensure that the LRTP and TIP comply with the region's plan to meet national air quality standards. The TPB also partners with COG and its members on issues of [environmental mitigation](#) and works to address [climate change](#) by identifying and evaluating strategies to reduce roadway [greenhouse gas](#) emissions and to ensure resiliency of the transportation system.

Environmental Planning

Funding Opportunities & Technical Assistance

TPB offers [Technical Assistance](#) to assist its members with the preliminary planning of projects, programs or policy evaluations. TPB's [Transportation and Land Use Connections](#) (TLC) program provides consultant services for small projects and its new safety program advances initiatives that improve transportation safety. Partnering with its member states, TPB implements the [Enhanced Mobility](#) program that provides matching grant funds to help transportation for people with disabilities and older adults, and the [Transportation Alternatives Set-Aside](#) program that funds activities that enhance the intermodal transportation system.



Every metropolitan planning organization (MPO) is federally required to have a [Participation Plan](#). This plan articulates the TPB's commitment to transparent communications and engagement with the public and relevant public agencies to support the regional transportation planning process. The [Community Leadership Institute](#) (CLI), is an educational opportunity that invites local leaders to get involved in the transportation planning process. Participants learn how, where, and when transportation decisions are made in the region.

Public Engagement

Committees & Coordination

The TPB's [committees](#) and subcommittees include a wide network of policy, technical, and advisory committees to advance TPB's vision and goals. The committees address topics related to bicycling and walking, public transportation, safety, freight, management and operations coordination, travel forecasting, and more. Public officials and experts come together to learn about the latest trends and data, share best practices, and develop solutions to the region's major transportation challenges.



ITEM 7 – Action
January 21, 2021

Approval of 2021 Appointments to the TPB'S CAC

Action: Appoint members and alternates to the 2021 CAC.

Background: The TPB appoints residents of the Washington region to serve as members on the TPB's Community Advisory Committee (CAC) for the upcoming year. In 2021, the committee's membership will be selected from current members interested in extending their participation.



MEMORANDUM

TO: Transportation Planning Board
FROM: Bryan Hayes, TPB Transportation Planner
SUBJECT: Appointment of Community Advisory Committee members for the 2021-2022 term
DATE: January 14, 2021

This memorandum presents the TPB officer nominations for membership on the TPB Community Advisory Committee for the Board's consideration and approval. The term starts in February 2021 and ends in December 2022.

According to the changes to the Community Advisory Committee (CAC) operating procedures approved by the TPB in November 2020, the CAC consists of 24 members. Fifteen of these members are designated equally for each state—five each from the District of Columbia, Maryland, and Virginia. Nine additional members are designated to incorporate the perspective of communities in TPB member jurisdictions. These members also ensure that the committee reflects the region's racial and ethnic diversity as well as different perspectives from people with different ages and experiences getting around the region.

In December 2020, the TPB officers reviewed staff recommendations for membership on the CAC for 2021-2022. The officers reviewed the applications and made their nominations. The TPB is requested to consider the nominations and approve with or without changes, the appointment of all 24 members. Following the board's action, TPB Chair Charles Allen will announce the appointment of the CAC chair.

The new committee will convene its first meeting on February 11, 2021.

A list of nominees and excerpts from their applications are attached.

Nominated for the 2021-2022 Community Advisory Committee:

Name	Jurisdiction	State
Ashley Huston	City of Manassas	VA
Audrey Nwaze	City of Greenbelt	MD
Dan Papiernik	Fairfax County	VA
Delia Houseal	Ward 7	DC
Delishia Pittman	Prince George's County	MD
Edith Goldman	Prince George's County	MD
Elisa Walton	Ward 6	DC
Emmet Tydings	Montgomery County	MD
Eyal Li	City of Takoma Park	MD
Jeff Jamawat	Ward 1	DC
Jeff Parnes	Fairfax County	VA
Jemila Kia James	Ward 7	DC
Justin Isbell	City of Alexandria	VA
Katherine Kortum	Ward 6	DC
Lorena Rios	Loudoun County	VA
Michael Artson	Prince William County	VA
Nancy Abeles	Montgomery County	MD
Prince Coulibaly	City of Gaithersburg	MD
Ra Amin	Ward 5	DC
Rafael Sampayo	Arlington County	VA
Robert Jackson	Fairfax County	VA
Ron Skotz	City of Bowie	MD
Solomon Haile	Fairfax County	VA
Tracy Duvall	City of Takoma Park	MD

Ashley Hutson

City of Manassas, Virginia

Why are you interested in serving on the CAC?

I grew up in a infrastructure construction family and now proudly represent 175 companies in Road Building and Site Development as Operations Manager of the Heavy Construction Contractors Association. Prior to HCCA, I worked for Branch Civil for almost 3 years, during which I learned about the planning and procurement phases of road building. I am dedicated to supporting transportation infrastructure through communication and workforce development. I believe my experience in infrastructure and focus on transportation will support the goals of the TPB CAC.

Affiliations

Heavy Construction Contractors Association

Audrey Nwaze

City Greenbelt, Maryland

CAC - 2019, 2020

Why are you interested in serving on the CAC?

I am interested in serving on the TPB's Community Advisory Committee because I am concerned about the effect that Transportation has had and will have on the Environment. As a member of the TPB's Community Advisory Committee I want to help create a positive change by being involved in the planning process and being a spokesperson for my community, and for future generations.

Affiliations

Sierra Club - Transportation Climate Initiative Group

Daniel Papiernik

Fairfax County, Virginia

CAC – 2017 to 2020

Why are you interested in serving on the CAC?

To advance my own awareness (and the awareness of those I interact with) of important issues affecting transportation equity, access, and safety, not just in the local communities in which I live, work and the recreate, but throughout the National Capital Region.

Affiliations

Pine Ridge Civic Association Board (Transportation Committee Chair)

International Bridge Tunnel and Turnpike Association (conference planning committee)

Delia Houseal

Ward 7, District of Columbia

Why are you interested in serving on the CAC?

As a Ward 7 resident and former Ward 8 resident, I am interested in making sure the voices and perspectives of residents who live East of the River (EOTR) are represented when policies and decisions are being made regarding transportation. This is of particular importance because the majority of residents EOTR rely on public transportation.

Affiliations

ANC7E - Chair

Marshall Heights Civic Association

East River Family Strengthening Collaborative

Southeast Family Strengthening Collaborative

Delishia Pittman

Prince George's County, Maryland

Why are you interested in serving on the CAC?

The TPBs CAC is an excellent opportunity to contribute to and improve the lived experiences of individuals like myself who reside in the DMV, but also. that which impacts those who visit the area. Ineffective transportation systems are a central structural barrier to the eradication of poverty and employment for many living and around the city, both causes that I am deeply passionate about and have a willingness to lend my time and expertise to addressing on a larger scale.

Affiliations

American Psychological Association

Association for Multicultural Counseling

Miriam's Kitchen

Helping Men Heal

Edith Goldman

City of Laurel, Maryland

Why are you interested in serving on the CAC?

I'm concerned about the building of roads, rather than encouraging people to use public transportation. The existing transportation options are often not useful; for instance when I worked in Kensington I would have needed to take multiple buses/metros and still walk quite a bit to get to work, which would have required 1.5 hours each way (if all went smoothly!) to cover a distance I could drive in 20 minutes. It also seems that rises in public transportation costs overwhelmingly disadvantage lower-income and younger people, who can least afford it. With so many people off the roads, this is a good time to follow some of the bike- and pedestrian-friendly policies being rolled out across Europe.

Affiliations

MMFAC (10 years, mostly as treasurer)

VF Communications Committee (current)

Elisa Walton

Ward 6, District of Columbia
CAC - 2019, 2020

Why are you interested in serving on the CAC?

I would like to continue my work to contribute to the CAC's mission of airing diverse viewpoints on transportation issues that affect the region. I am very interested in climate change, disaster resilience, and how the region's public transit can best adapt to and recover from COVID. I deal with these types of issues in my work in international development, and have found ways to engage closer to home, as well, including through a detail with FEMA and volunteering with the CAC and the Anacostia Watershed Society. Over the last two years on the CAC, and through the Community Leadership Institute, I have learned more about how the CAC and TPB address transportation issues. I hope to continue applying this knowledge to benefit the broader region.

Affiliations

Anacostia Watershed Society
USAID Hispanic Employees Council of Foreign Affairs Agencies
CARECEN (Central American Resource Center)
USAID-EPA Bike Room
Southwest Community Garden

Emmet Tydings

Montgomery County, Maryland
CAC - 2002 to 2020

Why are you interested in serving on the CAC?

I am a highly engaged transportation advocate for our region. It is central to my civic involvement. Participation in the CAC is central as both a subject matter input, and an output.

Affiliations

Greater Olney Civic Assoc. Transportation Committee
Suburban Maryland Transportation Alliance - Co Founder
Past Chair Howard County Tech Council
Bowie Mill Bikeway Initiative



Eyal Li

City of Takoma Park, Maryland

Why are you interested in serving on the CAC?

I'm interested in helping to learn about and inform transportation investment and planning decisions to improve safety and sustainability of the regions transport system.

Affiliations

Union of Concerned Scientists Clean Transportation Program

WABA



Jeff Jamawat

Ward 1, District of Columbia

Why are you interested in serving on the CAC?

I've always been passionate and pragmatic about transportation issues. Living and working in DC for nearly a decade across different neighborhoods, including H Street, U Street / Shaw, Downtown, Foggy Bottom, Navy Yard, Southwest, and Grover Park, I've used and depended on all modes of transit to get around the city. In 2020, we have seen the roles of transportation and transportation infrastructure broadened, tested, and elevated in many ways. Streets have become the life line for restaurants, serving as a tool for rapid-fire economic development (strategies), as well as the civic space to exercise, display, and confront our fundamental values as Americans. Transit agencies like Metro are facing budget, ridership, and public health perception challenges that seem insurmountable and make even more complicated by factors such as regional economy, federal support, and lifestyle decisions (e.g. What are transportation implications for people moving to the suburbs?). The next few years are absolutely critical to adjust and reposition transportation goals and objectives for the post-Covid world, and using this opportunity to build and provide necessary infrastructure that makes the region more competitive and resilient in the coming decades. I'm prepared to volunteer my time to support, ask questions, and contribute to the conversation that get at the solutions to these transportation challenges.

Affiliations

Capitol Riverfront Business Improvement District
Urban Land Institute - Washington Chapter
American Institute of Architects - DC Chapter
Smart Growth Network



Jeffrey Parnes

Fairfax County, Virginia
CAC – 2010 to 2020

Why are you interested in serving on the CAC?

I believe the transportation network of any community can be make or break that community. The system provides the residents opportunities to commute for jobs, pursue their education, explore their surroundings and the freedom to grow. Communities without adequate transportation networks are at a disadvantage compared to other communities and provide a disservice to their residents. I have been active in land use and transportation matters for 40 years in Fairfax County and the Greater Washington Area. I have watched both the Orange line being built in the I-66 median in the mid-80s and now watch with satisfaction the Silver line inch its way up the Dulles Road median in Fairfax County. I remember the completion of the Green line and extension of the Blue lines into Prince George's counties. What is now needed now is connectivity between neighboring communities without necessarily traveling through the region's core. I can only see that resulting from a regional approach, and the only body capable of making that happen is the Metropolitan Washington Council of Government's Transportation Planning Board. Therefore, I wish to continue to participate on and serve that body.

Affiliations

Sully District Transportation
Fairfax County Federation of Citizen Associations



Jemila Kia James

Ward 7, District of Columbia

Why are you interested in serving on the CAC?

I want the needs of my community to be heard and acknowledged. Living East of the River, there are several transportation issues and I hope to advocate for my neighbors. I am a wife and mother of two young boys (4 years old & 8 months). I am an active community member and I believe that it is important for residents in ward 7 & 8 to be given the same opportunities and information as rest of DC.

Affiliations

ANC7E – Executive Assistant



Justin Isbell

City of Alexandria, Virginia

Why are you interested in serving on the CAC?

I've been actively engaged in transportation issues for several years primarily in Alexandria, Arlington and DC. As the founder and President of the Friends of the Mount Vernon Trail, I have frequent contact with individuals in Fairfax County, Alexandria, Arlington and DC that use the trail (and the regional trail network) for transportation and receive large amounts of feedback about trail transportation from the community. This work has also provided experience with working directly with the National Park Service and their role in the regional transportation network. I've worked with or volunteered for multiple community groups, taking formal leadership roles with several groups.

Affiliations

Friends of the Mount Vernon Trail
Alexandria Bicycle and Pedestrian Advisory Committee
Washington Area Bicyclist Association
Alexandria Families for Safe Streets
Tree Stewards of Arlington and Alexandria
BikeArlington & WalkArlington
Phoenix Bikes



Katherine Kortum

Ward 6, District of Columbia
CAC – 2017 to 2020

Why are you interested in serving on the CAC?

I have been a member of the CAC for a few years and have gained a great deal of value from the engagement with other committee members and with staff. My educational and career background is in transportation, and it's easy to get a little bit lost in a bubble of people who think the right solutions are what the research says, or what the most progressive cities are doing. Being part of the CAC regularly reminds me of the variety of perspectives, travel patterns, and preferences that exist within a metro region. It's rare that one solution will work in all settings. The CAC (and the TPB) has to keep those differences in mind as it does its work – which is not only valuable in the transportation industry but is also a good life lesson.

Affiliations

Transportation Research Board
Institute of Transportation Engineers
WMATA Riders Advisory Council
American Society of Civil Engineers, including public policy committee
Young Professionals in Transportation
Robert Bosch Alumni Association



Lorena Rios

Loudoun County, Virginia
CAC – 2012 to 2020

Why are you interested in serving on the CAC?

I want to represent the perspective from the outer beltway's residents. I think transportation just embrace technology or at least be open to explore alternative solutions to transportation problems. I would like the TPB to continue moving to a less _____ centric approach.

Affiliations

Loudoun County Housing Advisory Board

National Council of Architectural Registration Boards

Virginia Board for Architects, Professional Engineers, Land Surveyors, Certified Interior Designers and Landscape Architects

Virginia Tech Commission on Graduate and Professional Studies and Policies

Hispanic Chamber of Northern Virginia



Michael Artson

Prince William County, Virginia

Why are you interested in serving on the CAC?

To advocate for sensible and realistic transportation policies both for Prince William County and the region.

Affiliations

Prince William NAACP

Morgan State University NOVA Alumni Association



Nancy Abeles

Montgomery County, Maryland
CAC – 2015, 2016, and 2018 to 2020

Why are you interested in serving on the CAC?

I am interested in serving on TPB's CAC because of my commitment to the group's mission to further meaningful public participation in transportation planning. I also want to serve because I support TPB's Long Range Planning Visualize aspirations and want to learn as much as I can through my service to encourage my jurisdiction to align with those strategies and deepen its own commitment to public participation in its planning process.

Affiliations

Bethesda BRAC Implementation/Integration Committee/Chair
MD Route 355 BRT CAC NIH Community Liaison Council
Montgomery County Civic Federation
Bethesda Crest HOA
Maplewood Civic Association
Adventure Theatre – Board of Directors
Glen Echo Park Foundation – Board of Directors
Artomatic – Board of Directors
National Philharmonic Orchestra – Board of Directors,
Montgomery Women



Prince Coulibaly

City of Gaithersburg, Maryland

Why are you interested in serving on the CAC?

As someone who grew up in the region, I would like it to better serve a broader range of its population with more varied and less car dependent forms of transportation. I would also like to make a difference to the growing region by putting my input as I will also be a part of the region in 2045.

Affiliations

ULI Washington



Ra Amin

Ward 5, District of Columbia

Why are you interested in serving on the CAC?

I became interested in serving on the TPB's CAC when I discovered its existence during my CLI participation. I wanted to give back for the wonderful training I received. I have continued to study transportation, urbanism, planning and sustainability to prepare for the opportunity. Also, I am dedicated to the achievement of transportation equity, smart growth and social inclusion in the region. After CLI and pre COVID-19, I regularly attended the monthly TPB's and NCPC meetings. I look forward to returning to virtual meetings in 2021.

Affiliations

Ward 5 Safe Streets, DC Bicycle Advisory Council

Ward 5 Education Equity Committee (W5EEC)

Greater Brookland Intergenerational Village (GBIV)

GWUH Patient Family Advisory Council (PFAC)

Brookland Neighborhood Civic Association, Bertie Backus Garden & Comp Committees



Rafael Sampayo

Arlington County, Virginia

Why are you interested in serving on the CAC?

I believe that having a vibrant and effective transportation system is essential to providing the best quality of life for citizens. I also bring a wealth of experience in providing leading edge solutions to technical problems.

Affiliations

Carver Place Homeowners Association

Arlington View Neighborhood Association

Arlington County Rate Study Advisory Group (Water/Sewer Rates)

Arlington Neighborhood College

Arlington Community Engagement Brigade



Robert Jackson

Fairfax County, Virginia
CAC – 2015 to 2020

Why are you interested in serving on the CAC?

I've been a CAC member since 2015 & served as chair in 2019. I think getting people from all over the region and with different life experiences gives us all new perspectives that can be useful to the TPB. I think the new organization for the CAC will be beneficial and can increase the importance of community input to the TPB. I want to be a part of this effort. Also, I have truly enjoyed working with the people who have served with me on the CAC, both members and staff. I want to stay connected to them.

Affiliations

McLean Citizens Association & its Planning & Zoning and Transportation Committees
Tysons Partnership (ex officio)
Fairfax Federation of Citizens Associations
McLean Hamlet Board of Directors
North American Numbering Committee, oversight working group

Ron Skotz

City of Bowie, Maryland

Why are you interested in serving on the CAC?

My knowledge and experience of Regional Transportation issues.

Affiliations

MTA Citizens Advisory Committee "CAC"

Board of Directors Transportation Association of MD

Commissioner Central MD Trans. & Mobility Commission RTA

Bowie Advisory Planning Board

Baltimore Metropolitan Council "BMC" CAC



Solomon Haile

Fairfax County, Virginia

Why are you interested in serving on the CAC?

I'm a Landscape Architect by training and I work for HNTB Corporation with the Federal Planning Team as Urban Design Planner II. I have a passion for the future of alternative transportation systems and pedestrian safety in our region that I would like to contribute my skillset toward the masterplan of our transportation platforms through the designing, and planning of our roadway system to serve fairly all the stakeholders as a multi-module roadway network in our region.

Affiliations

American Society of Landscape Architects (ASLA) - Potomac Chapter

Conference of Minority Transportation Officials

U.S. Green Building Council - Virginia Chapter

Institute for Sustainable Infrastructure

Orphan Care Ethiopia - International Volunteer Coordinator



Tracy Duvall

City of Takoma Park, Maryland

Why are you interested in serving on the CAC?

In general, I value contributing to the community. In specific, I can apply my background in transportation as a researcher, activist, and community-board member.

Affiliations

Complete and Safe Streets Committee, Takoma Park

Sustainability Committee, founder, Georgia Gwinnett College

International Rescue Committee, volunteer

Pima County Commission on Trial Court Appointments

Judicial Performance Review, Pima County, public member



COMMUNITY ADVISORY COMMITTEE

Nominations for the 2021-2022 CAC

Bryan Hayes
TPB Transportation Planner

Transportation Planning Board
January 21, 2021



Applications Received

- Staff accepted applications from November 12 to December 17.
- 41 completed applications were received.
- Residents of 15 TPB member jurisdictions submitted applications.
- 29 applicants have not previously served on the CAC.
- 15 applications graduated from the Community Leadership Institute.
- 13 applications were received from people who live in Equity Emphasis Areas.



TPB Officer Nominations

Name	Jurisdiction	State
Ashley Huston	City of Manassas	VA
Audrey Nwaze	City of Greenbelt	MD
Dan Papiemik	Fairfax County	VA
Delia Houseal	Ward 7	DC
Delishia Pittman	Prince George's County	MD
Edith Goldman	Prince George's County	MD
Elisa Walton	Ward 6	DC
Emmet Tydings	Montgomery County	MD
Eyal Li	City of Takoma Park	MD
Jeff Jamawat	Ward 1	DC
Jeff Pames	Fairfax County	VA
Jemila Kia James	Ward 7	DC

Name	Jurisdiction	State
Justin Isbell	City of Alexandria	VA
Katherine Kortum	Ward 6	DC
Lorena Rios	Loudoun County	VA
Michael Artson	Prince William County	VA
Nancy Abeles	Montgomery County	MD
Prince Coulibaly	City of Gaithersburg	MD
Ra Amin	Ward 5	DC
Rafael Sampayo	Arlington County	VA
Robert Jackson	Fairfax County	VA
Ron Skotz	City of Bowie	MD
Solomon Haile	Fairfax County	VA
Tracy Duvall	City of Takoma Park	MD



Next Steps

- **Approval** – The board is asked to approve or make changes and then approve the nominations for the 2021 to 2022 CAC.
- **CAC Chair** – After approval, the TPB Chair will announce the CAC Chair for 2021.
- **First meeting** – The 2021-2022 CAC meets for the first time in February.



Bryan Hayes

TPB Transportation Planner

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mwkog.org/TPB

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

ITEM 8 – Information

January 21, 2021

Transportation Impacts of the COVID-19 Pandemic in the National Capital Region

Background:

The board will be briefed on updated information on the regional transportation impacts resulting from the COVID-19 pandemic as well a collaborative multisectoral analysis being undertaken by COG and TPB staff. The multisectoral analysis will examine impacts on transportation, the environment, the economy, and health and will provide a regional perspective on pandemic impacts to inform long term planning and programming activities.



MEMORANDUM

TO: Transportation Planning Board
FROM: Tim Canan, AICP, TPB Planning Data and Research Program Director
SUBJECT: COG/TPB Activities to Compile COVID-19 Transportation Impacts Information
DATE: December 8, 2020

Numerous actions have been taken to contain the pandemic spread of the COVID-19 virus and to mitigate COVID-19's threat to personal and public health. These actions have affected socio-economic activities throughout the country, including the Washington metropolitan area. The impacts of the pandemic have been significant, and it is necessary to understand the full depth and breadth of these impacts in the region from a broad context.

In his October 15, 2020 memorandum to the Transportation Planning Board (TPB), Andrew Meese, TPB Systems Performance Planning Director, indicated that COG and TPB have commenced an effort to examine the impacts of COVID-19 on the region from a multisectoral perspective. Sectors in this analysis include transportation, the economy, the environment, and health. Staff from COG's Departments of Transportation Planning, Community Planning and Services, and Environmental Programs are collaborating to compile relevant data and information that help portray the broad context of the pandemic in the region from this perspective.

Because of the complexity of some of the data as well as notable lags in data availability for some key indicators, staff has grouped the multisectoral analysis activities into two distinct phases: 1) near-term activities, which entail compiling and presenting data that are already available and can readily be presented, and 2) longer-term activities, which will require obtaining data that may not yet be available and conducting a deeper dive into the complex interrelationships of these data sources. Staff is currently in the process of making initial presentations of data and findings from the near-term activities to various Boards and committees within COG and TPB. The TPB will be briefed at its December 16, 2020 meeting on the first of these analyses as well as on the overall approach for conducting the multisectoral analysis for assessing the impacts of COVID-19 in the region.

TRANSPORTATION IMPACTS OF THE COVID-19 PANDEMIC IN THE NATIONAL CAPITAL REGION

Tim Canan, AICP
Planning Data and Research Program Director

Transportation Planning Board
January 21, 2021

Overview

- Numerous actions have been taken to contain the pandemic spread of COVID-19 and to mitigate its threat to personal and public health.
- These actions have restricted socio-economic activities throughout the country, including the metropolitan Washington area.
- Staff from various COG departments are collaborating to develop a snapshot summary of observed impacts on the region from a multisectoral perspective.
- Sectors of analysis include:
 - Health
 - Economy
 - Transportation (Roadways and Public Transportation)
 - Environment

Overview

- A multisectoral approach will provide a snapshot summary of impacts from a broader perspective to provide more context.
- Analyses and findings, while empirical, are intended to provide a general contextual understanding of the impacts and are not intended to constitute a comprehensive “deep dive.”
- Analyses will measure what has occurred and will not be predictive in nature due to remaining uncertainties.
- Presentations to be made in two phases:
 - *Near-term Activities*: readily available data that can be presented to stakeholders starting in December.
 - *Longer-term Activities*: data collection and analysis activities that may take longer to complete



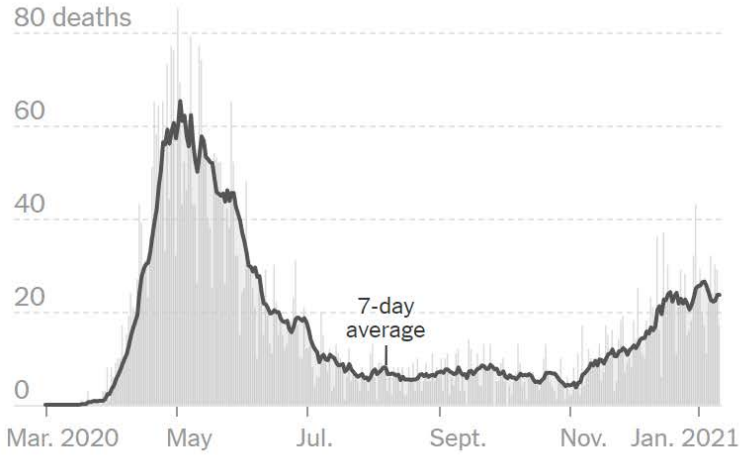
COVID Cases & Deaths in Washington, DC Metro Area

	ON JAN. 10	DAILY AVG. IN LAST 7 DAYS	PER 100,000	14-DAY CHANGE	TOTAL REPORTED
Cases	3,321	2,922	47	+14% →	303,734
Deaths	17	24	<1	+15% →	5,220

New cases

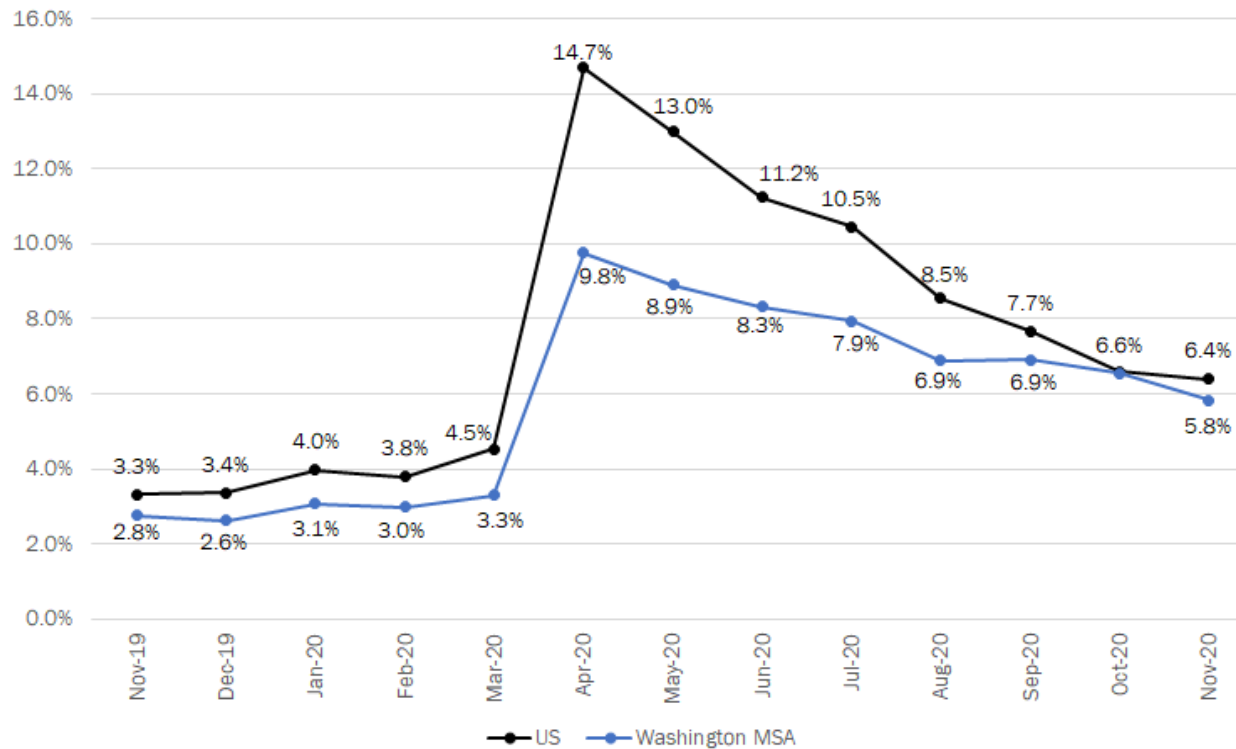


Deaths



New York Times Cases & Deaths Tracker: <https://www.nytimes.com/interactive/2020/us/covid-cases-deaths-tracker.html#USA-MSA47900>. The Times uses reports from state, county and regional health departments.

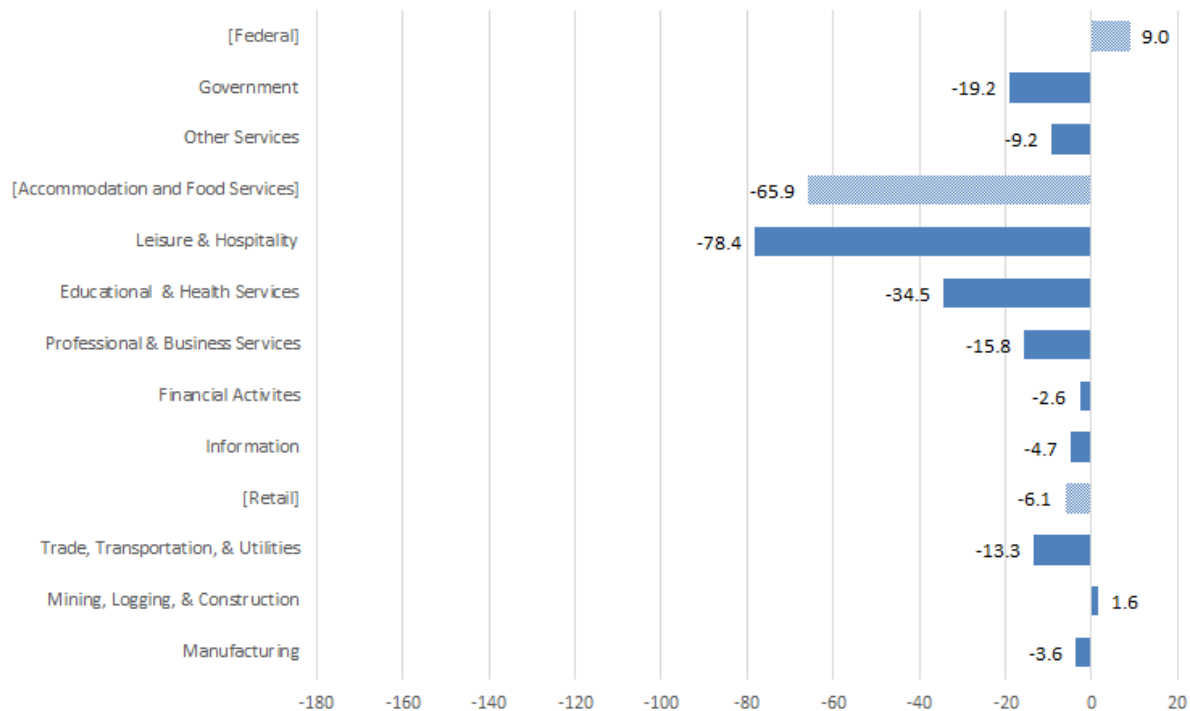
Unemployment Rate Washington MSA and US



Our unemployment rate nearly tripled with the onset of the pandemic but was still nearly 5 points below the nation. With reopening, the national and local rates did converge in October, but the November local rate did slip below the national rate.

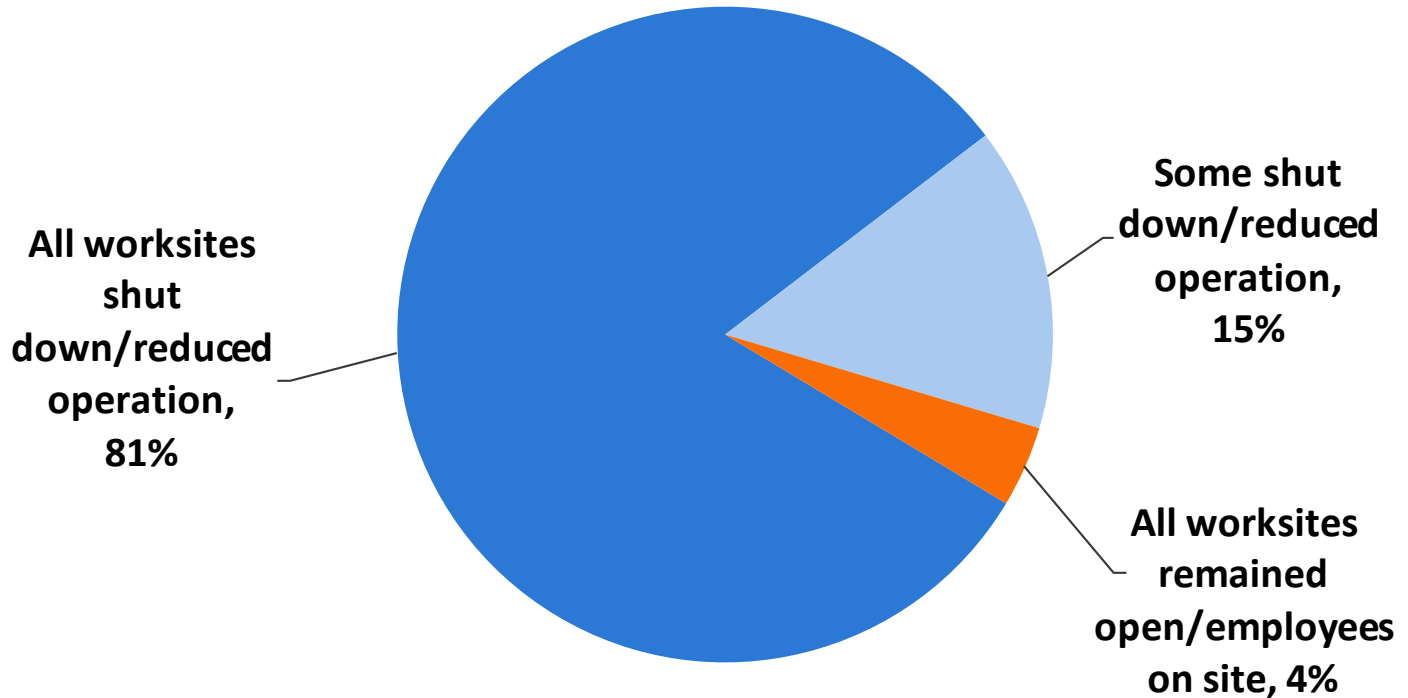


Over-the-year Job Change By Sector November 2020 vs November 2019 Washington MSA (Thousands)



The most-current employment data shows job losses to be in hospitality, retail, and several service industry sectors.

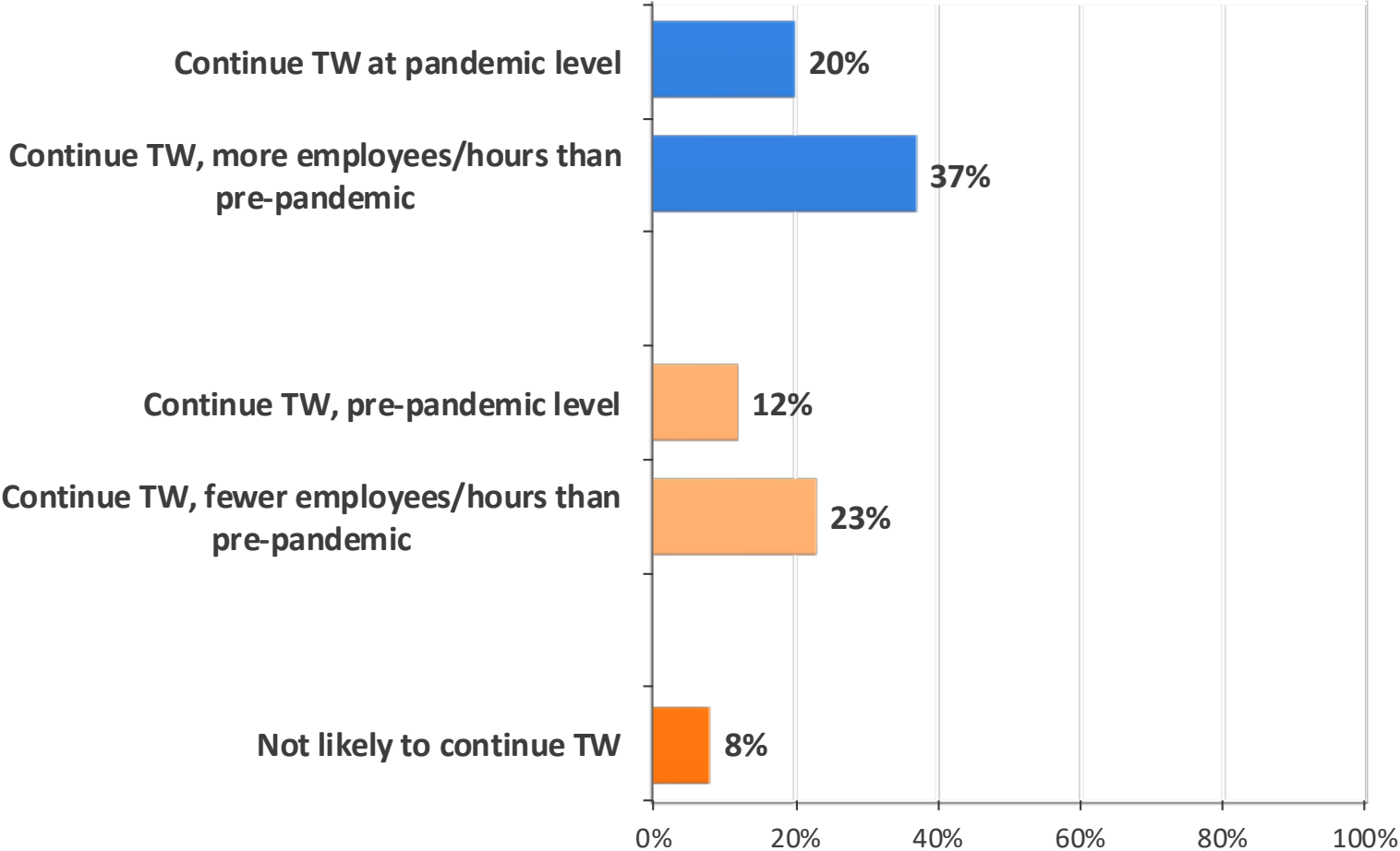
Worksite Operations



Source: Commuter Connections 2020 Employer Telework Survey

96% of Worksites Shut Down or Reduced On-site Operation Either Completely (81%) or Partially (15%) Since Coronavirus Pandemic Began

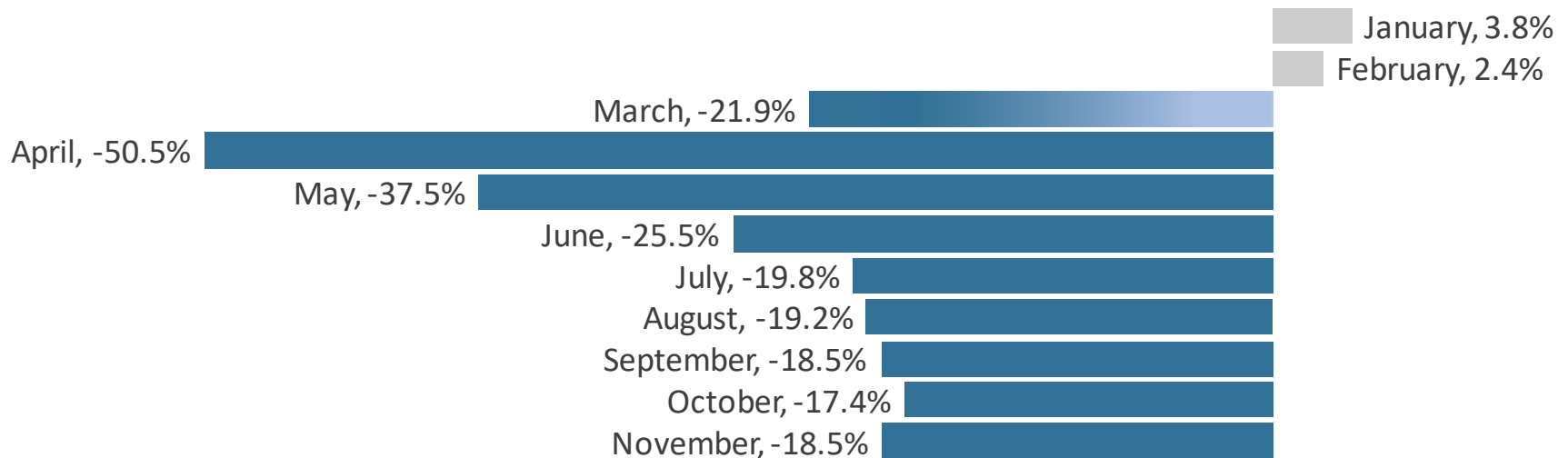
Anticipated Post-Pandemic Teleworking



Source: Commuter Connections 2020 Employer Telework Survey

Roadway Traffic Volumes: Region

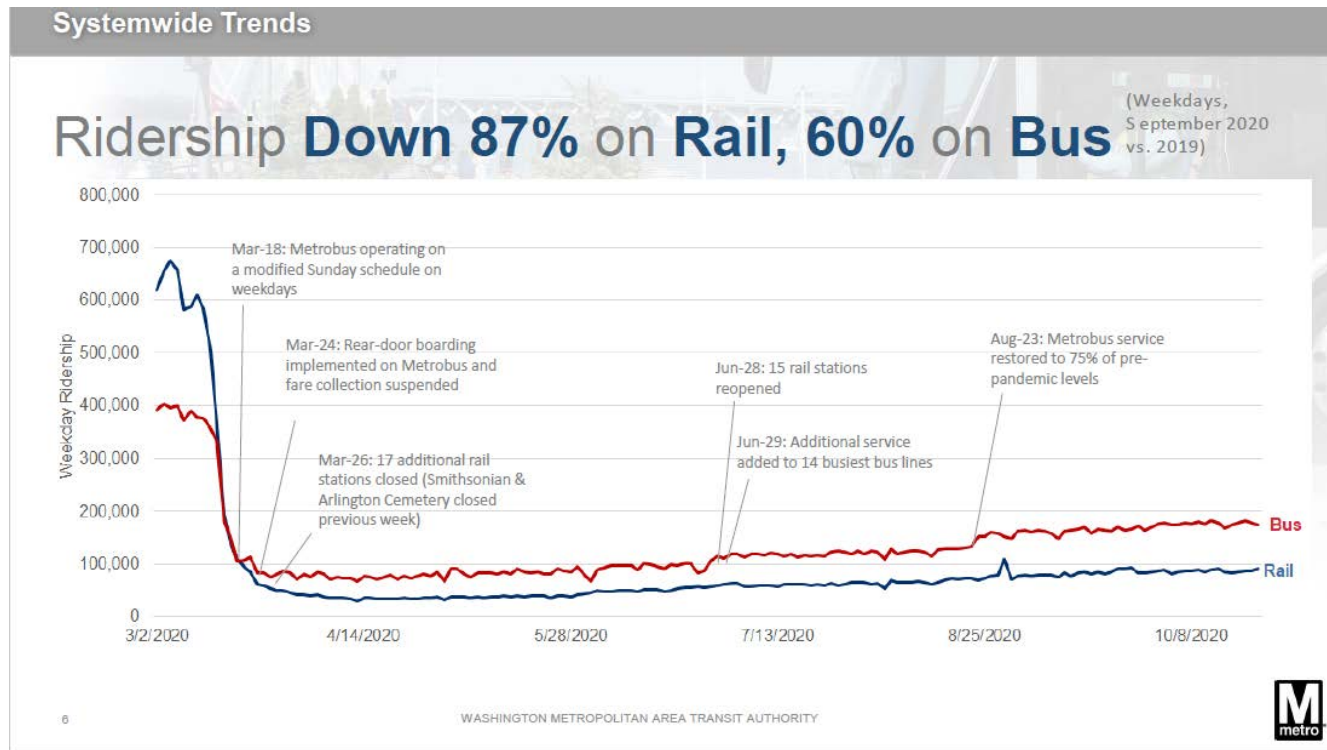
TPB Region - Monthly Average Percent Change from Equivalent 2019 Month



Source: COG/TPB

Regional traffic volumes, which in April 2020 had dipped below 50% of 2019 volumes, had recovered to over 80% of 2019 volumes by July, and continued a slow recovery through October. Volumes, however, decreased once again region-wide in November.

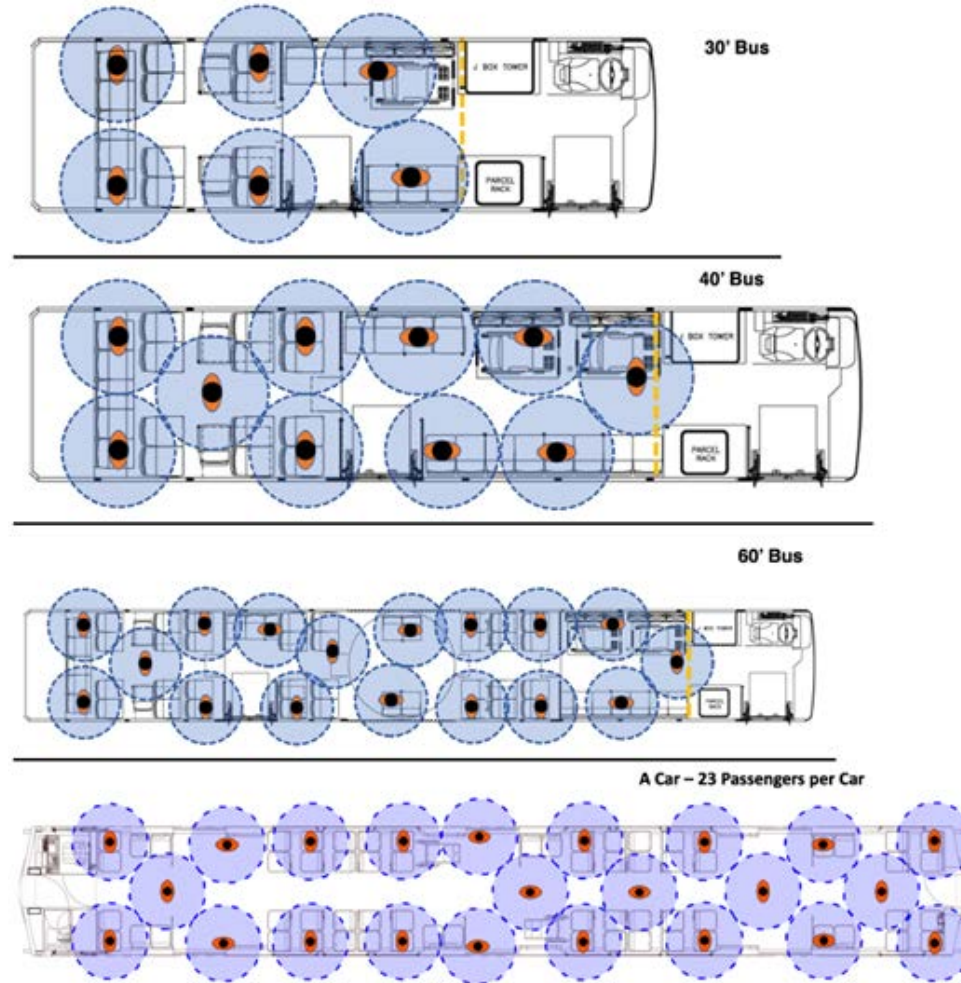
Metrorail and Metrobus Ridership



WMATA Regional Bus Ridership Workshop, November 17, 2020. COVID Ridership Trends, Diane Patterson.

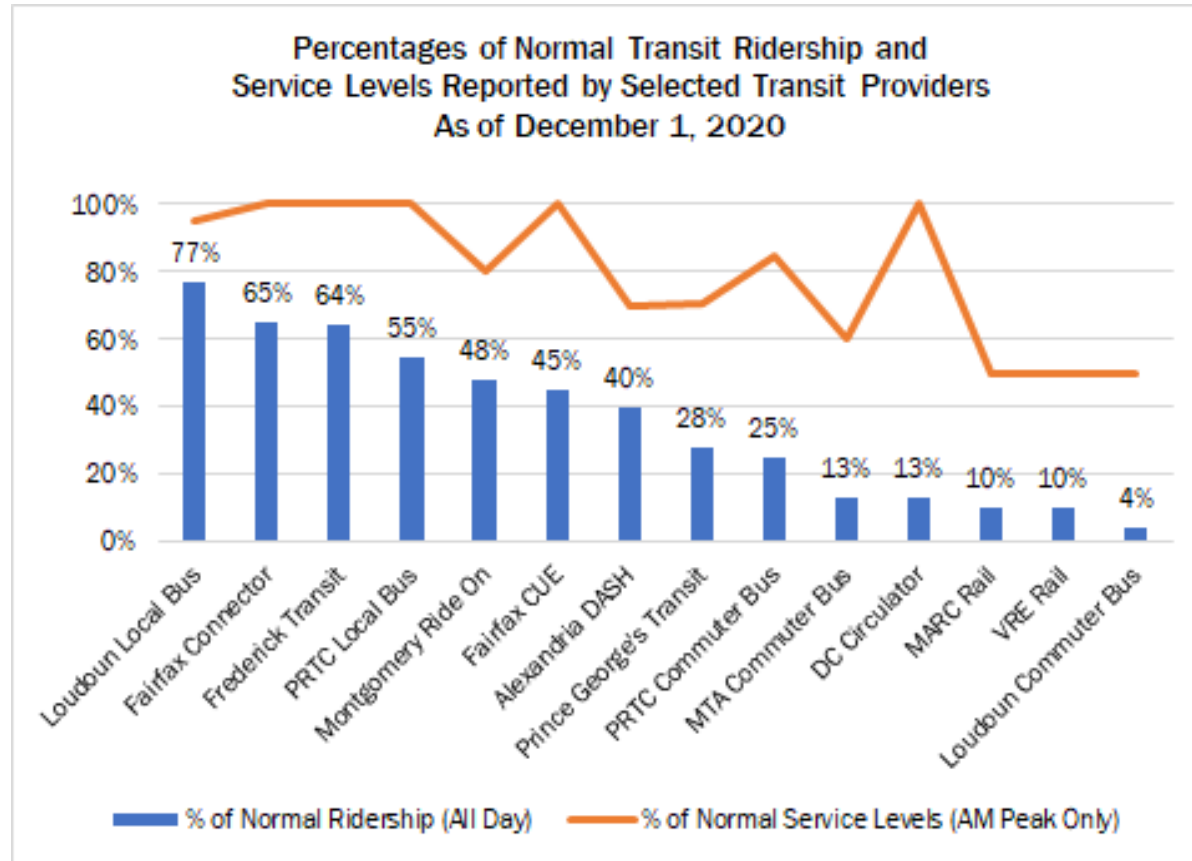
Ridership decreased as a result of both reduced demand and reduced transit capacity, underscoring the complex interrelationship of supply and demand on transit. This contrasts to roadway volume decreases, which resulted from demand reductions.

Effect of Capacity Limits on Ridership



- Implementing increased social distancing on transit vehicles reduced the maximum ridership, or capacity, that can be achieved.

Local and Commuter Transit

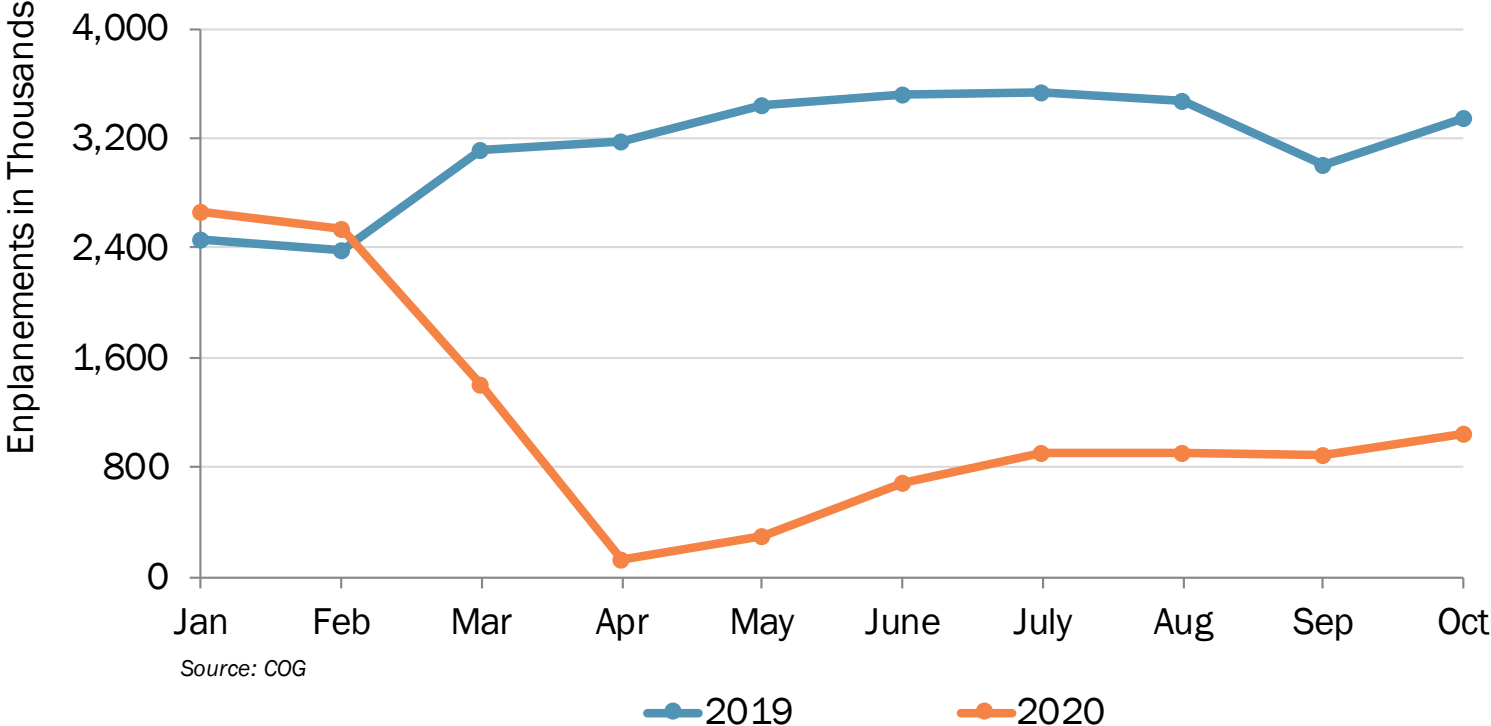


Impacts varied among long-distance, local, and tourist routes

Reported approximate percentages of ridership and service levels vs. typical levels. Source: COG/TPB questionnaire of local (non-WMATA) transit agencies, December 1, 2020. Disaggregated service levels for Loudoun County services were not available. Providers not shown did not participate in the questionnaire.

Air Travel

2019 and 2020 Monthly Enplanements at Washington/Baltimore Regional Airports



Air travel has recovered somewhat at the region’s three major airports since April but remains much lower than 2019.

Criteria Pollutants

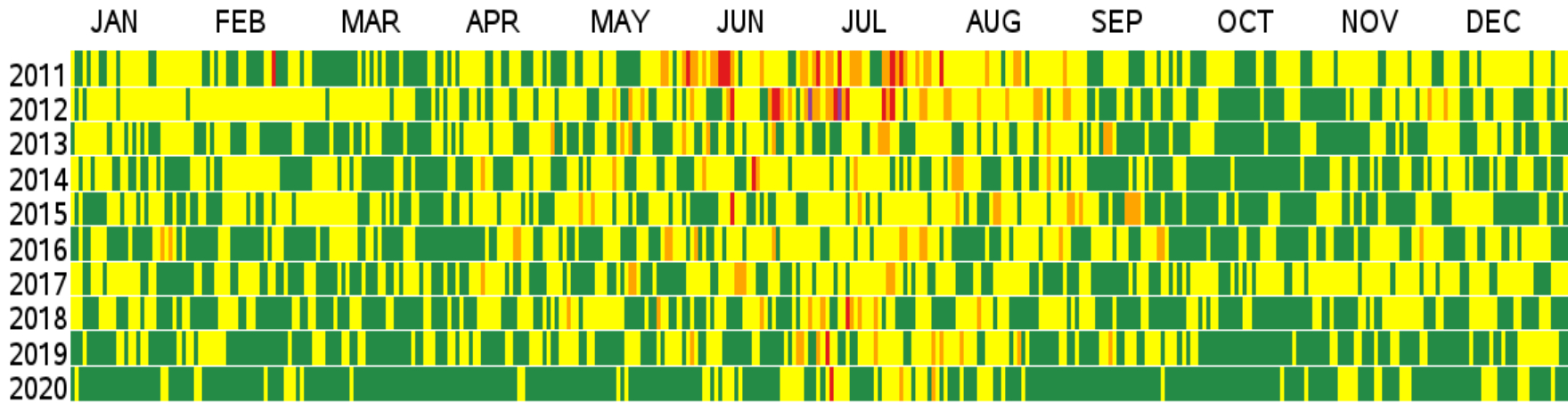
- **Ozone and fine particulate matter (PM2.5) were lower in 2020 compared to 2019.** (March 1 – September 30)
- COVID-19 related restrictions and closures reduced activities and related emissions.
- Weather was unfavorable to the formation and build up of pollutants.

Ozone Air Quality Index Days (March - September)			
Year	Code Green	Code Yellow	Code Orange
2020	180	32	2
2019	123	81	10

Note: Draft data valid as of December 10, 2020.

Criteria Pollutants

Daily AQI Values, 2011 to 2020 Washington-Arlington-Alexandria, DC-VA-MD-WV



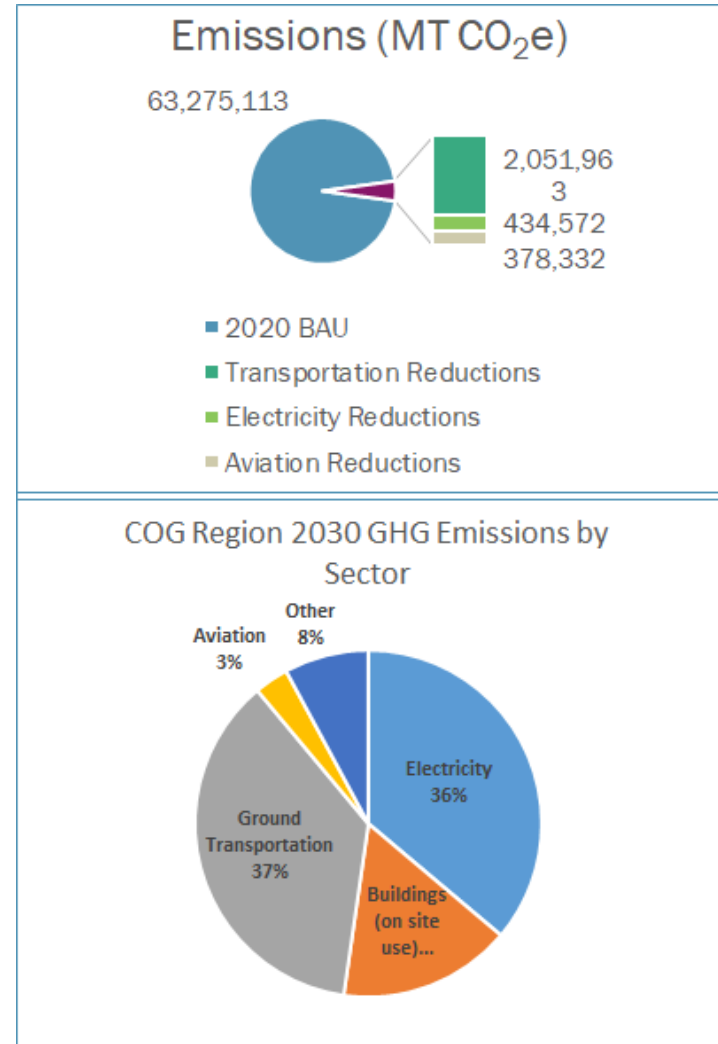
Source: U.S. EPA Air Data, generated January 5, 2021

Note: Data shown above is for combined AQI values for ozone, PM2.5, PM10, CO, NO2, and SO2 for the Washington-Arlington, Alexandria CBSA.

Impact on Greenhouse Gas Emission

- GHG Emission Reduction Estimates
 - Transportation: 40% average reduction of on-road sector (March 20 – June 26)
 - Electricity: 7.9% average reduction of electricity sector (March 20 – July 14)
 - Aviation: 65% average reduction of aviation sector (March 20 – July 20)

Note: COG BAU Projections revised May 2020



Next Steps

Staff from COG departments continue collaborating on the multisectoral assessment of COVID-19 impacts on the region.

- Deeper dive into more data
- Future presentations to be made (near-term and longer-term)
 - COG Board of Directors
 - Transportation Planning Board
 - Climate Energy and Environment Policy Committee
 - Metropolitan Washington Air Quality Committee
 - Chesapeake Bay and Water Resources Policy Committee
 - Human Services Policy Committee
 - Region Forward Coalition
 - Supporting Committees and Subcommittees

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Metropolitan Washington Council of Governments

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Washington, DC 20002



Metropolitan Washington
Council of Governments

TRANSPORTATION IMPACTS OF THE COVID-19 PANDEMIC IN THE NATIONAL CAPITAL REGION

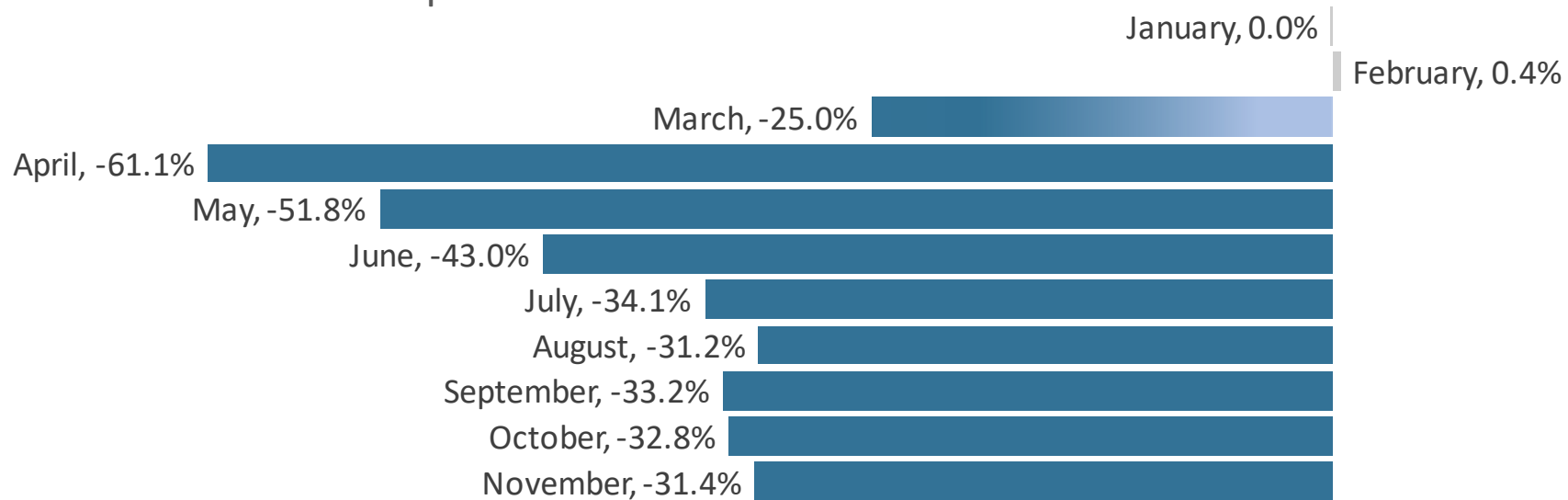
Additional Slides



Metropolitan Washington
Council of Governments

Roadway Traffic Volumes: Regional Core

Regional Core - Monthly Average Percent Change from Equivalent 2019 Month

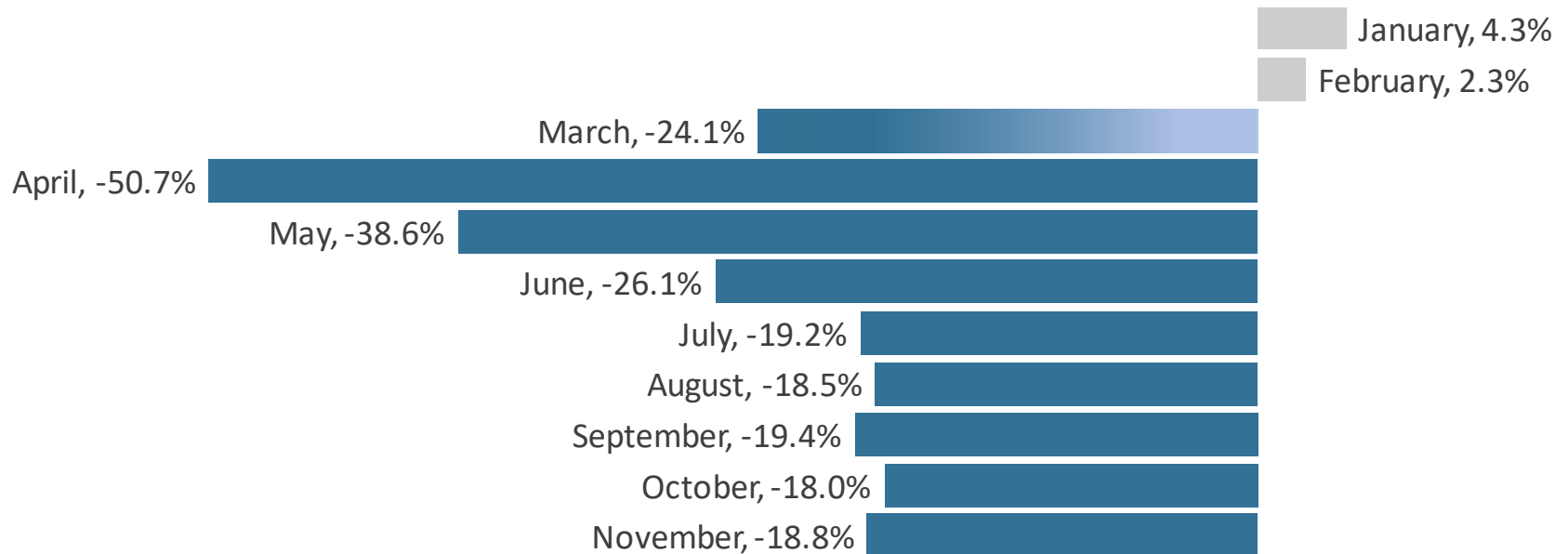


Source: COG/TPB

Traffic Volumes in the Regional Core decreased by more than 60% over the year in April and have recovered more slowly compared to the region overall.

Roadway Traffic Volumes: Inner Suburbs

Inner Ring - Monthly Average Percent Change from Equivalent 2019 Month

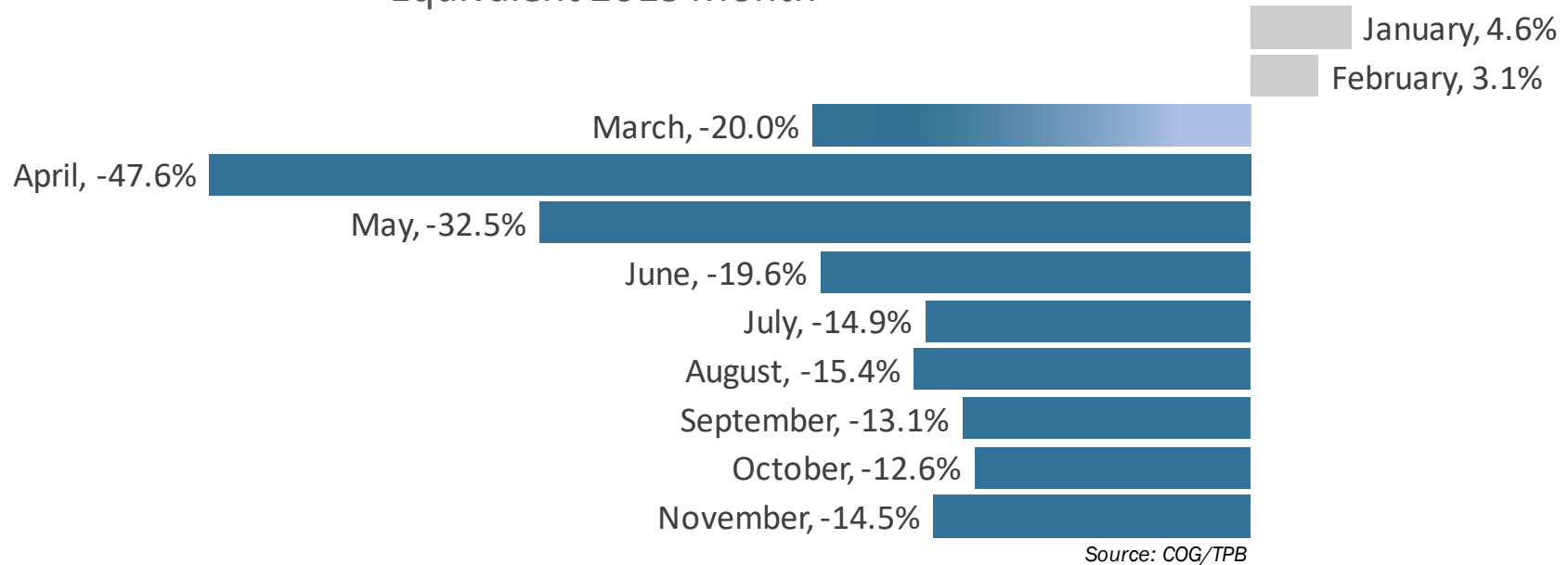


Source: COG/TPB

After decreasing by more than 50% in April, traffic volumes in the inner suburbs recovered to nearly 80% of 2019 levels, although fluctuations in recovery are still being observed, including a slight decrease in November.

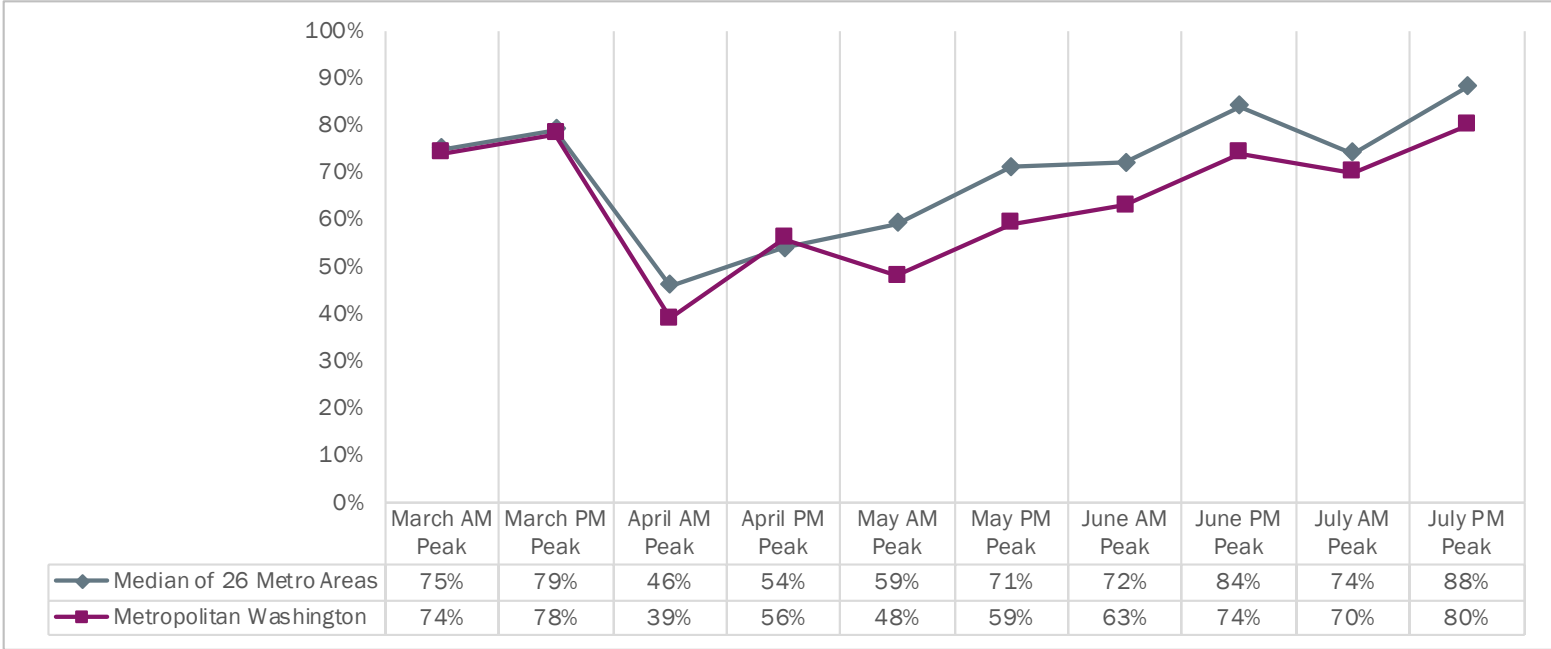
Roadway Traffic Volumes: Outer Ring

Outer Ring - Monthly Average Percent Change from Equivalent 2019 Month



In the outer ring within the TPB Modeled Area, traffic volumes sustained the smallest peak decrease in April of 47.6% and have since registered notable recovery. By October, volumes in the outer ring were down only 12.5% compared to the same time in 2019. However, volumes in the outer suburbs once again decreased in November by 2 percent.

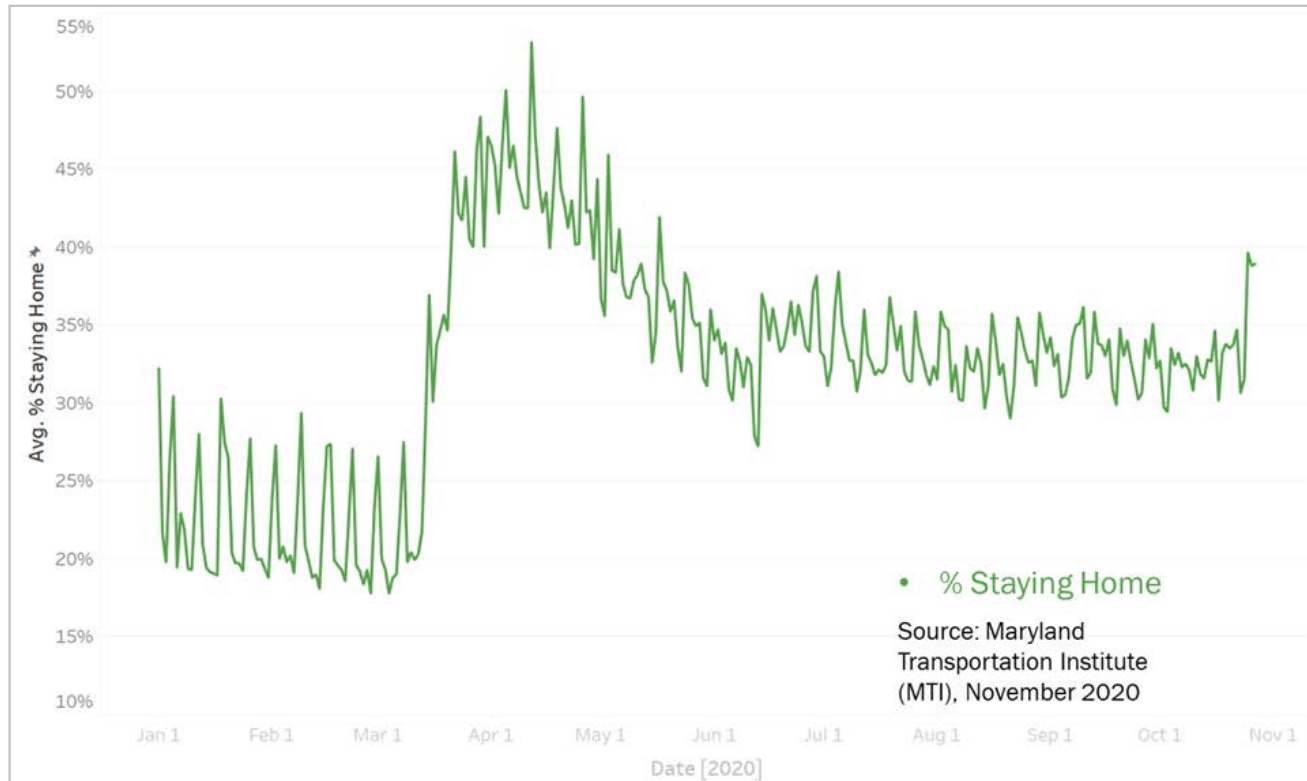
Vehicle Miles of Travel



Comparison to pre-pandemic levels. Source: INRIX

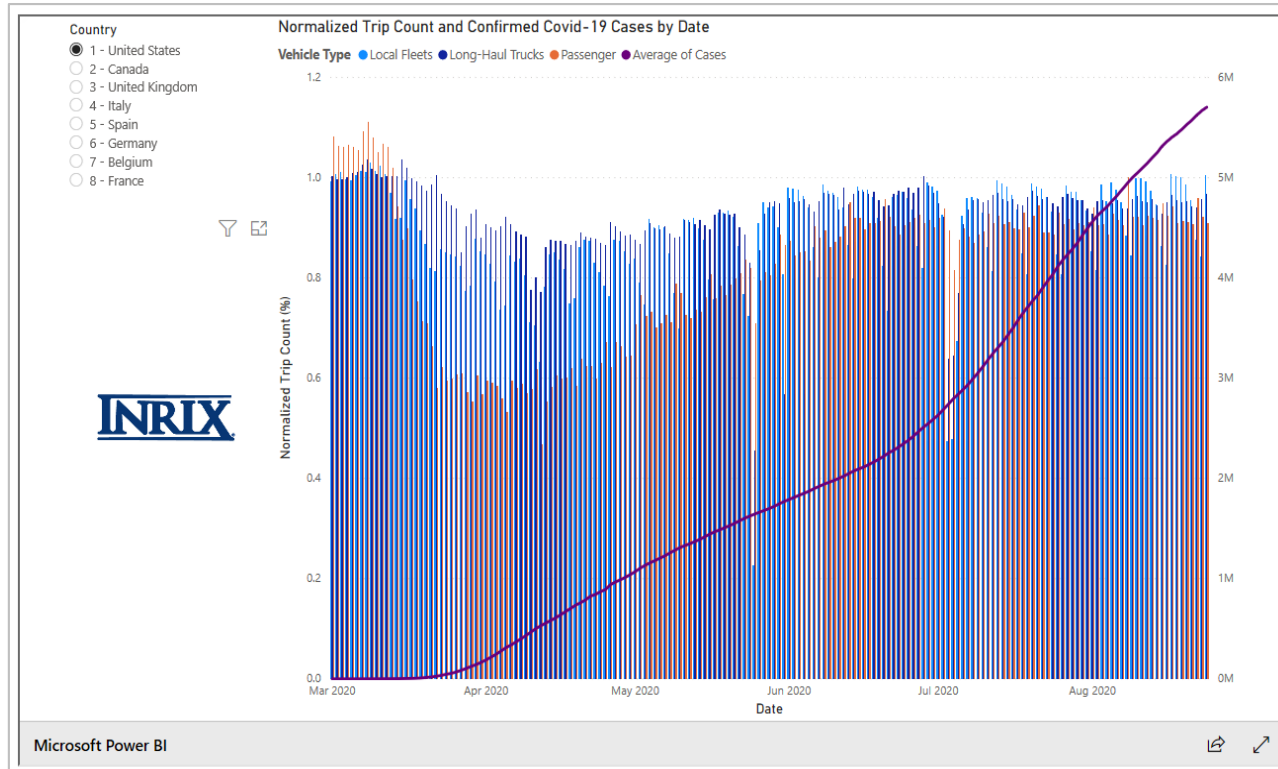
- Regional vehicle miles of travel (VMT) dipped most dramatically in April, but by July had recovered significantly
- Lower but similar to the median of 26 major metro areas

Person Travel



- Persons staying home on a given day regionally went from about 25% pre-pandemic, up to about 45%, and recently back to around 35%

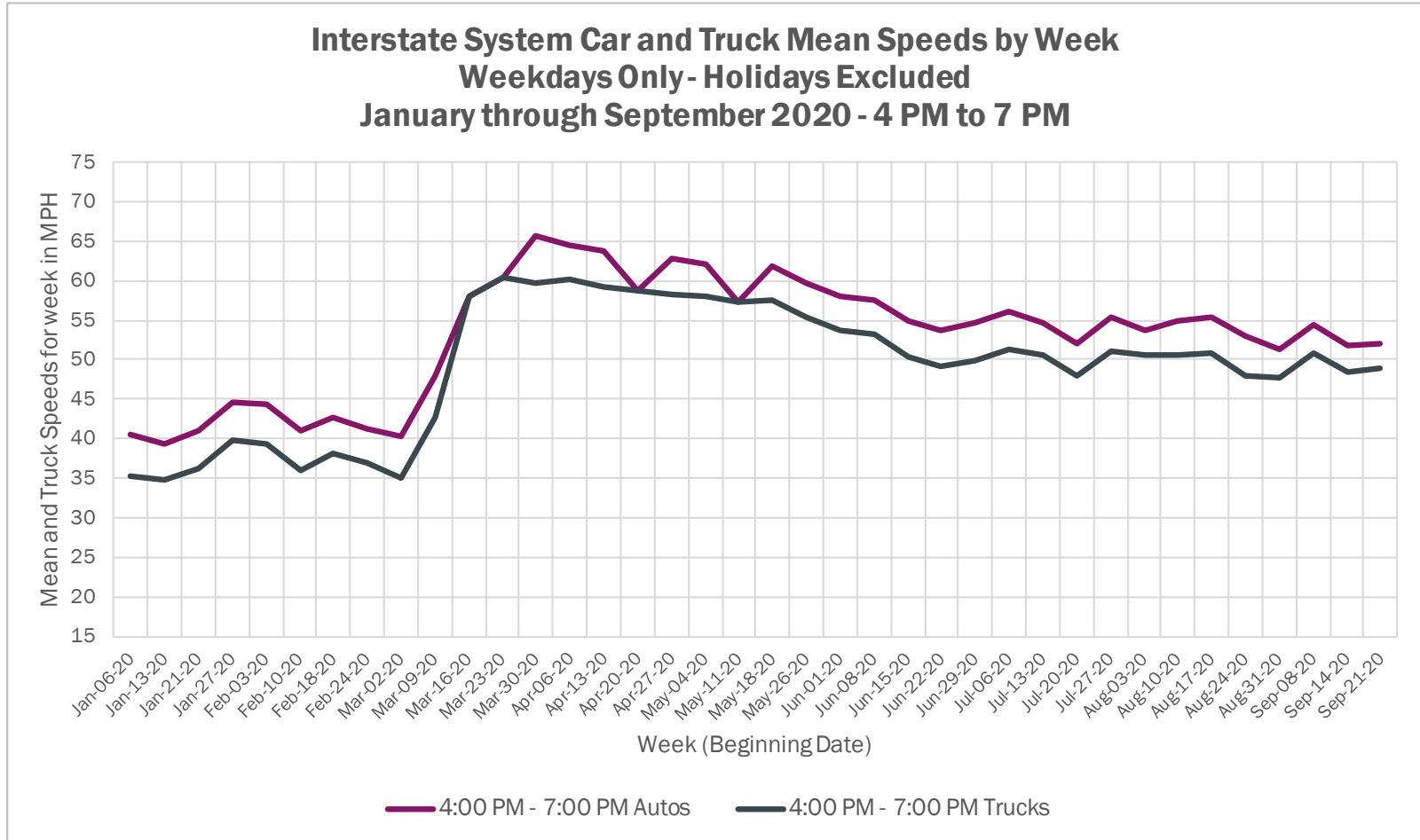
Truck Travel



Nationwide data. Source: INRIX.

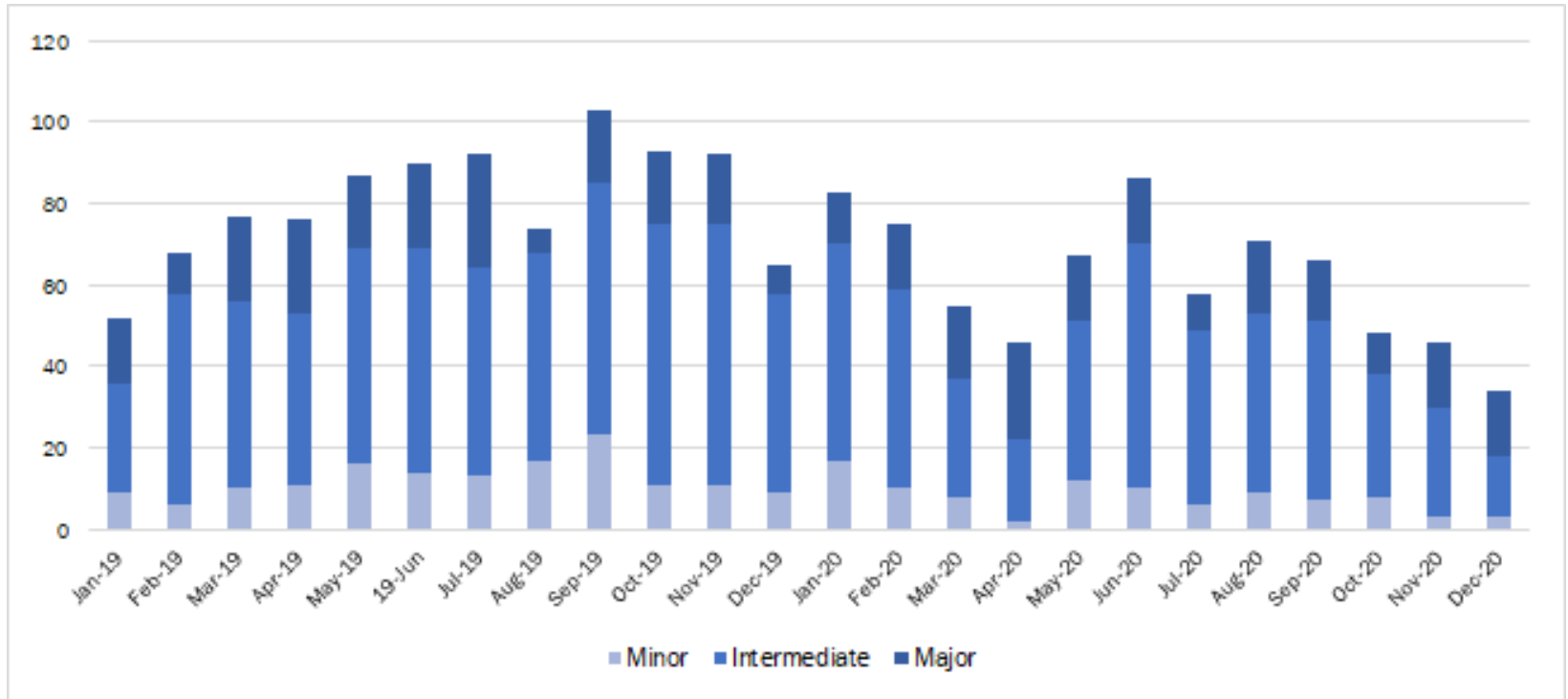
- Nationally and regionally, truck travel (blue) never declined as much as passenger travel (red/orange) did

Roadway Speeds



Source: COG/TPB Analysis of the National Performance Management Research Data Set (NPMRDS).
 Certain regional Interstate highway segments excluded due to data availability.

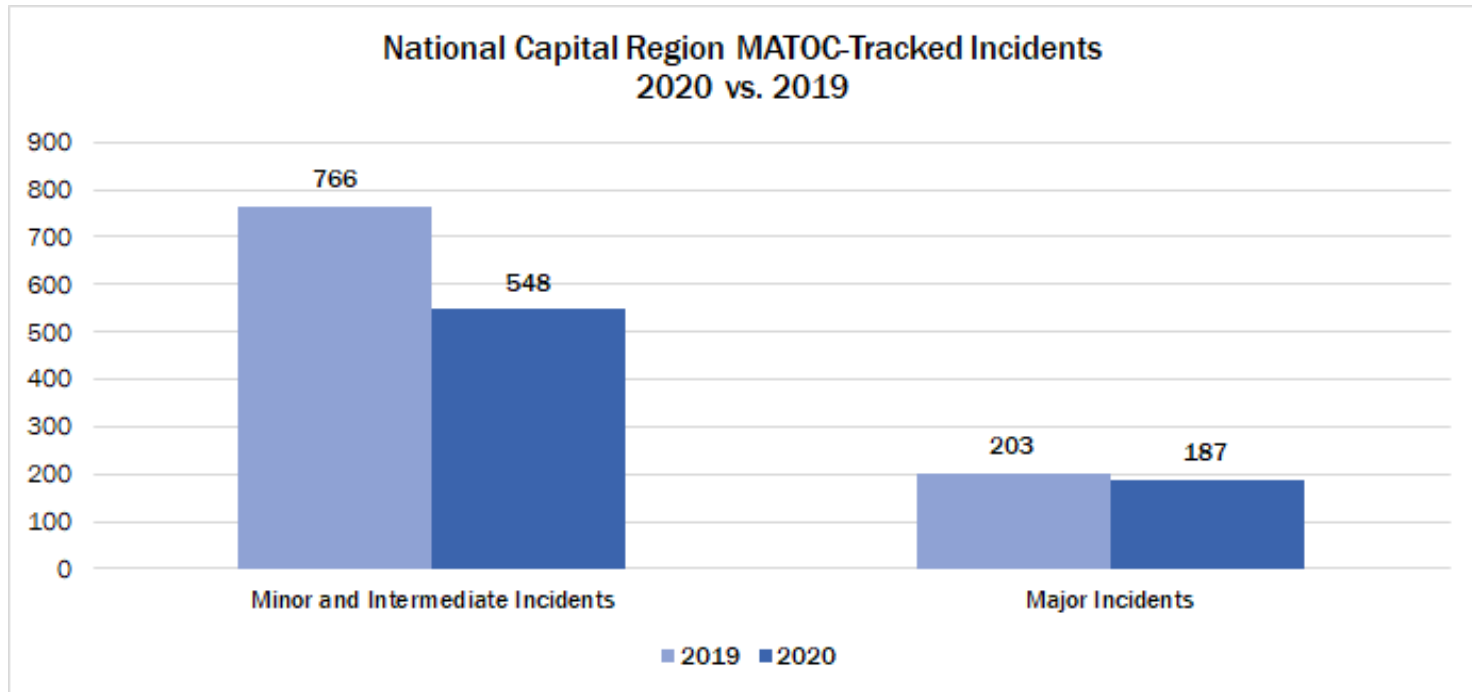
Safety: MATOC Incidents



Numbers of documented roadway incidents during Metropolitan Area Transportation Operations Coordination (MATOC) Program operating hours (4:30 A.M. to 8:00 P.M. weekdays only). Source: MATOC.

Overall MATOC-tracked incidents have trended lower since the pandemic, but major incidents have trended disproportionately high.

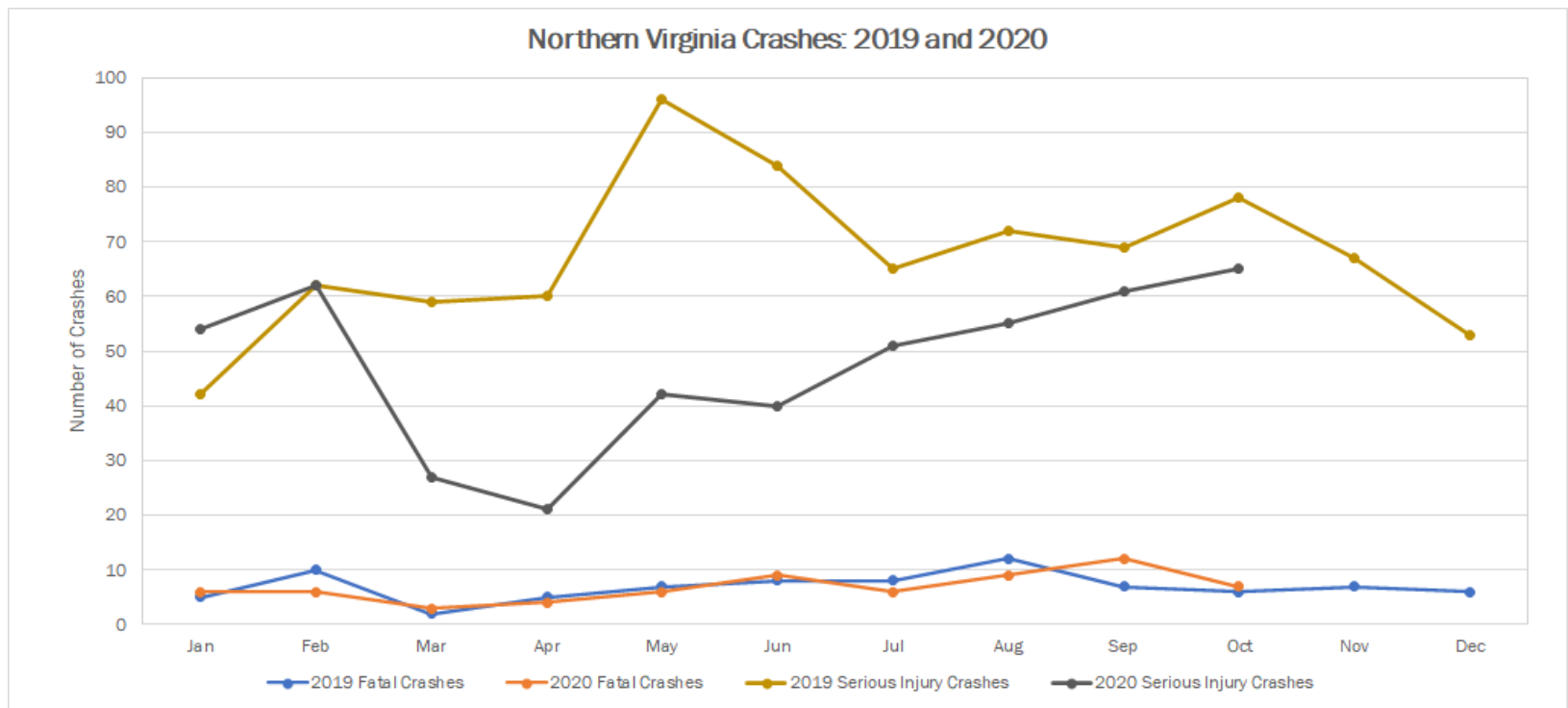
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Overall MATOC-tracked incidents have trended lower since the pandemic, but major incidents have trended disproportionately high (25.4% of all incidents in 2020 versus 20.9% in 2019).

Safety: Crashes (Northern Virginia)

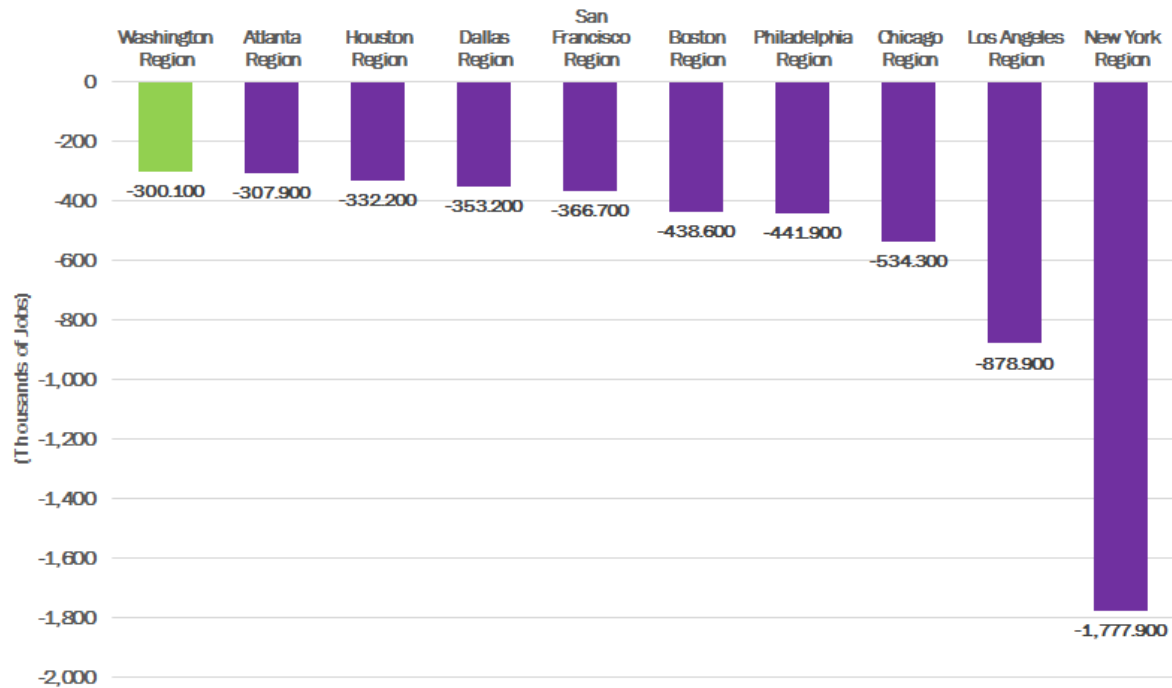


Data for 2020 are preliminary and subject to change. Source: VDOT.

Though serious crash numbers have been lower than 2019, fatal crashes have remained at about the same level as 2019, even with reduced traffic volumes since March

Non-Farm Job Loss March to April 2020 In 10 Largest MSAs

(Source: Bureau of Labor Statistics)

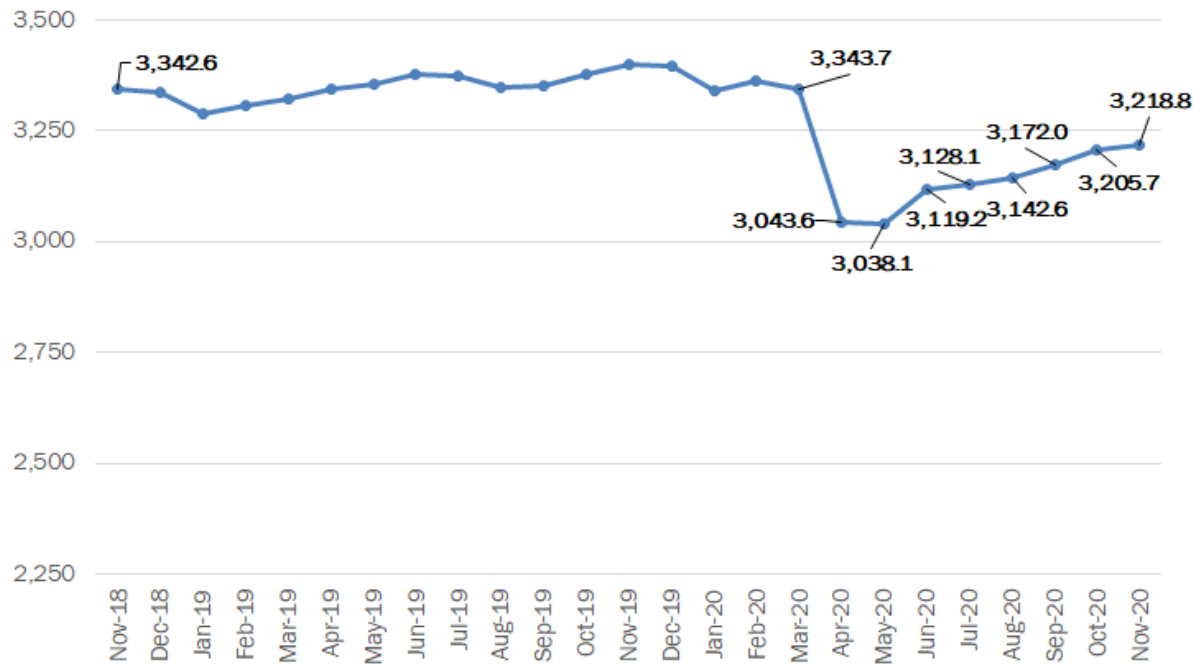


Our initial job losses were the lowest when compared to many of our peer regions. New York and Los Angeles experienced the most severe losses.

Non-Farm Jobs (000s) - Washington MSA

November 2018 to November 2020

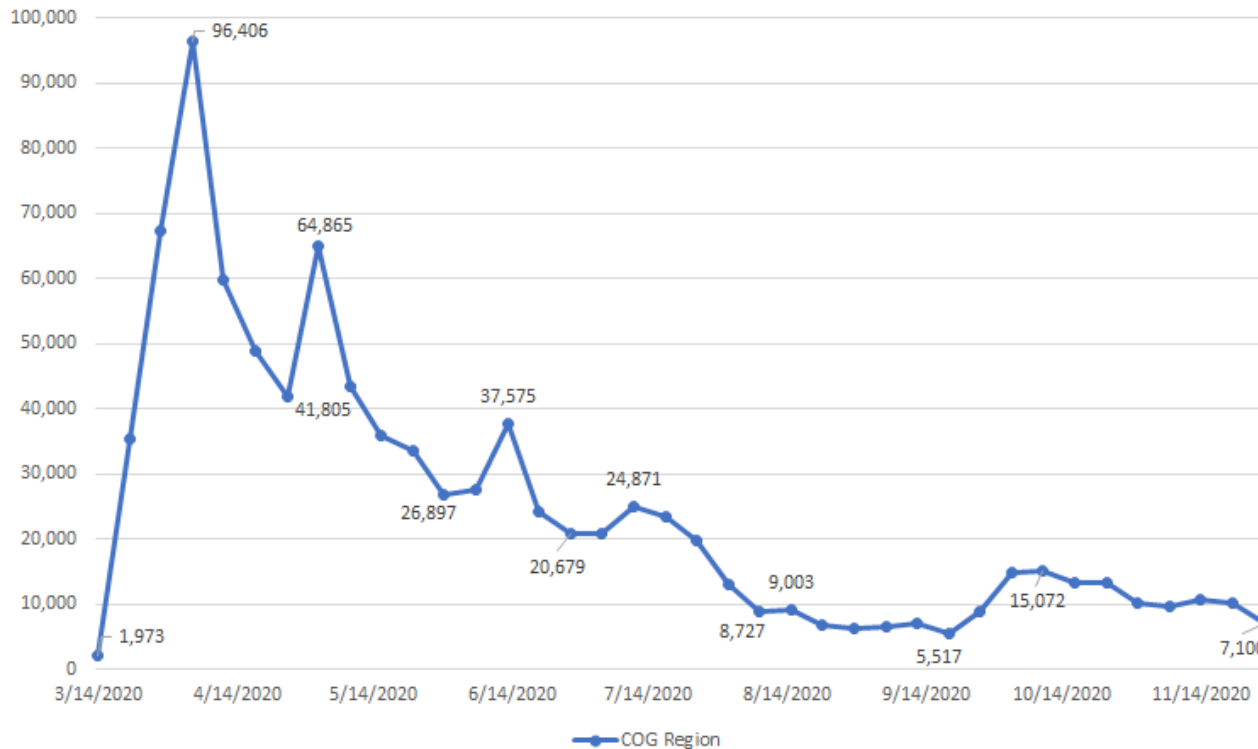
(Bureau of Labor Statistics, Not Seasonally-adjusted, Thousands)



The region lost 300,000 jobs between March and April of this year. As of November, 175,200 jobs have been added during our partial reopening

Unemployment Insurance Claims

(DC Department of Employment Services, Maryland Department of Labor, Licensing, and Regulation, and Virginia Employment Commission)

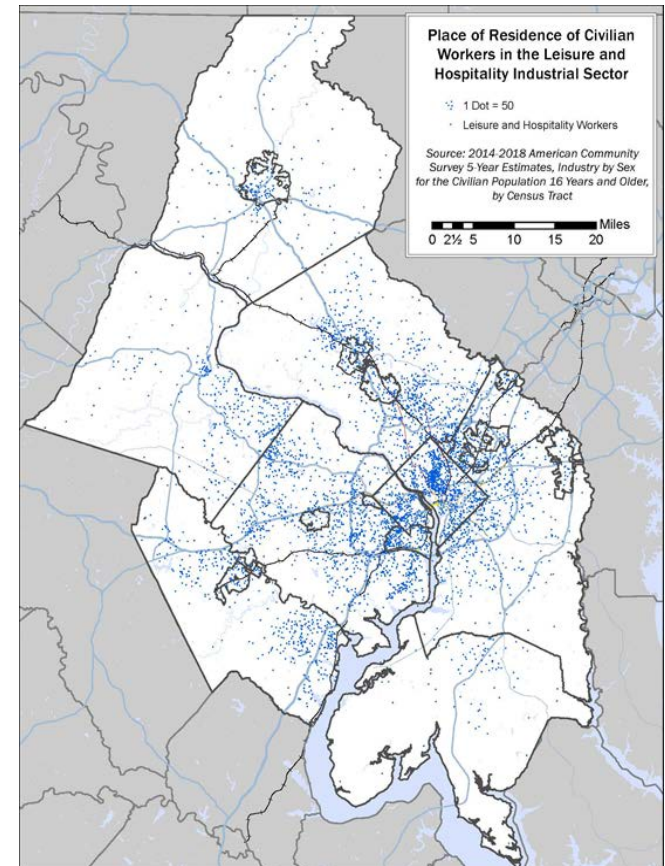


Weekly unemployment insurance claims peaked during April and have declined steadily as reflected in our improving unemployment rate

Place of Residence for Leisure and Hospitality Workers

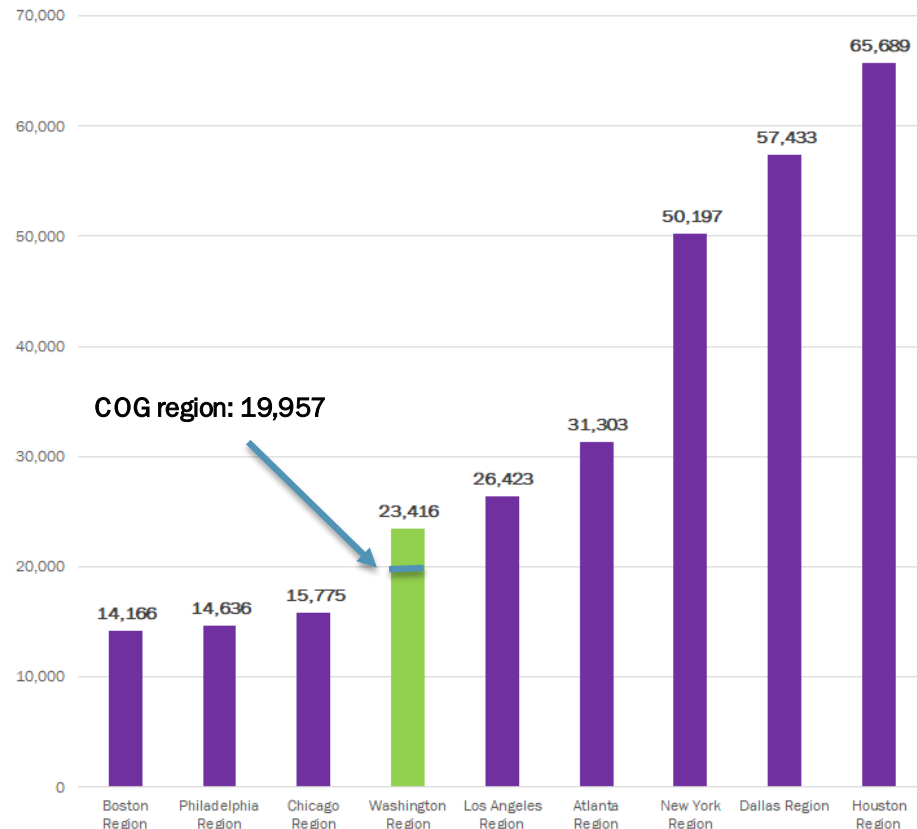
(Source: Census ACS)

- Leisure and Hospitality workers – the sector most vulnerable to layoffs – live throughout the region.
- Neighborhoods with the highest concentrations of leisure and hospitality workers include east of Rock Creek Park in the District of Columbia, western Alexandria, South Arlington, Herndon and Annandale in Fairfax County, along US 1 in Fairfax and Prince William Counties, and Wheaton and Twinbrook in Montgomery County.



New Housing Units Authorized Issued in 10 Largest MSAs December 2019 to November 2020

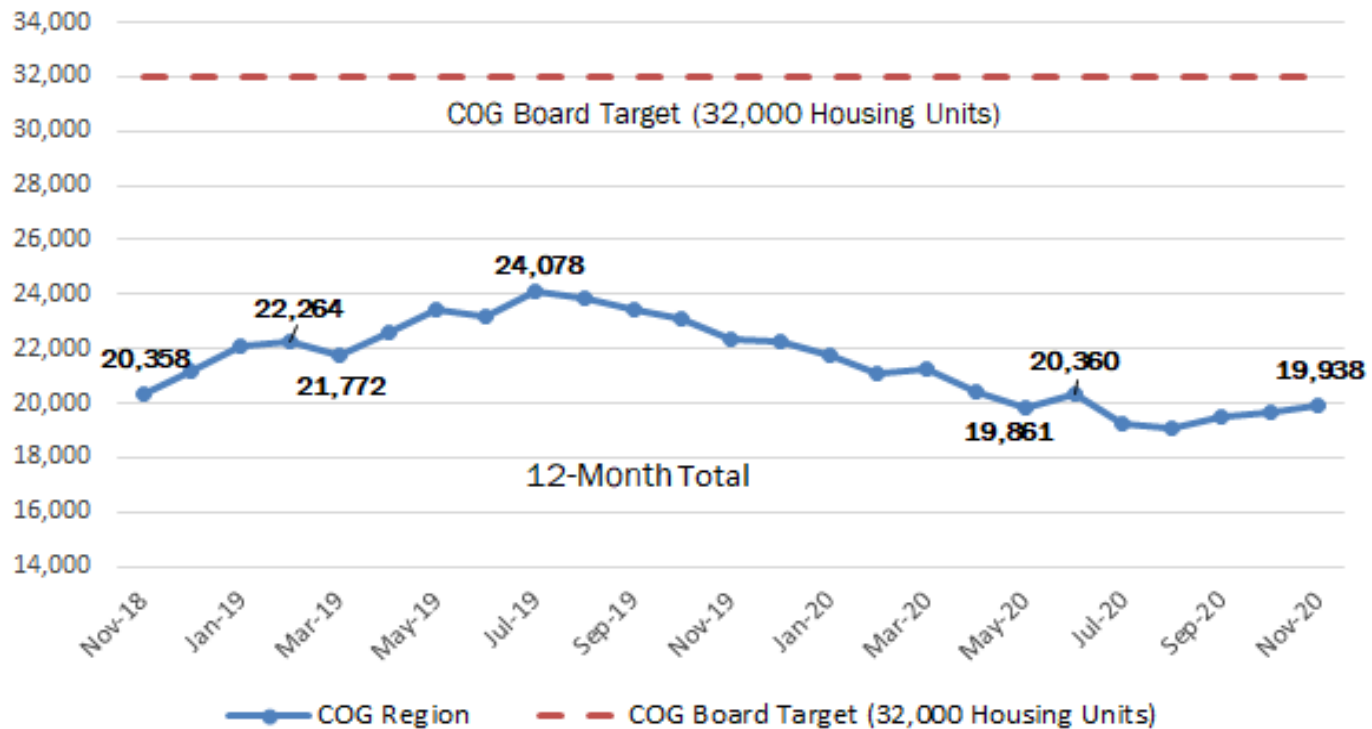
(Source: Census Bureau)



Our region lags behind several large peer MSAs in current permitting activity, most notably Houston, Dallas and New York.

New Housing Units Authorized 12-month total for COG Region

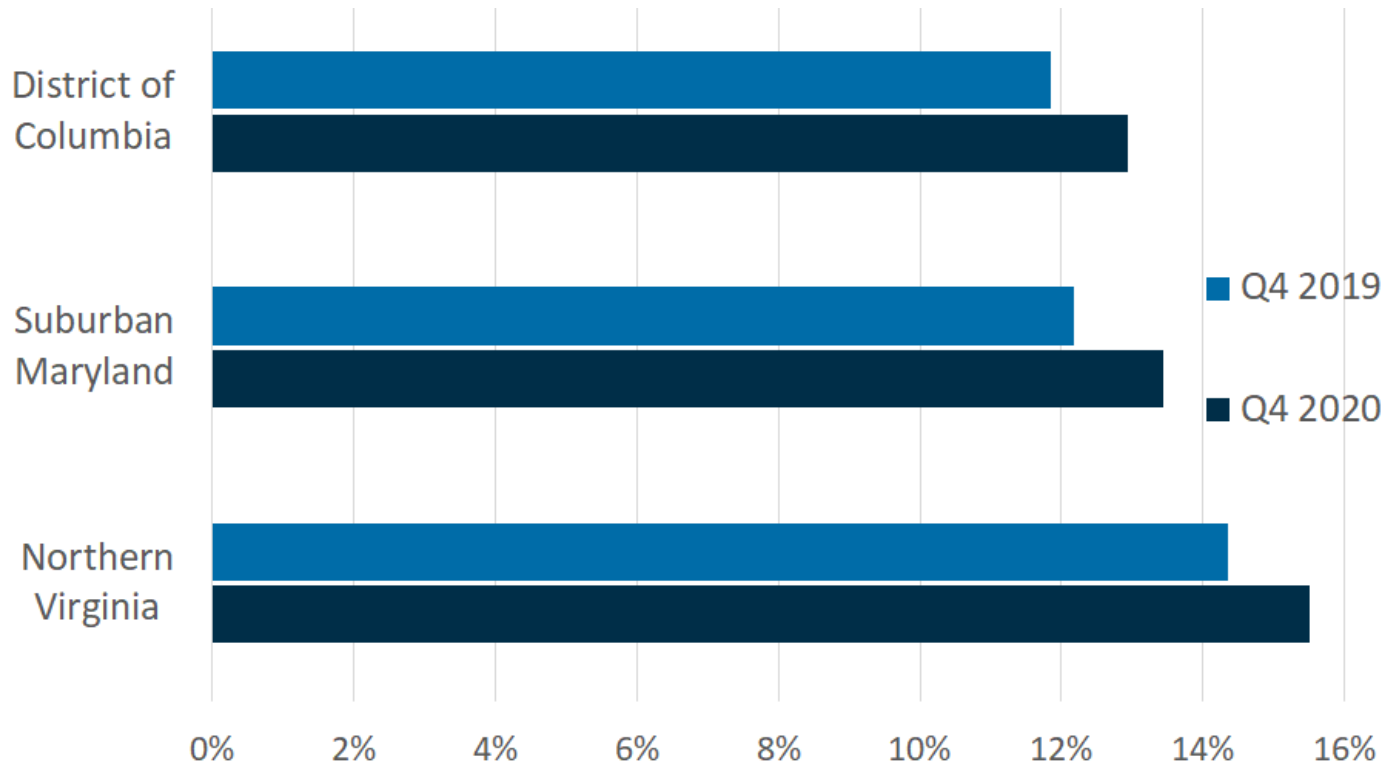
(Source: US Census C-40 data)



The number of new housing permits has declined monthly since July 2019 and is far below the adopted COG target.

Change in Office Vacancy Rates Q4 2019 vs Q4 2020

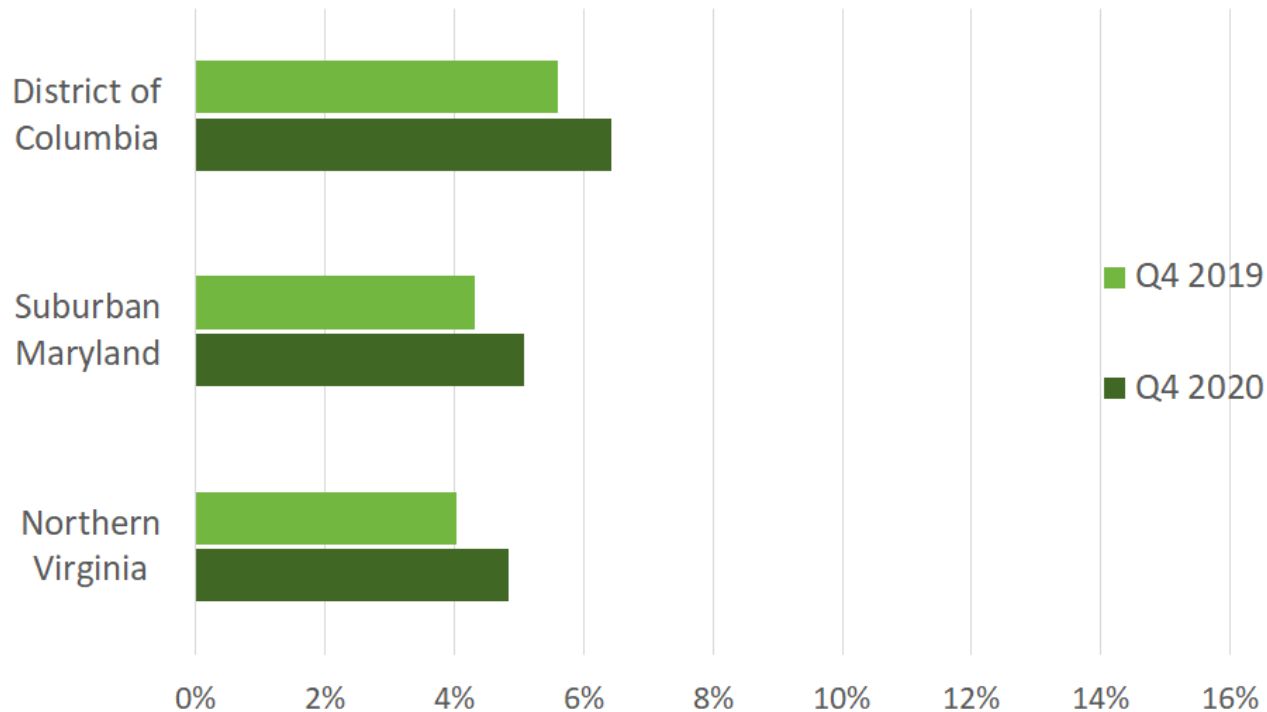
(Source: CoStar)



Office vacancy rates have increased slightly throughout the region. Office leases are for longer-term periods and will be monitored for changes.

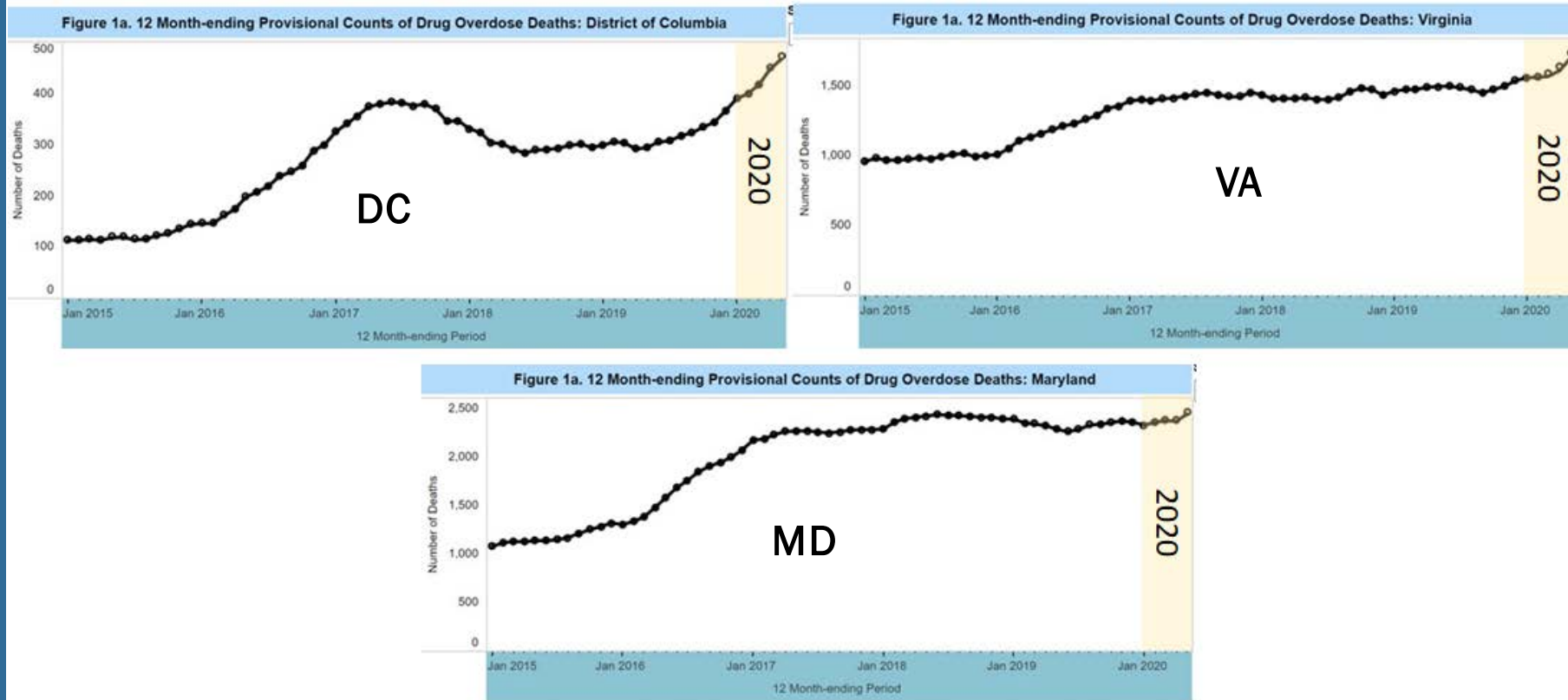
Change in Retail Vacancy Rates Q4 2019 vs Q4 2020

(Source: CoStar)



Retail vacancy rates have also increased slightly throughout the region. Retail space is very susceptible to COVID-related closures and will be monitored.

Drug Overdose Deaths



CDC National Center for Health Statistics
<https://www.cdc.gov/nchs/nvss/vsrr/drug-overdose-data.htm>

Current overdose death counts are available from January 2015 - April 2020. Early in the pandemic, overdose deaths were trending upward across the DMV.

ITEM 9 – Information

January 21, 2021

Regional Travel Survey Briefing: Change in Observed Trips Since 2007/08

Background:

As the culminating presentation on the findings from the 2017-2018 Regional Travel Survey, staff will brief the committee on the change in reported travel between 2007/08 and 2017/18, focusing on daily weekday trips, mode share of all trips, and commute trips. Staff will also share additional tabulations from 2017/18 on trip length by mode and purpose.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kenneth Joh, TPB Transportation Planner
SUBJECT: 2017-2018 Regional Travel Survey Briefing: Change in Observed Trips Since 2007/08
DATE: January 14, 2021

BACKGROUND

TPB has conducted a regional household travel survey approximately every ten years since 1968. The survey, which collects demographic and travel information from a randomly selected representative sample of households in the TPB region and adjacent areas, is the primary source of observed data used to estimate, calibrate, and validate the regional travel demand model. The model in turn is used for the travel forecasting and air quality conformity analysis of the region's long-range transportation plan as well as to support other key program activities. The survey data are also used by staff to analyze regional travel trends, and by TPB member jurisdictions and agencies to inform regional and sub-regional transportation studies and to conduct their own analysis for their areas of interest. The purpose of the survey is to better understand the characteristics of the households and persons in the region and to better understand daily travel and activities: how we travel, why we travel, where we go, how long it takes us, and what we do when we arrive. The survey seeks to obtain a complete picture of travel patterns in the region. As a result, the regional household travel survey is a critical and essential element of the TPB work program.

PROGRESS TO DATE

The 2017-2018 Regional Travel Survey (RTS) consisted of two key parts: Part 1 featured a recruitment questionnaire, which was completed by households who were invited and agreed to participate in the survey. These households completed the Part 1 questionnaire, which captured information on household, person, and vehicle characteristics as well as new questions on the use of alternative travel options. Approximately 23,000 households completed the recruitment questionnaire for Part 1. Part 2 consisted of a one-day travel diary, which survey participants completed to record details of every trip that household members took on their assigned travel day. Data collected in Part 2 constitutes actual observed trip information that will provide critical input for developing the regional travel demand model. Approximately 16,000 households completed both parts of the survey, well exceeding the survey goal of a representative sample of 15,000 households. Additionally, the RTS collected over 120,000 trip records from these households.

Since the fall of 2019, TPB staff has delivered a series of presentations based on key findings from the RTS to the TPB. The initial presentation in November 2019 focused on travel options that reduce single-occupancy vehicle (SOV) travel and capture recent trends since the 2007/2008 Household Travel Survey (HTS). These questions focused on typical weekday non-SOV travel and delivery services to home such as package and food deliveries. The last presentation in October 2020 focused on detailed observed trip information collected from the travel diary portion of the survey.

This presentation provided a cross-sectional snapshot of observed travel in the TPB region by sub-area, activity centers, and equity emphasis areas.

DESCRIPTION OF FILES

Data collection for the RTS concluded on December 31, 2018. TPB staff performed the data editing, processing, and weighting of the raw data provided by the survey contractor. Compared with the 2007/2008 HTS, the raw data was “messier” and required more extensive data processing. Editing the travel day diary information, which contained detailed trip records for each household member, was particularly labor-intensive because trip records needed to be reviewed and validated for logical consistency with other survey responses.

The RTS consists of four key data files that will be used in future analyses:

1. Household File: characteristics of households, including, among others, household size, income, number of licensed drivers, housing type, and number of vehicles and bicycles.
2. Person File: characteristics of individual persons, including, among others, demographic information, employment status, work location, and usual commute mode.
3. Vehicle File: characteristics of household vehicles, including make, model, year, fuel type, and automatic toll payment transponder information.
4. Trip File: recorded trip details, including origin/destination, start/end times, mode of travel, trip purpose, and transit access and egress.

CHANGE IN OBSERVED TRIPS SINCE 2007/08

As the culminating RTS presentation, this briefing provides a longitudinal comparison of observed travel from 2007/08 – 2017/18 for daily weekday trips, mode share of all trips, and commute trips. Additional tabulations from the 2017/18 RTS focusing on trip length by mode and purpose are also presented. Revised person and trip weights were applied to the RTS to adjust for the Census American Community Survey commuter distribution and 2018 Metrorail ridership estimates.

Survey findings for changes in weekday household and person trip rates are highlighted below:

- Households in the TPB region are taking fewer trips in 2017/18 compared with 2007/08. The decrease in trips per household is across all sub-regional areas, but more so in the inner and outer suburbs. This reflects the national trend in declining household trip rates over the past decade.
- The decrease in household trips is larger for 3 or more person households than 1 and 2 person households.
- The change in household trip rates varies by vehicle availability. Compared with 2007/08, households with no vehicles take more trips per household, while households with two or more vehicles take fewer trips per household.
- The decrease in weekday person trips is larger for younger age groups, especially persons under 35.

Survey findings for changes in mode share of weekday trips are summarized below:

- The share of all bicycle trips dramatically increased throughout the TPB region, doubling since 2007/08. Bicycle trip rates increased three-fold in the regional core.
- The share of rail transit trips declined across the TPB region, especially for non-commute trips.
- The share of bus transit, walk, bicycle, and taxi/ride-hail commute trips significantly increased in the region.
- In the regional core, the share of automobile commutes significantly decreased and the share of rail transit commutes significantly increased.

Overall, the highest shares of bus transit, rail transit, walk, bicycle, and taxi/ride-hail trips are in the core, while the outer suburbs have the highest shares of automobile trips. Since 2007/08, automobile commutes (drive alone, drive others, and auto passenger) have decreased in the TPB region; non-automobile commutes have increased with the exception of rail transit. Among all travel modes, the share of bicycle trips increased most significantly.

TPB staff also performed additional tabulations from the 2017/18 RTS for trip length by mode and purpose. The purpose of these tabulations is to compare the distribution of trip lengths by travel mode and demographic characteristics. Survey findings for trip length distributions are summarized below, based on median trip distances:

- For commute trips, drive alone and rail transit trips have the longest trip lengths. For non-commute trips, trip lengths are longest for rail transit.
- Trip length increases from the core to the outer suburbs. Commute trips are longer than non-commute trips across all sub-regions.
- Household with higher incomes tend to have further commutes with the longest trip lengths among households earning more than \$150,000.
- African Americans have further commutes than other racial/ethnic groups.
- Trip lengths increase with vehicle availability; households with more vehicles take longer trips.
- Life stage influences the length of trips with persons between 35 to 74 having the furthest commutes.
- Trip length varies by gender; males have longer commute distances than females.
- Households with children have longer commute distances than households without children.
- For trip length by purpose, commute trips (i.e., trips to work) are longer than other trip purposes.

RTS PUBLIC FILE RELEASE

In addition to preparing the RTS data files for the regional travel demand model, TPB staff has prepared a public version of the RTS data files. The RTS data files are now available for public use by practitioners, researchers, and other stakeholders. The data files include household, person, vehicle, and trip information for the TPB model region, which includes the TPB planning region and adjacent counties. In addition to these files, the public file release will include technical documentation that focuses on survey data processing and survey expansion, and provides an overview of the data files.

The public file release will protect the confidentiality of survey participants by excluding census block groups and XY coordinates for home, school, and work locations, in addition to trip origins and destinations. The public use dataset can be requested from the RTS website (<https://www.mwcog.org/transportation/data-and-tools/household-travel-survey/>).

CONCLUSION

While the RTS provides the most recent and comprehensive picture of travel in the Washington metropolitan region, it reflects the region before the COVID-19 pandemic. However, it will provide a useful point of comparison with the “new normal” after the pandemic subsides. In addition, the RTS will help address questions about transportation equity by providing critical insights on access and opportunities for low income and communities of color.

2017-2018 REGIONAL TRAVEL SURVEY BRIEFING: CHANGE IN OBSERVED TRIPS SINCE 2007/08

Kenneth Joh, Ph.D., AICP
TPB Transportation Planner

Transportation Planning Board
January 21, 2021



National Capital Region
Transportation Planning Board

Overview of Regional Travel Survey Information

Recruitment Survey

Household

Household

- Size
- Income
- Number of licensed drivers
- Number of workers
- Number of students

Housing

- Type
- Tenure

Vehicles and Bicycles

- Number of vehicles
- Number of bicycles

Person

Demographics

- Race/Ethnicity
- Age
- Gender
- Number of jobs
- Work from home

Typical Commute

- Usual mode
- Frequency of telework
- Work location
- Employer incentives

All Weekday Travel (including work trips)

- Frequency of travel option
- Use of other modes
- Delivery services

Vehicle

Vehicle Characteristics

- Make and model
- Year
- Fuel type
- Type of toll transponder

Travel Diary

Trip

Trip Details

- Origin and destination
- Start and end times
- Mode of travel
- Purpose/activities
- Transit access and egress



Taking a Deeper Dive into the Travel Diary

- The last briefing provided a **cross-sectional snapshot** of observed travel in the TPB region by sub-area, activity centers, and equity emphasis areas
 - Differences in household/person trip rates by demographic characteristics
 - Differences in commute/non-commute trip share
- Today's briefing will provide a **longitudinal comparison** of observed travel from 2007/08 – 2017/18



REGIONAL TRAVEL SURVEY



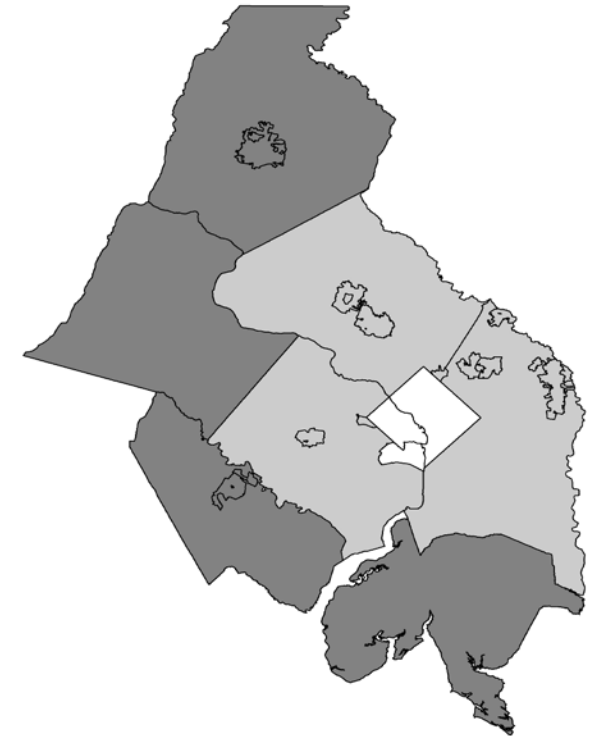
Planning Our Future Together

- Change in reported travel between 2007/08 and 2017/18
 - Daily weekday trips
 - Mode share of all trips
 - Commute trips
- Additional 2017/2018 RTS tabulations
 - Trip length by mode
 - Trip length by purpose
- Revised person and trip weights applied to adjust for ACS commuter distribution and 2018 Metrorail ridership estimates



Sub-Regional Areas

Sub-Area	Jurisdiction
Core	District of Columbia
	Arlington County
	City of Alexandria
Inner Suburb	Montgomery County
	Prince George's County
	Fairfax County, including City of Fairfax and City of Falls Church
Outer Suburb	Charles County
	Frederick County
	Loudoun County
	Prince William County, City of Manassas, and City of Manassas Park



Households in the Region



Image Credit: Kenneth Joh

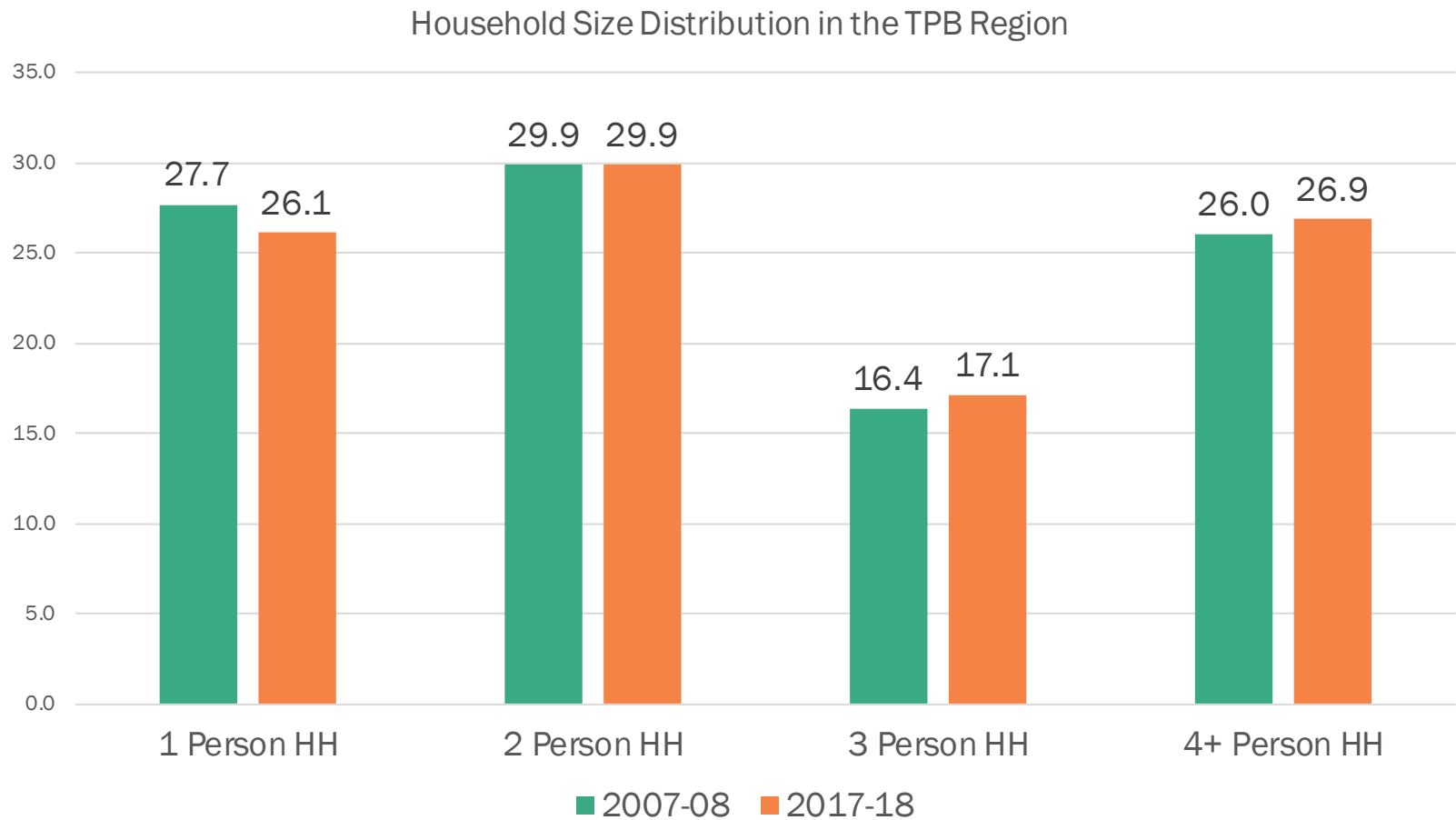
The TPB region
increased by
300,000 households
since 2007/08

The region has added
new transportation
infrastructure

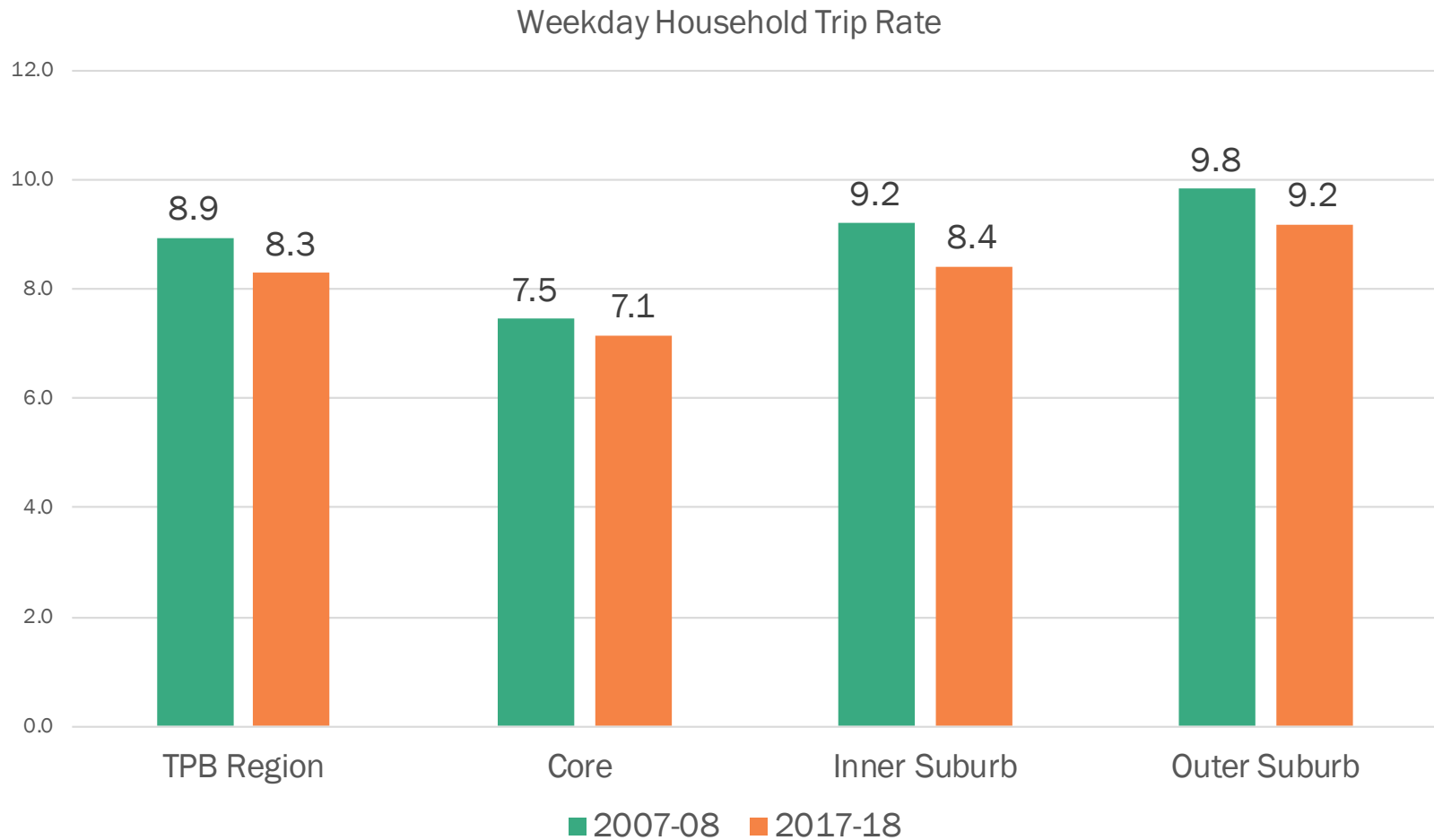


Image Credit: Washington Post

Household Sizes Have Slightly Increased

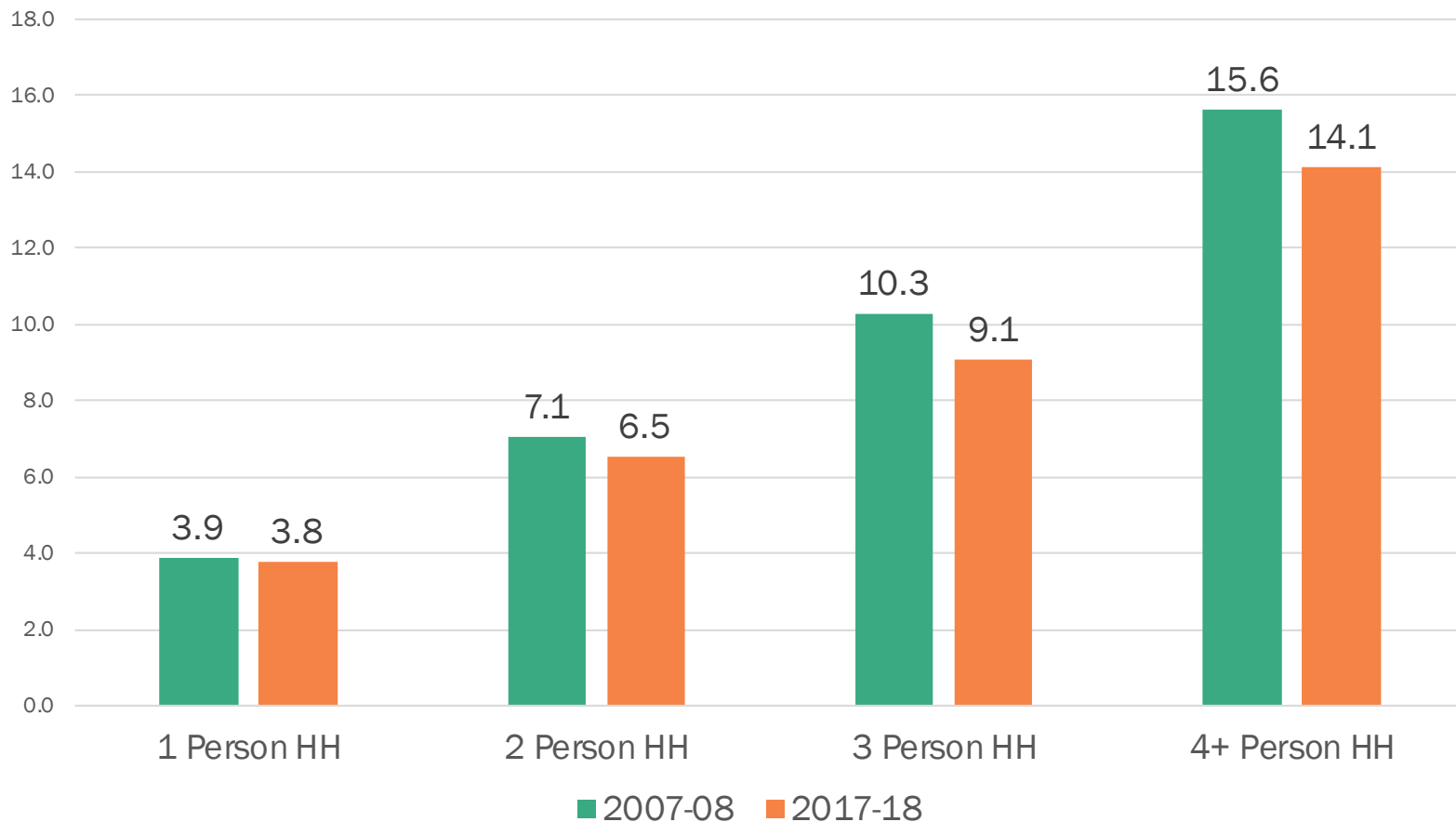


Households are Taking Fewer Trips in 2017/18

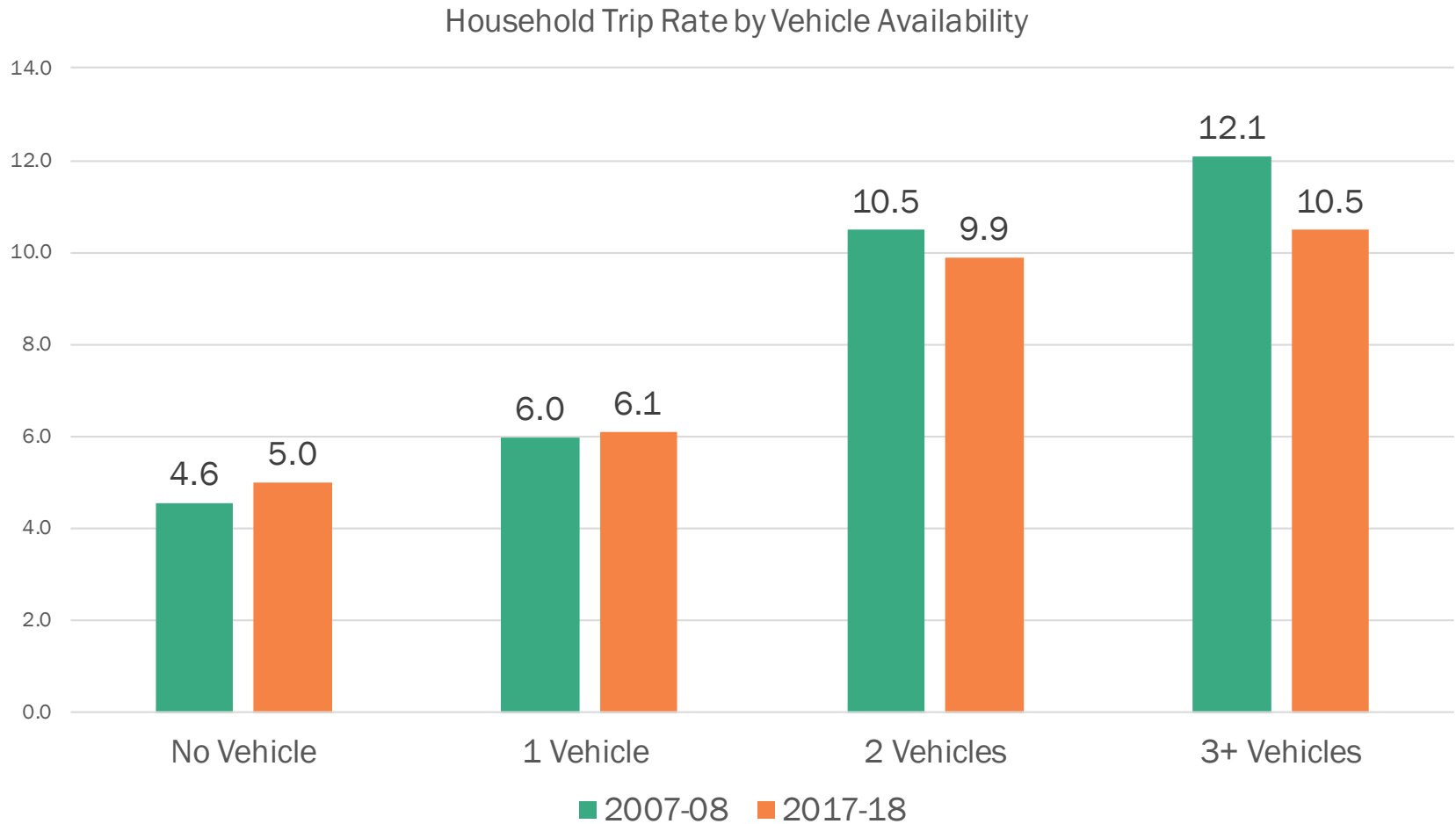


Larger Decrease in Household Trips for Larger Households

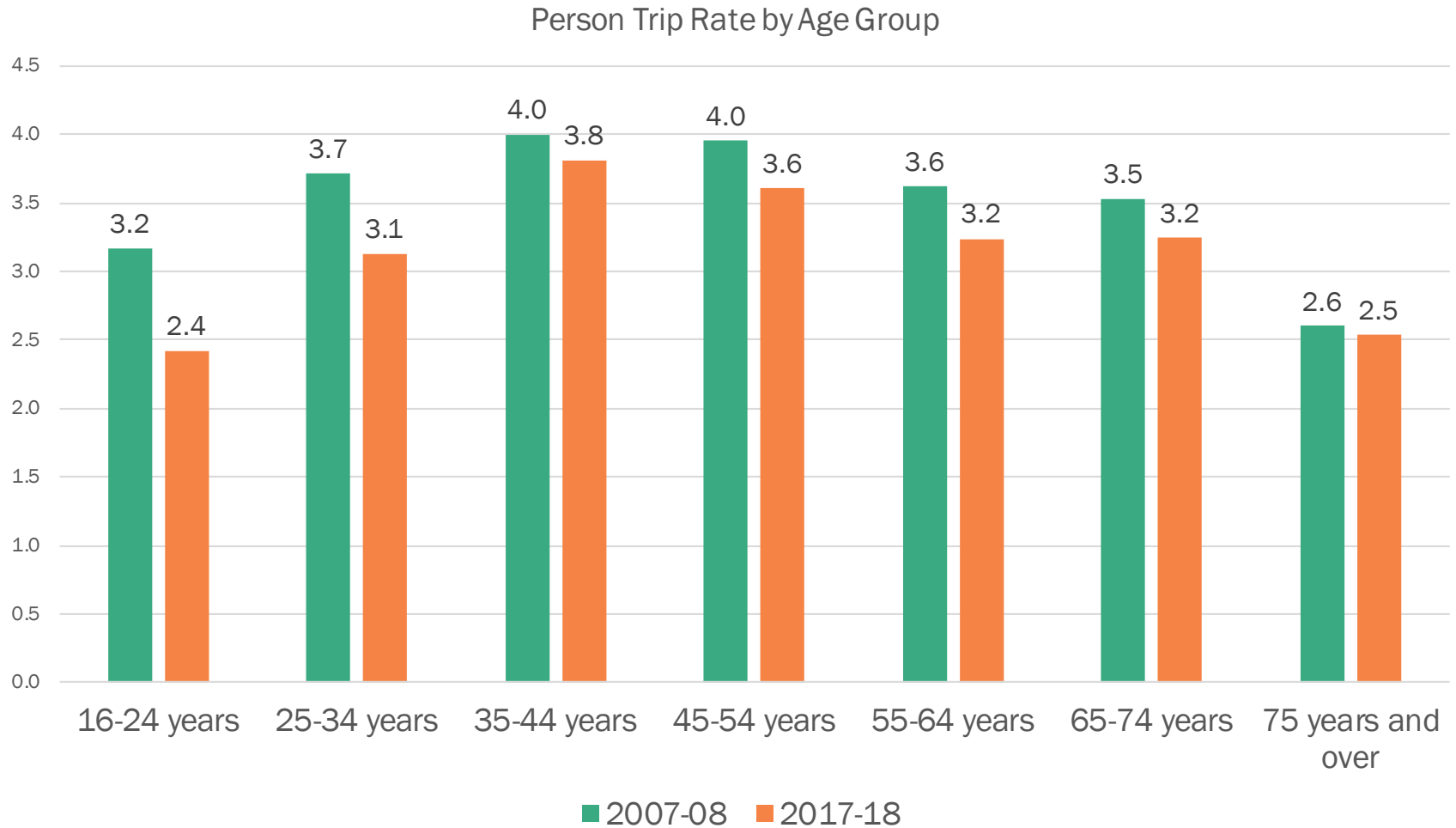
Weekday Household Trip Rate by Household Size



Change in Household Trip Rate Varies by Vehicle Availability



Largest Decrease in Trips for Persons Under 35



Summary of Changes in Weekday Household/ Person Trip Rates

- Households in the TPB region are taking fewer trips in 2017/18 compared with 2007/08
- Larger decrease in daily weekday trips for households with 3 or more persons
- Decrease in daily weekday trips for households with 2 or more vehicles
- Larger decrease in daily weekday trips for persons under 35

Change in Mode Share of All Weekday Trips by Region and Sub-Area

Travel Mode	TPB Region 2007/08	TPB Region 2017/18	Core 2007/08	Core 2017/18	Inner Suburb 2007/08	Inner Suburb 2017/18	Outer Suburb 2007/08	Outer Suburb 2017/18
Drive Alone	41.2	41.0	33.1	27.9	42.7	43.7	44.0	45.6
Drive Others and Auto Passenger	38.6	38.0	26.2	25.5	40.2	39.7	44.9	44.5
Rail Transit	4.5	3.6	9.9	8.3	4.0	3.2	1.2	0.8
Bus Transit	1.8	2.0	5.2	5.1	1.2	1.4	0.4	0.5
Walk	9.1	9.3	21.9	24.6	6.9	6.3	4.0	3.4
Bicycle	0.6	1.3	1.3	3.8	0.5	0.9	0.2	0.3
Taxi/Ride-Hail	0.3	1.0	0.8	2.8	0.2	0.6	0.1	0.1
School Bus	3.8	3.5	1.2	1.2	4.1	3.8	4.9	4.6
Other	0.3	0.4	0.4	0.7	0.2	0.4	0.4	0.2

Note: Highlighted data points indicate differences (negative = yellow; positive = green) at the 95% confidence level



Change in Mode Share of Commute Trips by Region and Sub-Area

Commute Mode	TPB Region 2007/08	TPB Region 2017/18	Core 2007/08	Core 2017/18	Inner Suburb 2007/08	Inner Suburb 2017/18	Outer Suburb 2007/08	Outer Suburb 2017/18
Drive Alone	66.7	64.9	46.9	34.6	69.1	70.1	78.3	82.3
Drive Others and Auto Passenger	11.4	7.4	7.8	4.1	11.9	7.4	13.2	11.0
Rail Transit	14.2	15.5	25.0	29.8	13.9	14.6	4.9	3.2
Bus Transit	3.3	4.3	7.7	9.1	2.4	3.2	1.7	2.2
Walk	2.7	3.8	8.5	10.8	1.3	2.3	1.0	0.5
Bicycle	1.1	2.5	2.9	7.6	0.8	1.3	0.3	0.4
Taxi/Ride-Hail	0.3	1.3	0.7	3.4	0.3	1.0	0.0	0.1
Other	0.4	0.3	0.5	0.7	0.2	0.2	0.7	0.2

Note: Highlighted data points indicate differences (negative = yellow; positive = green) at the 95% confidence level



Summary of Changes in Mode Share

- Dramatic increase in bicycle trips throughout the region
- Decline in rail transit trips across the region, especially for non-commute trips
- Significant increases in bus transit, walk, bicycle, and taxi/ride-hail commute trips in the region
- In the regional core, a significant decrease in automobile commutes and an increase in rail transit commutes

Trip Length Distribution by Mode in Miles – All Trips (2017/2018)

Travel Mode	25 th Percentile	Median	75 th Percentile	90 th Percentile
Drive Alone	1.7	4.3	10.2	19.4
Drive Others and Auto Passenger	1.3	3.1	6.4	13.4
Rail Transit	4.9	8.6	14.9	23.2
Bus Transit	1.8	3.3	6.0	12.8
Walk	0.1	0.3	0.5	1.0
Bike	0.8	1.6	2.9	5.6
Taxi/Ride-Hail	1.9	3.6	6.8	10.6



Trip Length Distribution by Mode in Miles – Commute Trips (2017/2018)

Commute Mode	25 th Percentile	Median	75 th Percentile	90 th Percentile
Drive Alone	4.8	9.3	17.0	26.3
Drive Others and Auto Passenger	3.5	7.8	15.2	27.7
Rail Transit	5.6	9.3	15.9	23.2
Bus Transit	2.4	4.5	10.0	26.5
Walk	0.4	0.7	1.3	1.9
Bike	1.9	3.0	5.5	8.5
Taxi/Ride-Hail	2.5	4.6	6.6	10.4

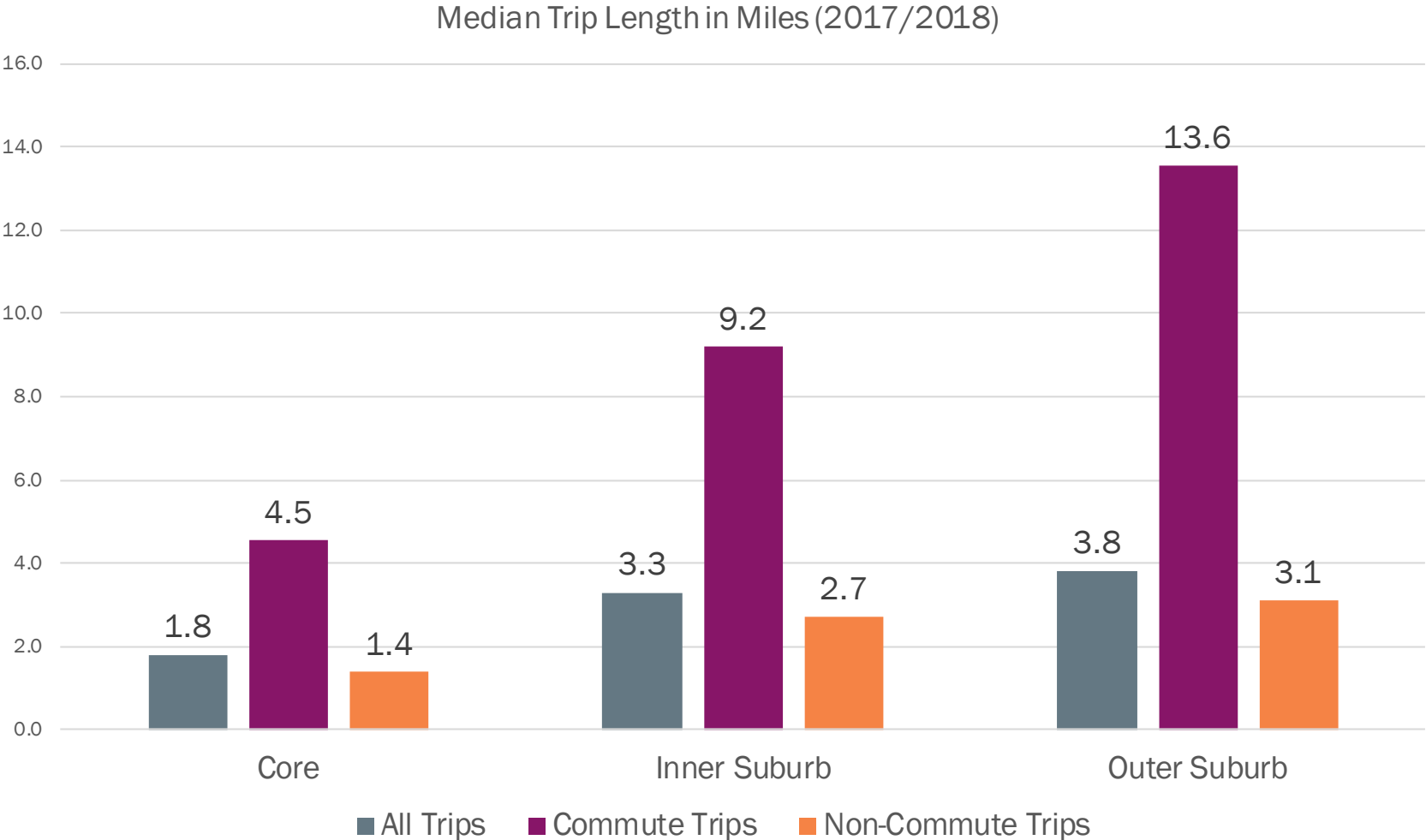


Trip Length Distribution by Mode in Miles – Non-Commute Trips (2017/2018)

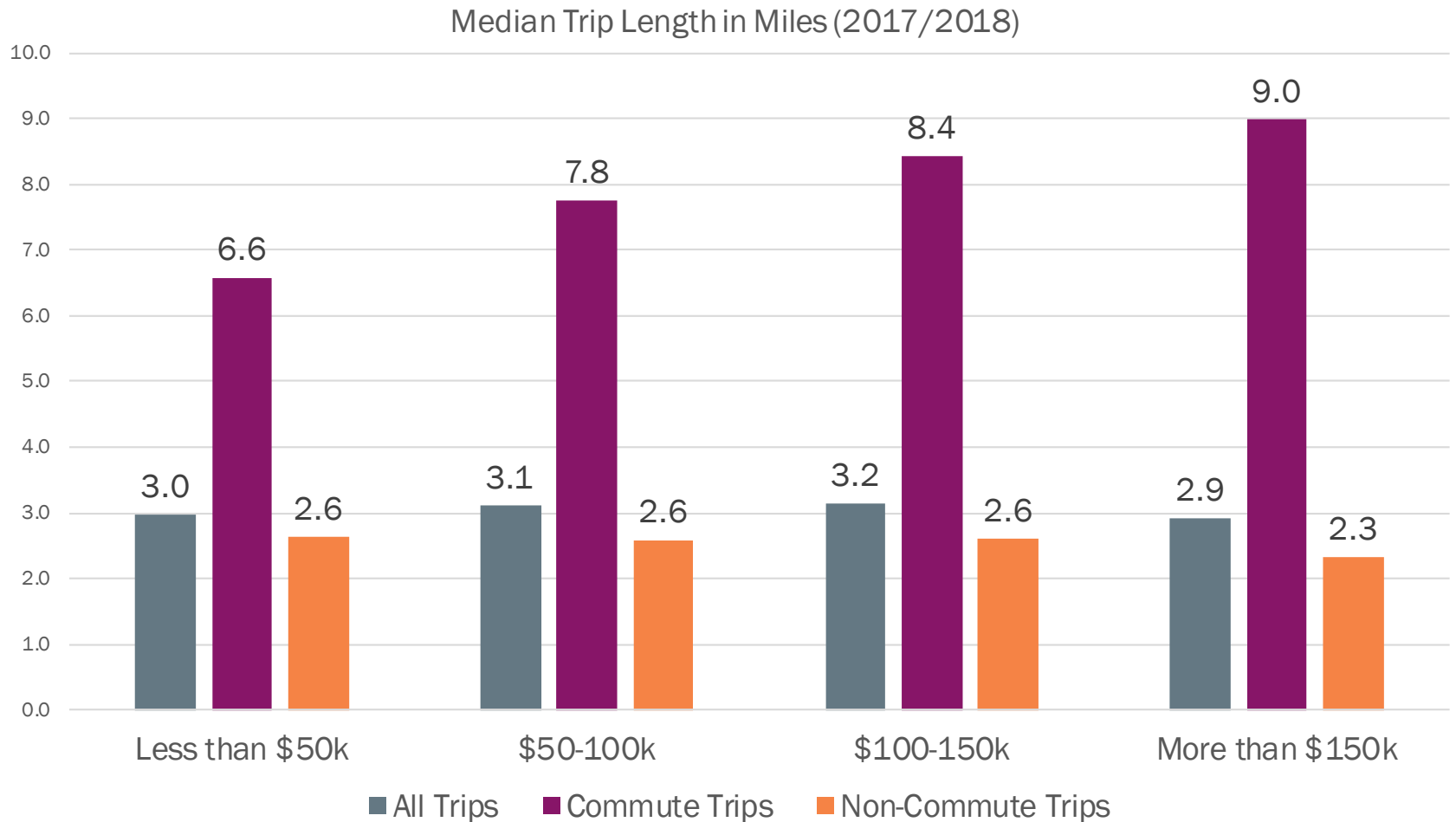
Travel Mode	25 th Percentile	Median	75 th Percentile	90 th Percentile
Drive Alone	1.3	3.1	7.5	15.0
Drive Others and Auto Passenger	1.3	3.0	6.3	12.6
Rail Transit	3.6	6.9	12.4	23.2
Bus Transit	1.6	2.9	4.9	8.5
Walk	0.1	0.3	0.5	0.9
Bike	0.6	1.0	2.3	3.3
Taxi/Ride-Hail	1.8	3.3	6.8	10.6



Trip Length Increases from Core to Suburbs

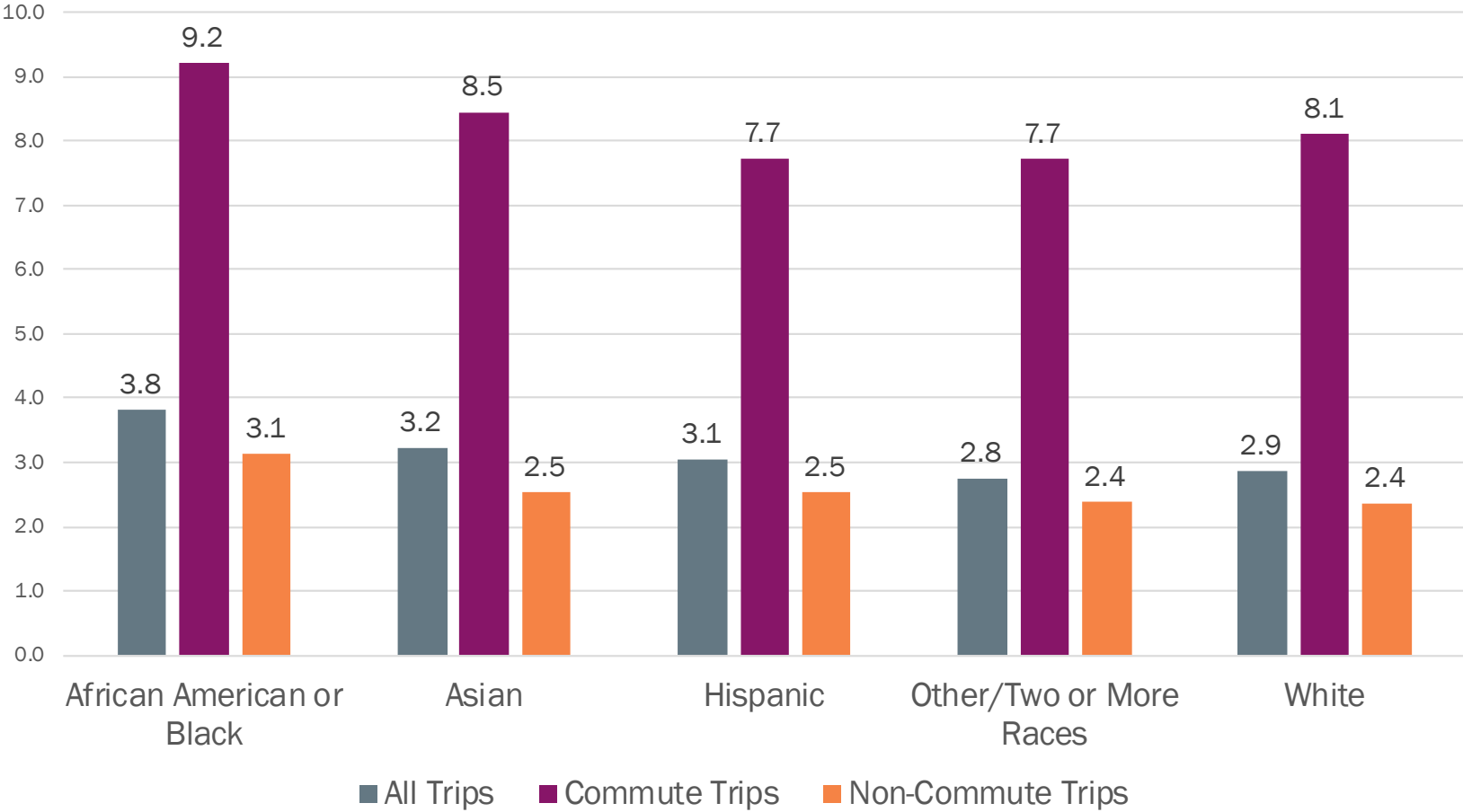


Commute Trip Lengths Increase with Income



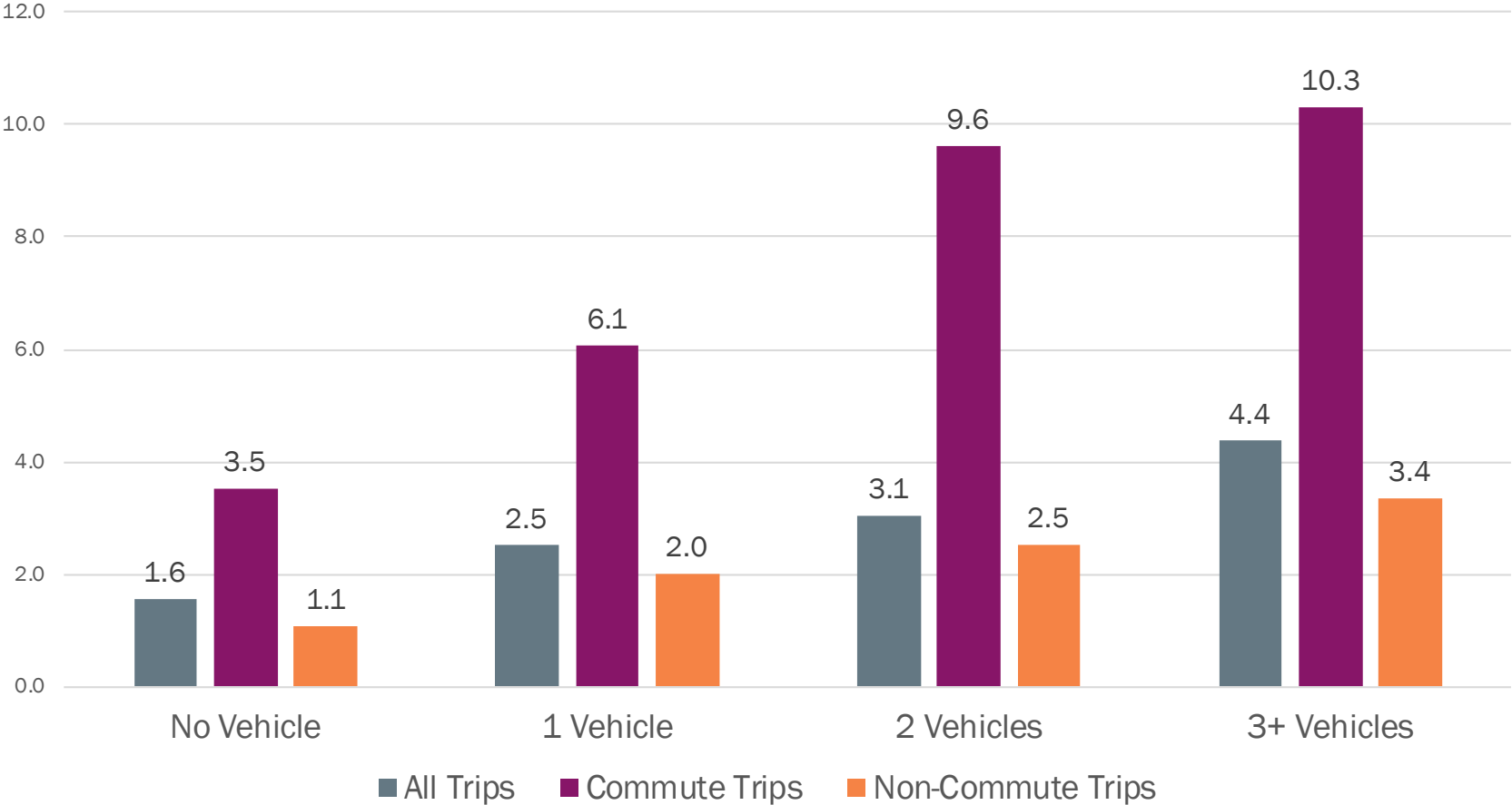
Trip Length Varies by Race/Ethnicity

Median Trip Length in Miles (2017/2018)



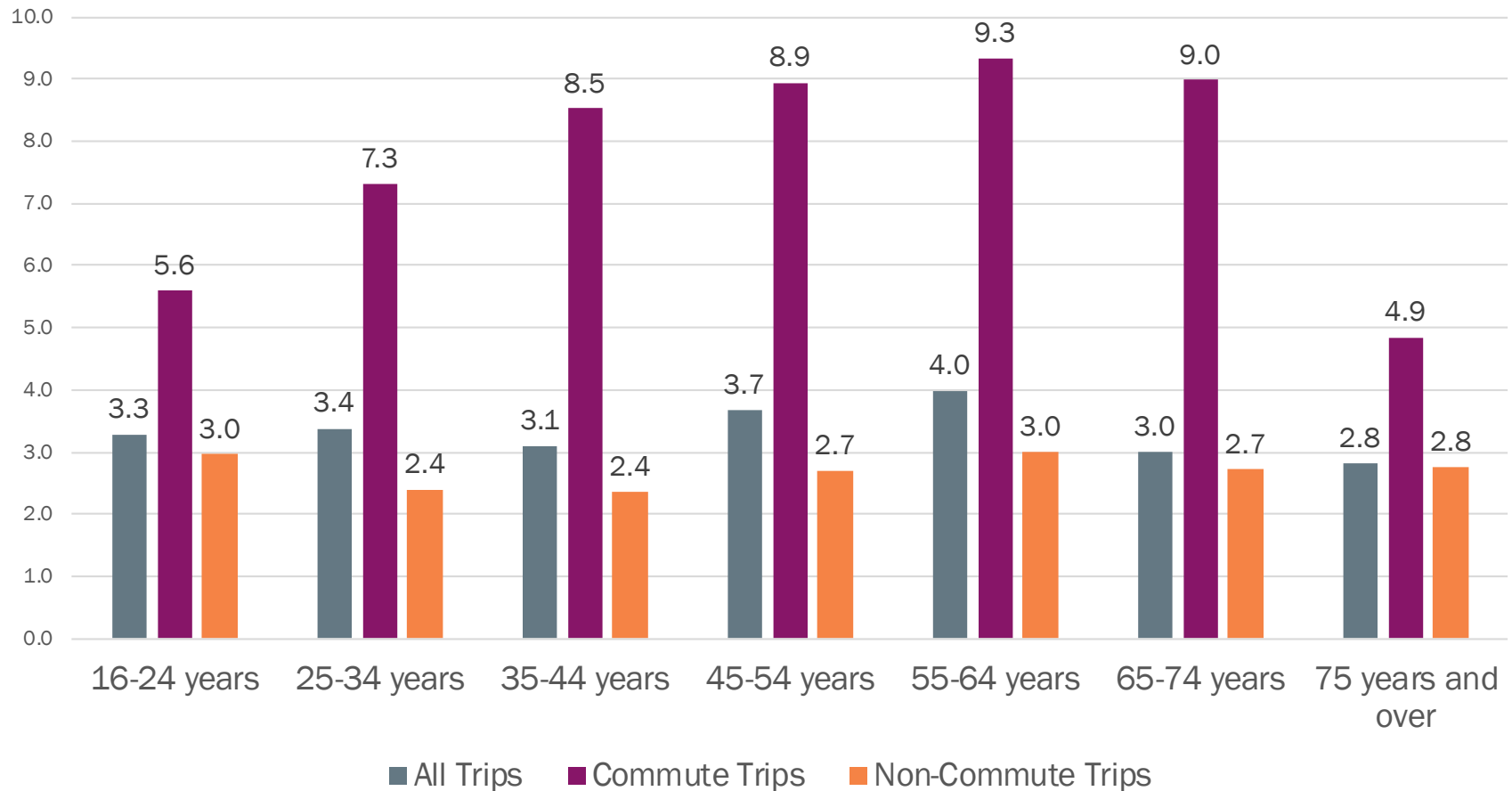
Trip Lengths Increase with Vehicle Availability

Median Trip Length in Miles (2017/2018)

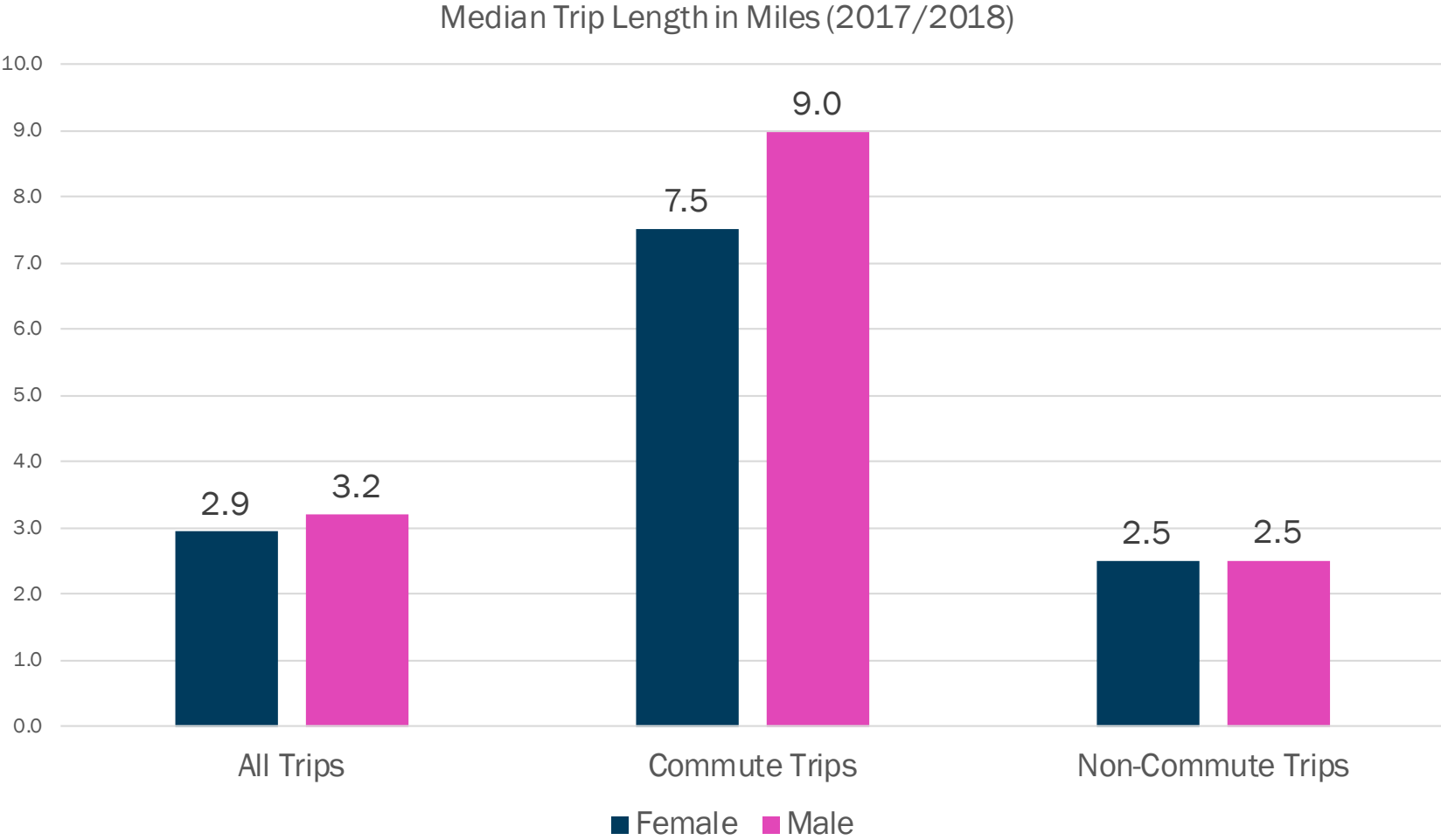


Life Stage Influences Trip Length

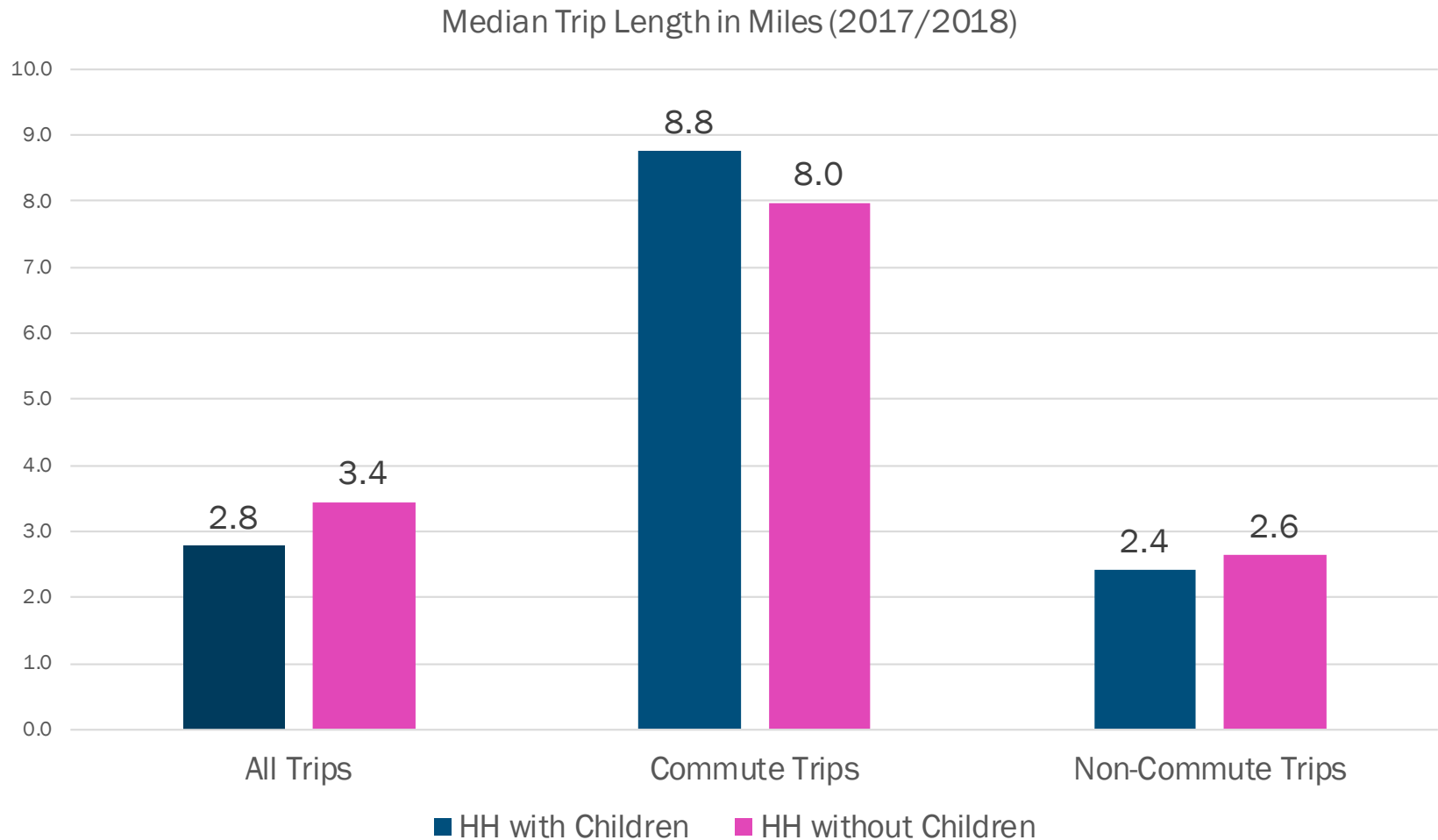
Median Trip Length in Miles (2017/2018)



Trip Length Varies by Gender



Households with Children Travel Further to Work



Trip Length by Purpose – All Trips (2017/2018)

Trip Purpose	25 th Percentile	Median	75 th Percentile	90 th Percentile
Commute	2.3	6.7	13.7	23.2
Work-Related	1.4	4.1	10.5	21.9
Drop Off/Pick Up	0.9	2.4	5.7	10.6
School	0.9	2.0	4.7	9.6
Personal Business	1.1	2.8	6.8	13.9
Shop/Meal	0.7	2.1	4.9	10.5
Social/Recreation	1.1	2.9	7.0	14.4



Summary of Trip Length Distributions

- Longest commutes for drive alone and rail transit trips
- Trip length increases from the core to the outer suburbs
- Higher income households have further commutes
- African Americans have further commutes than other racial/ethnic groups
- Households with more vehicles take longer trips
- Persons between 35 and 74 have the furthest commutes
- Males have longer commute distances than females
- Households with children travel further to work

RTS Public File Release

- The RTS data files are now available for public use by practitioners, researchers, and other stakeholders
- The data files include household, person, vehicle, and trip information for the TPB model region
- The public file release will include technical documentation that provides an overview of the data files
- The public file release will protect the confidentiality of survey participants
- For more information about the RTS and to request data, go to: <https://www.mwcog.org/transportation/data-and-tools/household-travel-survey/>

Some Final Thoughts about the RTS

- The RTS provides the most recent and comprehensive picture of travel in the Washington metropolitan region before the COVID-19 pandemic
- It will be a baseline to compare with a post-COVID “new normal”
- The RTS will help address questions about transportation equity by providing critical insights on access and opportunities for low income and communities of color

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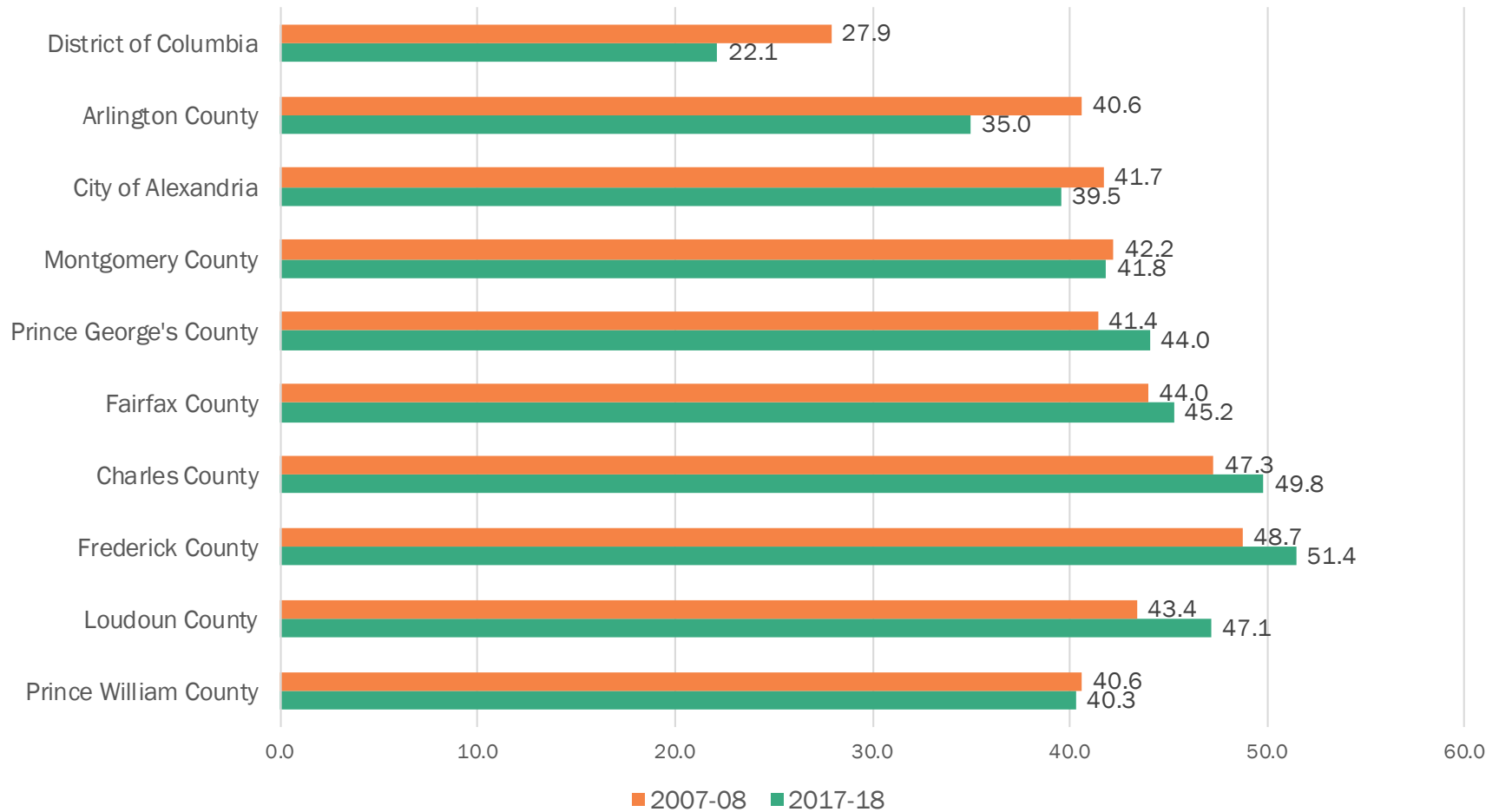
National Capital Region
Transportation Planning Board

REGIONAL
TRAVEL SURVEY

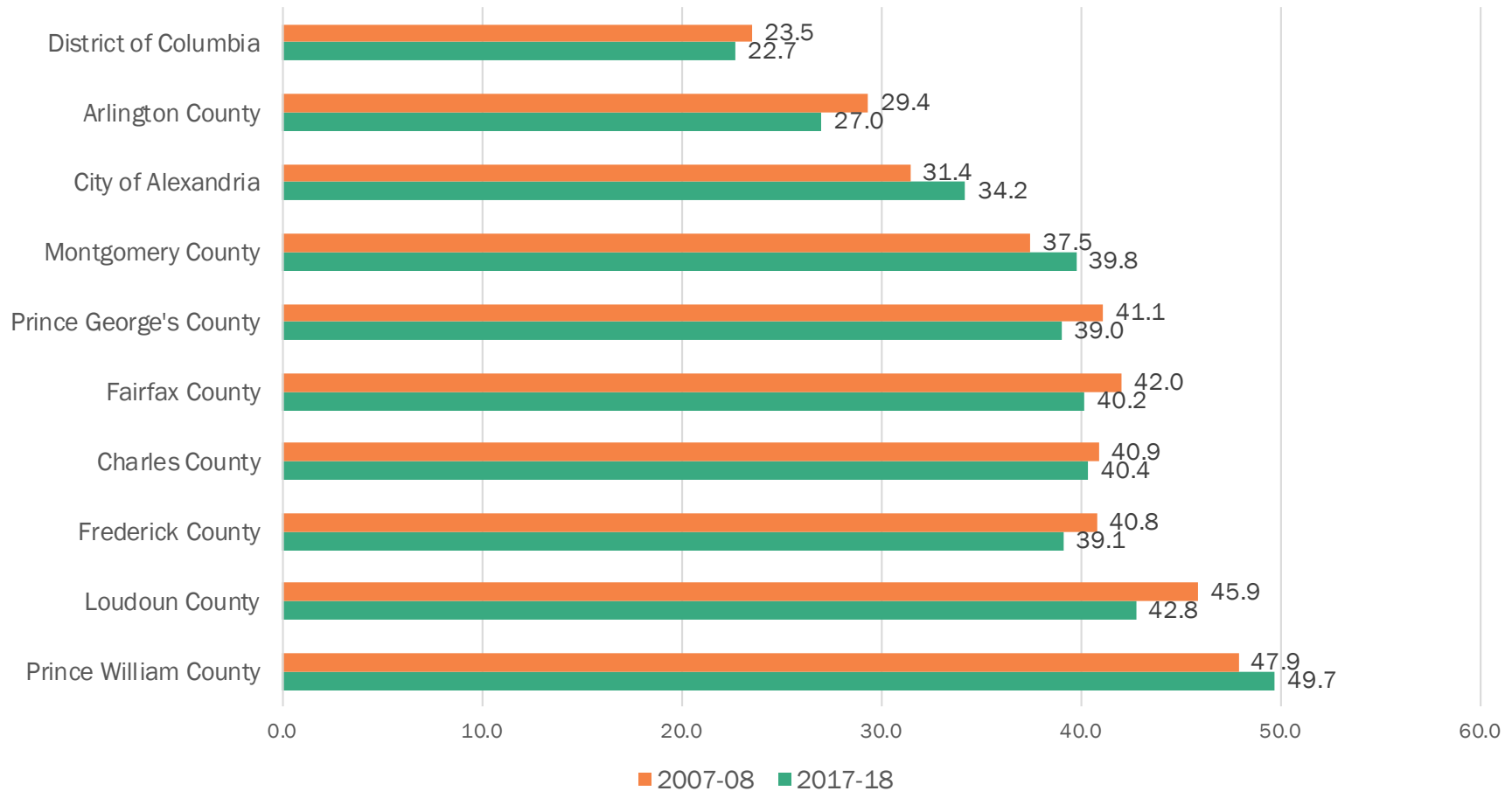


Planning Our Future Together

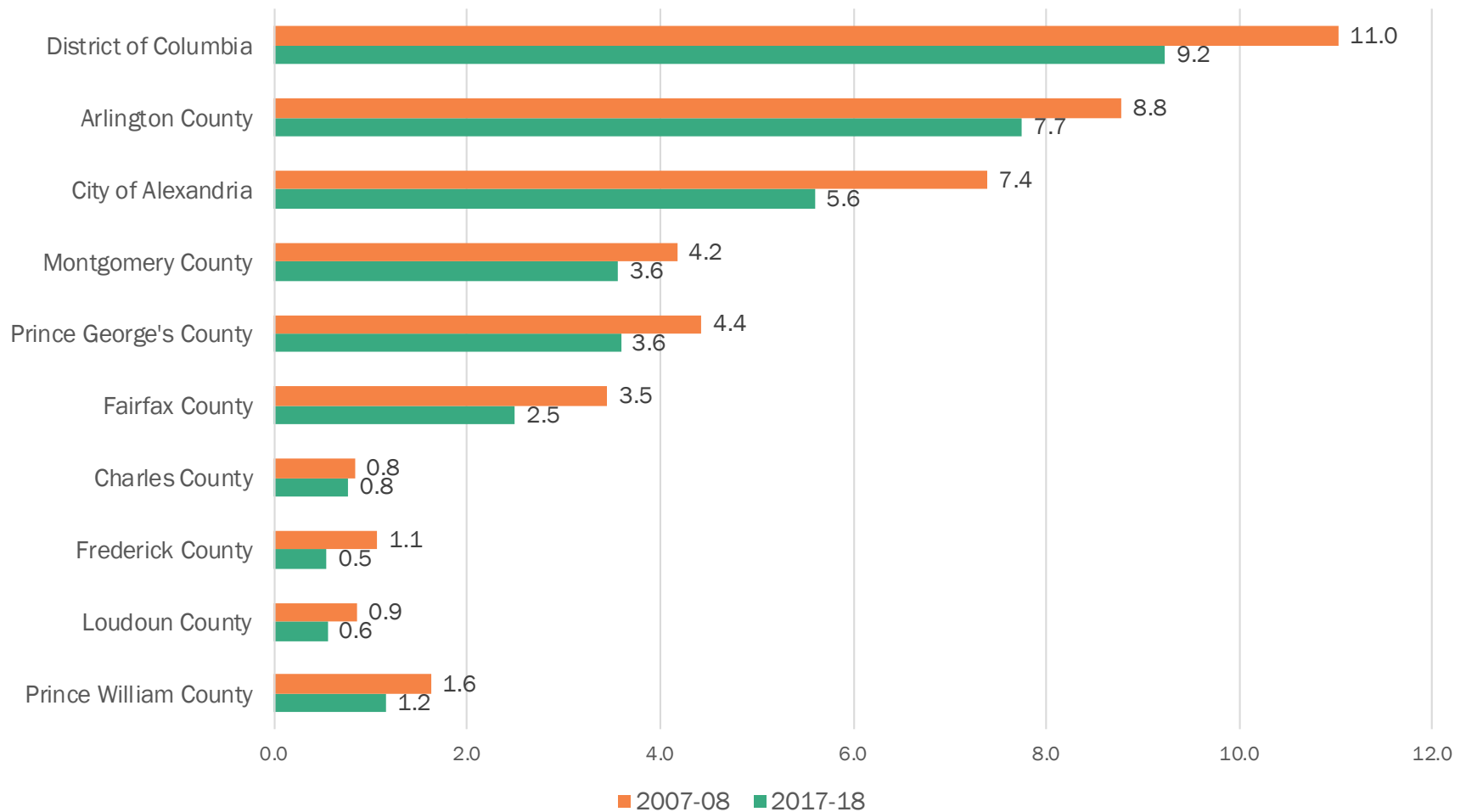
Mode Share for All Trips – Drive Alone (2007/08 – 2017/18)



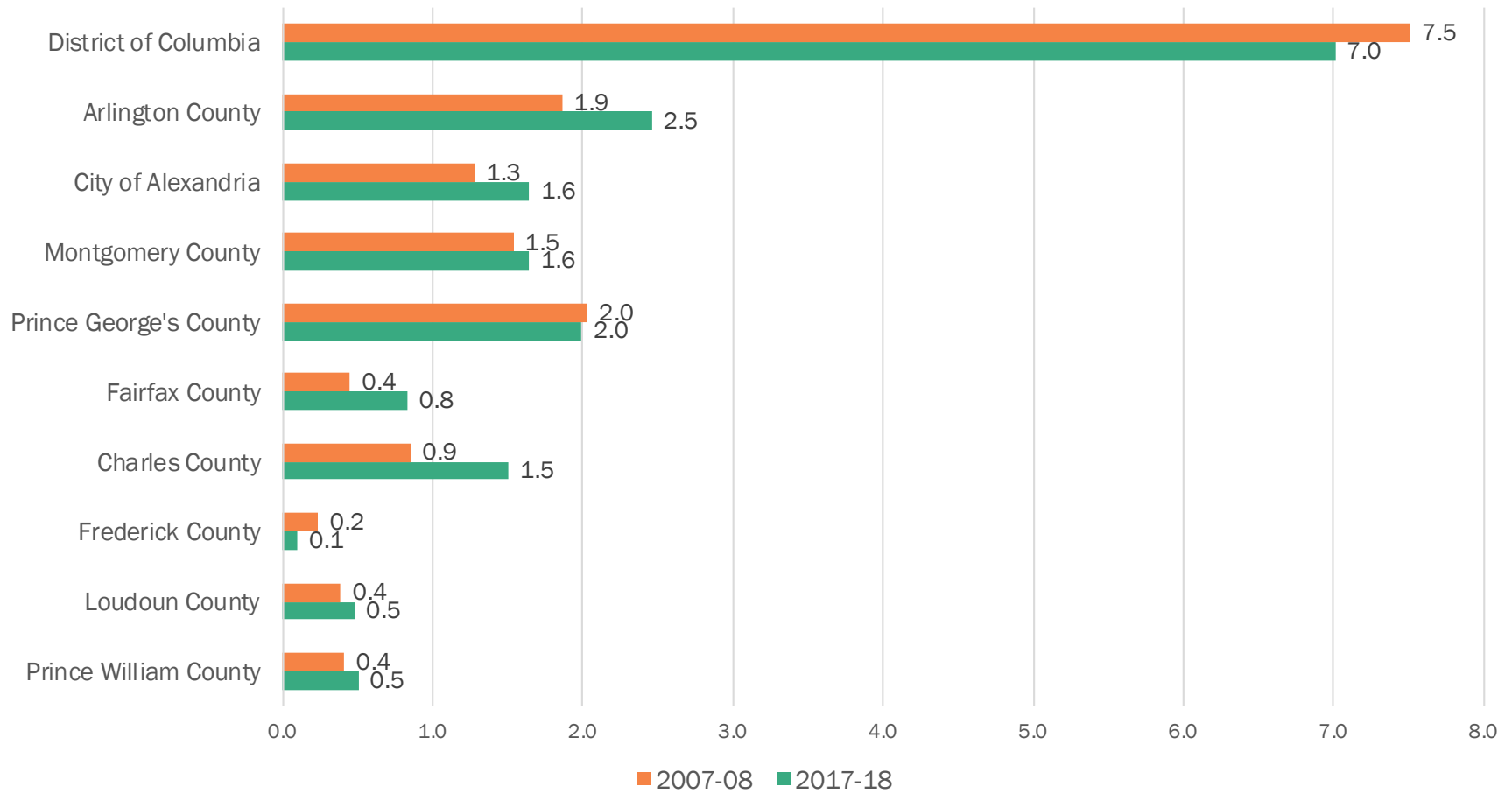
Mode Share for All Trips – Drive Others and Auto Passenger (2007/08 – 2017/18)



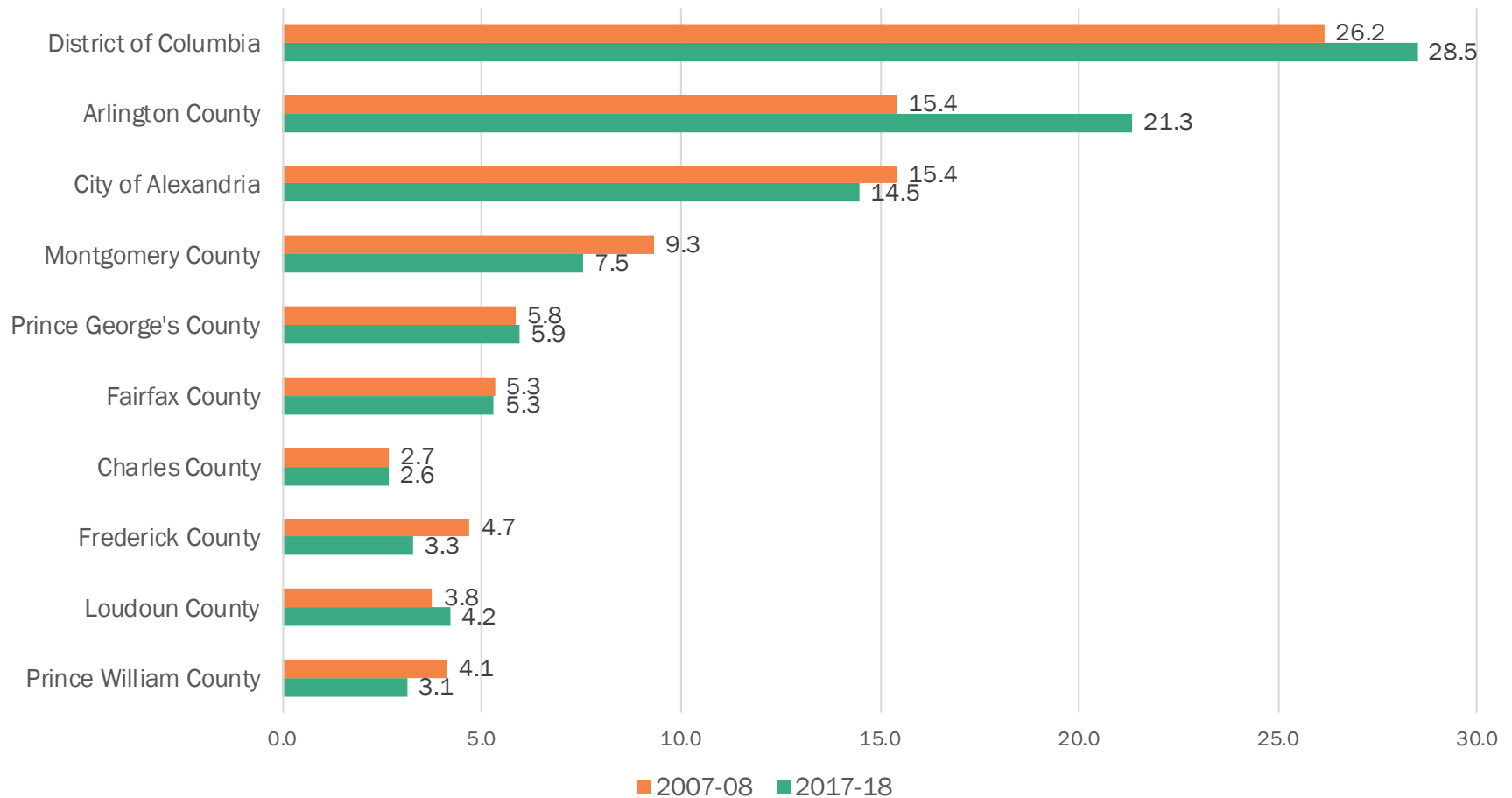
Mode Share for All Trips – Rail Transit (2007/08 – 2017/18)



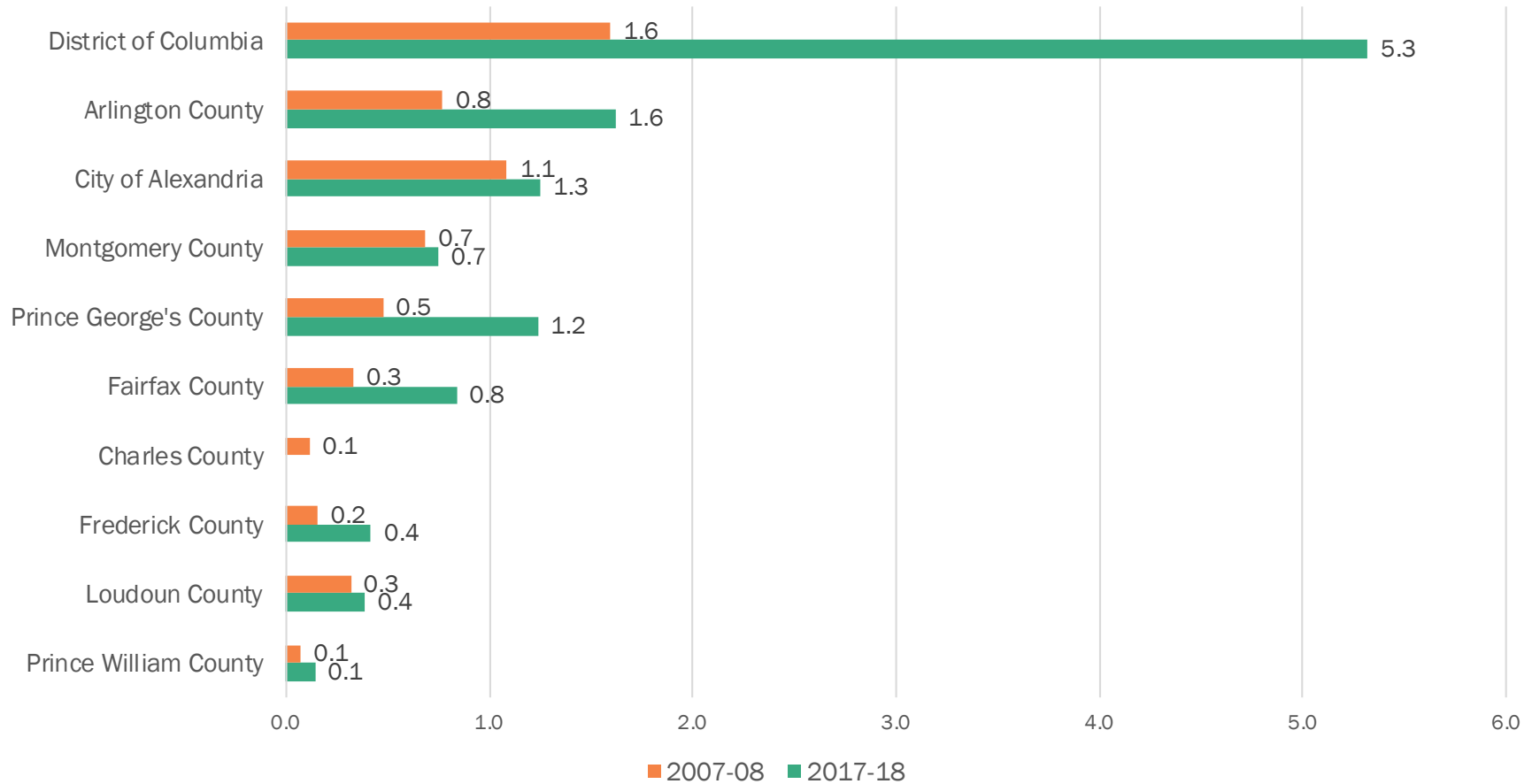
Mode Share for All Trips – Bus Transit (2007/08 – 2017/18)



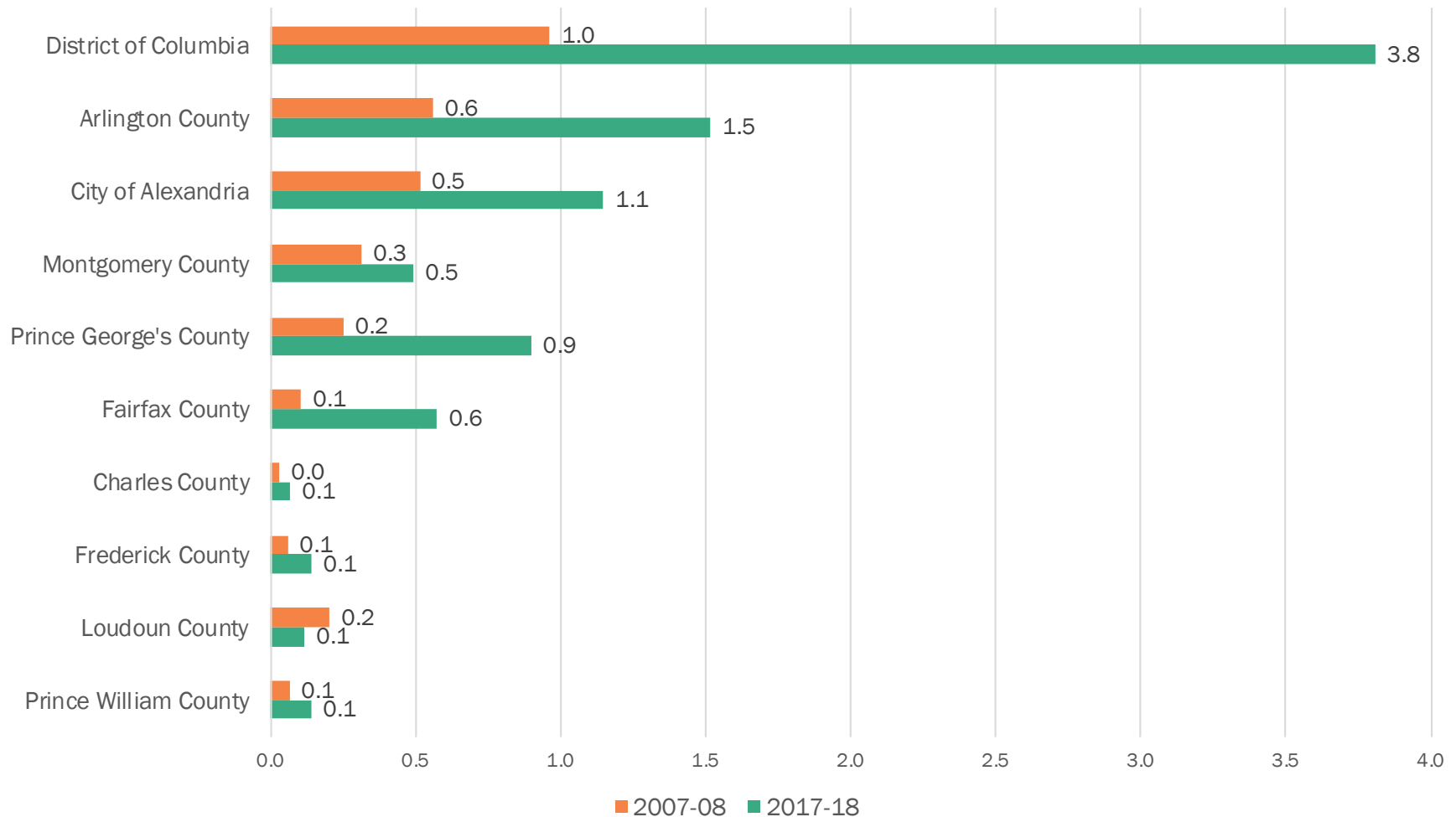
Mode Share for All Trips – Walk (2007/08 – 2017/18)



Mode Share for All Trips – Bicycle (2007/08 – 2017/18)



Mode Share for All Trips – Taxi/Ride-Hail (2007/08 – 2017/18)



ITEM 10 – Information

January 21, 2021

The Unified Planning Work Program, Simplified

Background:

Staff will provide a brief overview of federal MPO requirements, products and processes, and the various benefits and services provided to members. The FY 2022 Unified Planning Work Program (UPWP) outline will be distributed.

THE UNIFIED PLANNING WORK PROGRAM – OVERVIEW

Lyn Erickson
Plan Development and Coordination Program Director

Transportation Planning Board
January 21, 2021

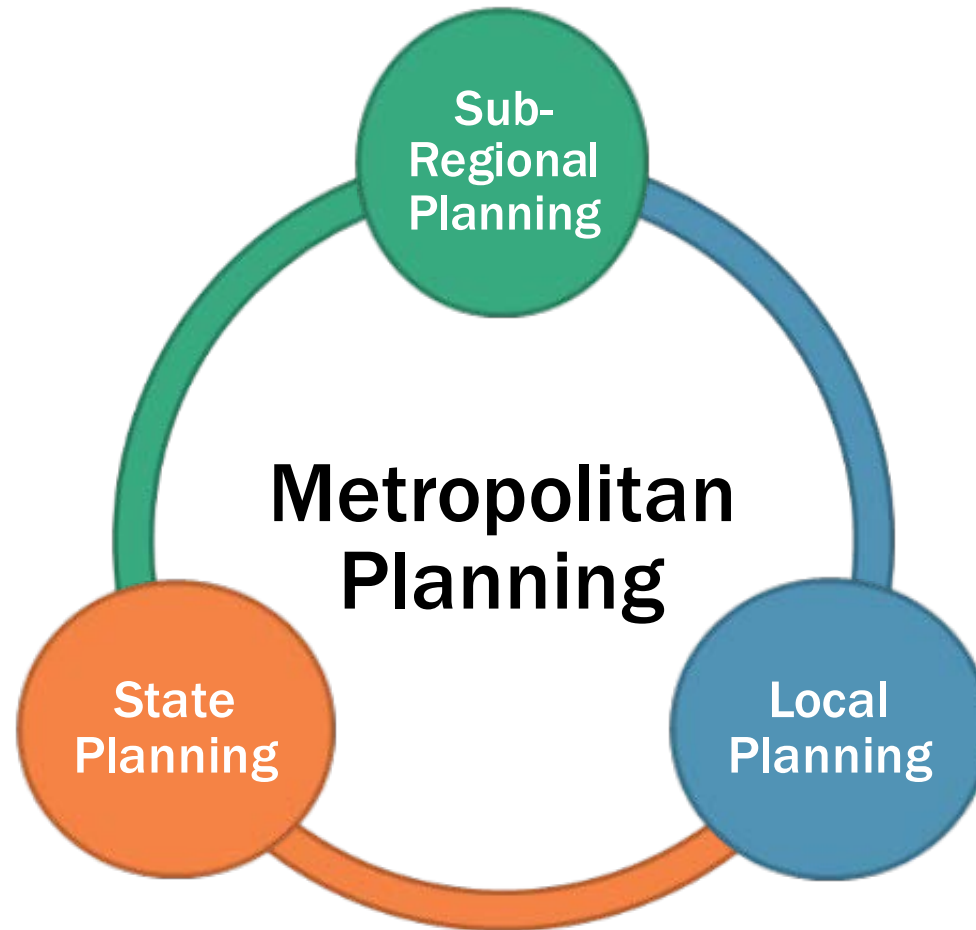


Presentation Overview

- MPO Responsibilities
 - What are the structures, functions, purposes, and products of an MPO?
 - How does the TPB synchronize required products with Board member interests and needs?
- Board to approve FY 2022 UPWP on March 17

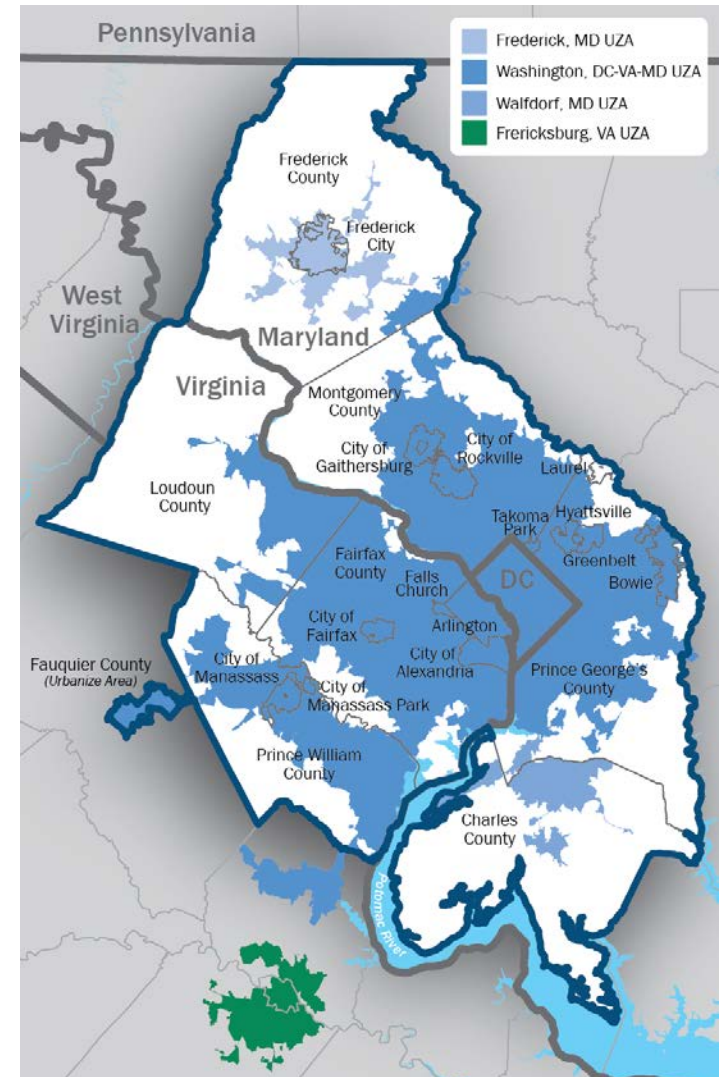


Transportation Planning Process



Federal Requirements for MPOs

- Federally designated MPO for the Washington region
- Federal requirements: products and process (23 CFR Part 450 / 49 CFR Part 613 / 40 CFR Part 93)
 - UPWP, LRTP, TIP, AQC, PBPP
 - “3C Process” – “Continuing, cooperative, and comprehensive” consultation process
 - Develop plans and programs that consider all transportation modes and support metropolitan community and economic development
 - Work in conjunction with state air and transportation agencies to meet federal Clean Air Act standards



About the TPB

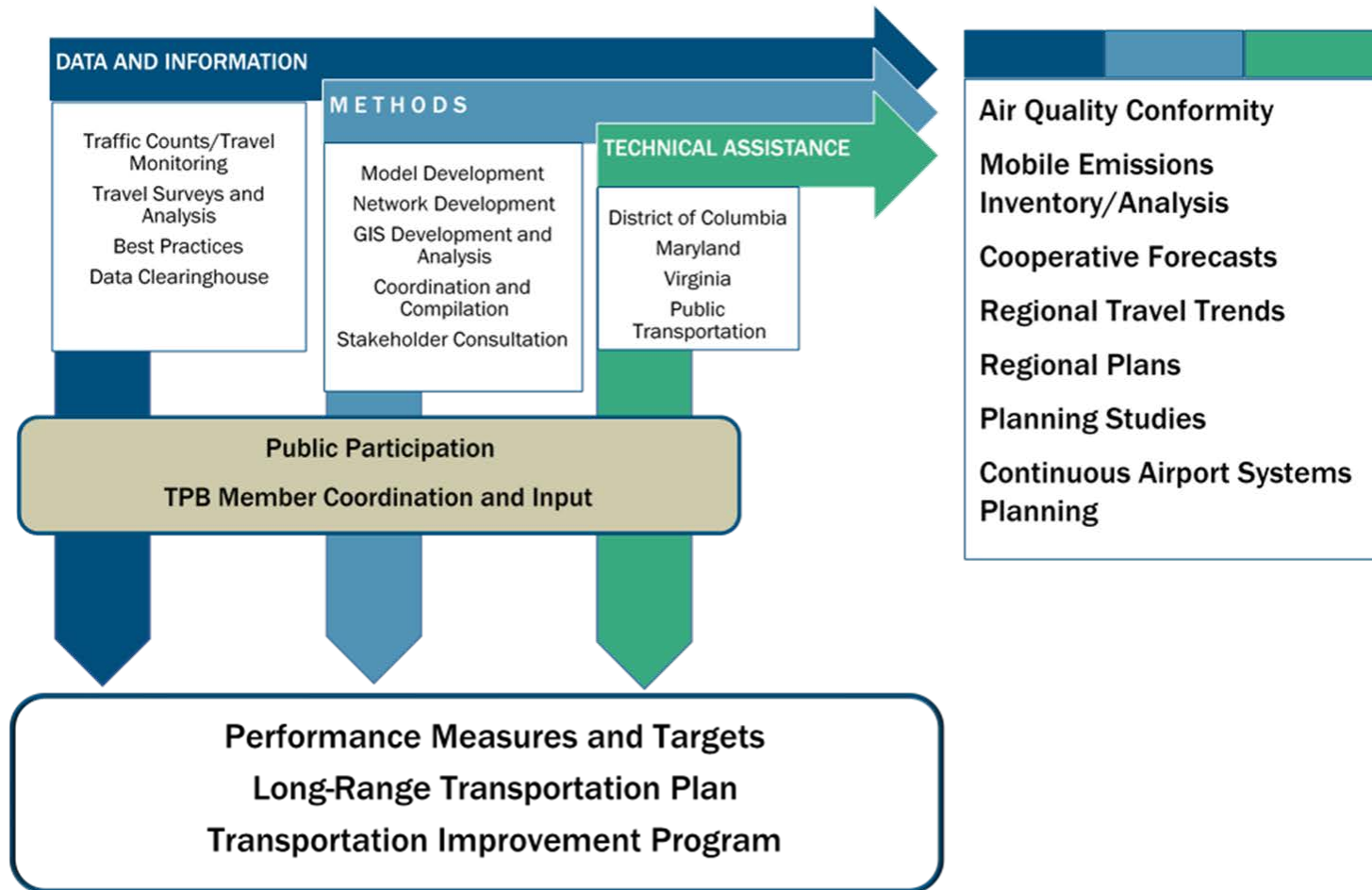
- 44 members (Federal, state, regional, local agencies - 24 jurisdictions)
- 3,500 square miles in area; More than 5 million people and nearly 3 million jobs
- Serves as a representative group of local stakeholders of the region
- Develops consensus based *REGIONAL* transportation priority principles
- 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 consensus building / decision-making; forum for regional coordination

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

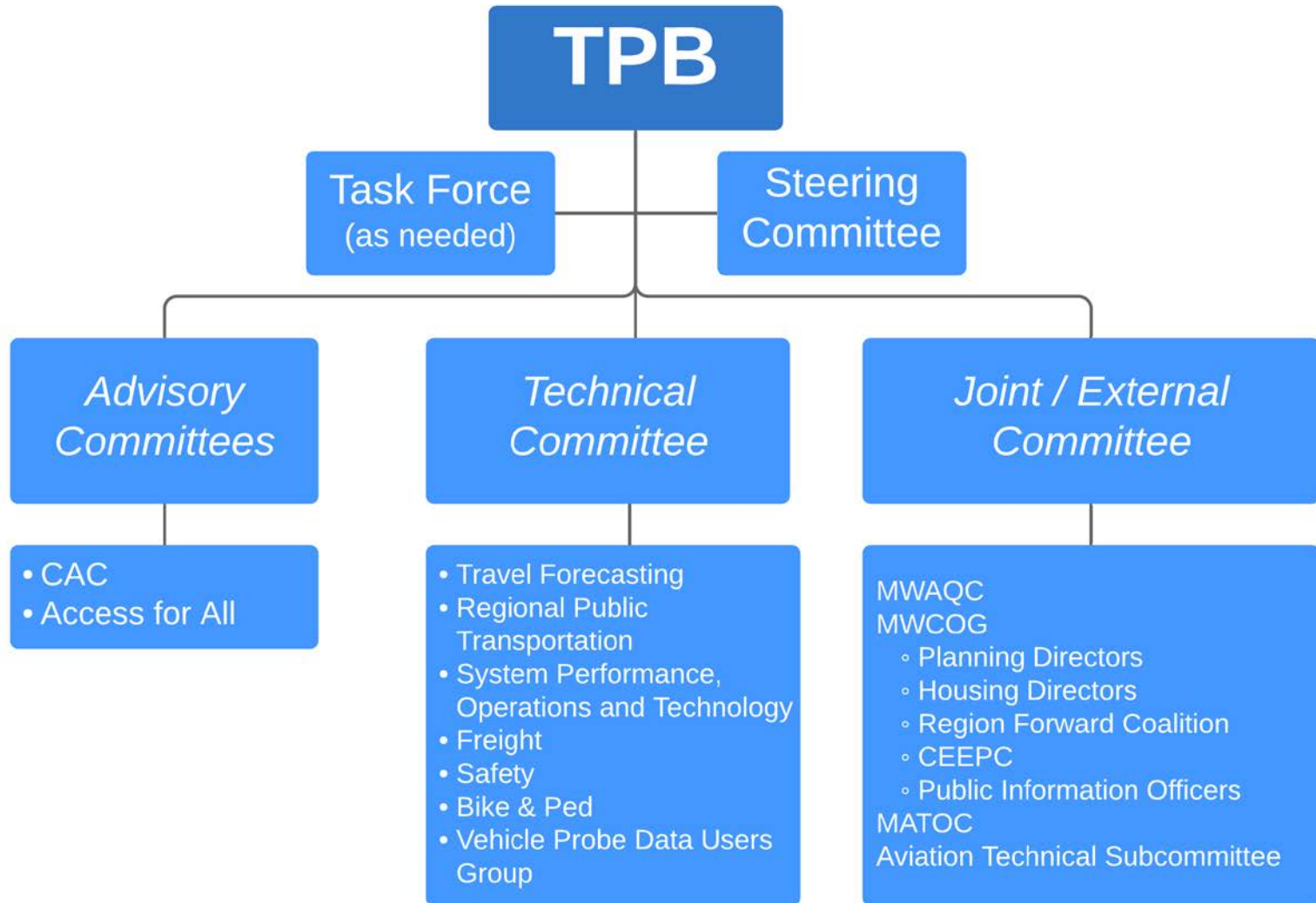
- A Unified Planning Work Program (UPWP) is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area
- MPOs are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308)(b)]
- TPB approval on March 17 helps ensure FHWA and FTA approval by the June 30, 2021 deadline



TPB Resources and Approach to Execute Metropolitan Planning



Regional Coordination and Consultation



TPB Role in Regional Initiatives

- Fund and implement regional programs
 - Transportation Land Use Connections
 - Regional Roadway Safety Program
- Implement on behalf of members
 - Regional TDM: Commuter Connections
 - Street Smart Safety Campaign
 - Enhanced Mobility Grants
 - Transportation Alternatives Program
 - Workshops on topics of interest including Micromobility, CAV, Curbside Management



TPB Role in Regional Initiatives (2)

- Studies / data analyses on regional scale
 - Transportation Aspirational Initiatives
 - Transit Access Focus Areas
 - National Capital Trails Network
 - Mobile emissions analysis
 - MWAQC, 2015 ozone NAAQS, & MOVES3
 - CEEPC
 - TPB Climate Change Mitigation Study
 - Transportation and Climate Initiative (TCI)
 - Air quality conformity analysis



TPB Role in Regional Initiatives (3)

- Policy priorities and templates
 - Value Pricing Guidelines
 - Complete Streets
 - Green Streets
 - Strategies to improve region's roadway safety outcomes
 - Recommendations to enhance Traffic Incident Management
 - Regional greenhouse gas reduction goals
- Emergency Preparedness and Management & Operations
 - Planning activities in support of the MATOC Program



Technical Resources for Decision-Making On-Going Activities

- Travel conditions, traffic demand, demographic datasets and analysis
- Travel forecasting – tools and estimates
- Mobile emissions analysis
- Travel monitoring
- Data and methods to set transportation system performance targets
- Multimodal initiatives
- Variety of communication tools to help us and you get the word out

Next Steps

- Develop FY 2022 budget (revenue and expenses)
- Determine “carry-over” from FY 2021 (activities unable to be completed by June 30)
- Provide detailed information on proposed FY 2022 products and projects
- TPB to approve FY 2022 UPWP March 17



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National Capital Region
Transportation Planning Board

TRANSPORTATION PLANNING BOARD

PLANNING AREAS AND ACTIVITIES



The National Capital Region [Transportation Planning Board](#) (TPB) prepares multimodal plans and programs that the federal government must approve for the region to receive federal funds. These include the [long-range transportation plan](#) (LRTP) and [Transportation Improvement Program](#) (TIP). Always using an equity lens, the TPB works with partners to conduct research, analysis, and to develop transportation strategies to address its goals and to meet federal planning requirements.

Planning & Research

Board Priorities

Through planning, coordination, and research, TPB staff respond to Board priorities and direction. Examples of staff activities include conducting analysis and coordination to support implementation of the [Aspirational Initiatives](#), address [climate change](#), advance [transit oriented communities](#), improve [safety](#), and consider and improve [equity](#) in transportation.



The TPB assembles and analyzes data to identify trends over time. Staff also conduct surveys to determine how people are traveling, for what purpose, and how far. The TPB performs [regional forecasting](#) to develop estimates about current or future travel conditions. TPB staff develop these forecasts based on projected [population](#) and job growth, and data about planned or potential improvements in the transportation system to provide insights about future travel demand.

Forecasts & Trends

Travel Demand Management

[Travel Demand Management](#) (TDM) is an approach of using strategies to improve mobility, accessibility, improve safety and air quality by making more efficient use of the transportation system. TDM strategies include reducing single occupant vehicular travel by carpooling, using public transportation, walking, bicycling and teleworking. TPB implements a regional TDM program called [Commuter Connections](#) that promotes these strategies by offering commuters various incentives and assistance.



TRANSPORTATION PLANNING BOARD

PLANNING AREAS AND ACTIVITIES



Through [air quality conformity](#) analysis, the TPB coordinates with its partners to meet federal planning requirements for established pollutants in the air known to be harmful to people's health. TPB staff forecast emission levels of these pollutants from vehicles to ensure that the LRTP and TIP comply with the region's plan to meet national air quality standards. The TPB also partners with COG and its members on issues of [environmental mitigation](#) and works to address [climate change](#) by identifying and evaluating strategies to reduce roadway [greenhouse gas](#) emissions and to ensure resiliency of the transportation system.

Environmental Planning

Funding Opportunities & Technical Assistance

TPB offers [Technical Assistance](#) to assist its members with the preliminary planning of projects, programs or policy evaluations. TPB's [Transportation and Land Use Connections](#) (TLC) program provides consultant services for small projects and its new safety program advances initiatives that improve transportation safety. Partnering with its member states, TPB implements the [Enhanced Mobility](#) program that provides matching grant funds to help transportation for people with disabilities and older adults, and the [Transportation Alternatives Set-Aside](#) program that funds activities that enhance the intermodal transportation system.



Every metropolitan planning organization (MPO) is federally required to have a [Participation Plan](#). This plan articulates the TPB's commitment to transparent communications and engagement with the public and relevant public agencies to support the regional transportation planning process. The [Community Leadership Institute](#) (CLI), is an educational opportunity that invites local leaders to get involved in the transportation planning process. Participants learn how, where, and when transportation decisions are made in the region.

Public Engagement

Committees & Coordination

The TPB's [committees](#) and subcommittees include a wide network of policy, technical, and advisory committees to advance TPB's vision and goals. The committees address topics related to bicycling and walking, public transportation, safety, freight, management and operations coordination, travel forecasting, and more. Public officials and experts come together to learn about the latest trends and data, share best practices, and develop solutions to the region's major transportation challenges.





MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Outline and Preliminary Budget for the Fiscal Year 2022 Unified Planning Work Program (UPWP)
DATE: January 14, 2021

The Unified Planning Work Program (UPWP) is the annual statement of work, and associated budget, identifying the planning priorities and activities to be carried out within a metropolitan planning area. This memo includes a detailed work proposal for the Fiscal Year (FY) 2022 UPWP (July 1, 2021 through June 30, 2022). In the same format as last year, the work activities are grouped into 11 general areas which essentially all reflect and support the activities that the TPB is federally required to implement. This information is preliminary and will be refined over the next two months as we receive funding information from the state departments of transportation. The TPB will be asked to approve the FY 2022 UPWP at its March 17, 2021 meeting.

It is recognized that COVID-19 continues to play a role in our activities, both from an administrative and programmatic perspective. These tasks were developed with that in mind.

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:

Every action that the TPB considers - including every debate we have, and every decision we make as the region's MPO - must be viewed through the lens of justice, equity, and fairness. We must recognize past actions that have been exclusionary or had disparate impacts on people of color and marginalized communities, and we must take actions to correct or mitigate the resulting unfairness. From infrastructure to education and enforcement, we must act fairly to ensure equitable and true access to safety, accessibility and mobility.

UPWP REVENUE AND EXPENDITURE ESTIMATES

The budget for the FY 2022 UPWP is based upon Metropolitan Planning Organization (MPO) planning funding allocations provided by our three state departments of transportation (DOTs). Federal Metropolitan Planning Funds are apportioned to the state DOTs who then allocate and distribute these funds to the MPO to enable us to lead the metropolitan planning process. As with all federal funds, there is a match that is necessary to access the federal funds. In our case, 80 percent of the revenue comes from a combination of Federal Transit Administration Section 5303 funds and Federal Highway Administration PL funds. The state DOTs provide a 10 percent state match and the local jurisdictions, through the COG dues, provide a 10 percent local match. Funding amounts are determined by the FY 2021 USDOT budget from the Fixing America's Surface Transportation Act (FAST) Act.

Budget information will be provided when it becomes available. Since the annual federal funding amounts have not changed significantly over time, we begin our budget process based on previous estimates and previously approved budgets. These proposed tasks will be further refined based on available funding.

OUTLINE OF PROPOSED UPWP WORK ACTIVITIES FOR FY 2022

1. LONG-RANGE TRANSPORTATION PLANNING

- 1.1 Visualize 2045 Implementation
- 1.2 Environmental Justice and Equity
- 1.3 Future Plan Development
- 1.4 Federal Compliance
- 1.5 Policy Board-Directed Activities

2. TRANSPORTATION IMPROVEMENT PROGRAM

- 2.1 Transportation Improvement Program
- 2.2 TIP Database Support

3. PLANNING ELEMENTS

- 3.1 Performance-Based Planning and Programming
- 3.2 Congestion Management Process
- 3.3 Systems Performance, Operations, and Technology Planning
- 3.4 Transportation Emergency Preparedness Planning
- 3.5 Transportation Safety Planning - Overall Planning Activities
- 3.6 Bicycle and Pedestrian Planning
- 3.7 Regional Public Transportation Planning
- 3.8 Freight Planning
- 3.9 Metropolitan Area Transportation Operations Coordination Program Planning

4. PUBLIC PARTICIPATION

- 4.1 Public Participation and Outreach
- 4.2 Communications

5. TRAVEL FORECASTING

- 5.1 Network Development
- 5.2 Model Development and Support

6. MOBILE EMISSIONS PLANNING

- 6.1 Air Quality Conformity
- 6.2 Mobile Emissions Analysis

7. TRAVEL MONITORING AND DATA PROGRAMS

- 7.1 Travel Surveys
- 7.2 Travel Analysis Studies and Research
- 7.3 Regional Transportation Data Clearinghouse
- 7.4 GIS Data and Analysis

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

9. MOBILITY AND ENHANCEMENT PROGRAMS

- 9.1 Enhanced Mobility Grant Program
- 9.2 Regional Roadway Safety Program
- 9.3 Transportation Alternatives Program
- 9.4 Transportation and Land Use Connection Program

10. TPB MANAGEMENT AND SUPPORT

- 10.1 TPB Committees Support and Management and UPWP

11. TECHNICAL ASSISTANCE PROGRAM

- 11.1 DDOT
- 11.2 MDOT
- 11.3 VDOT
- 11.4 Regional Transit Technical Assistance

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP)

The following section identifies specific staff work tasks for FY 2022.

1. LONG-RANGE TRANSPORTATION PLANNING

[Proposed FY 2022 Budget \$XXX]

Visualize 2045 Implementation

- Conduct general coordination and outreach to members to help members understand and implement the plan and the aspirational initiatives.
- Provide opportunities for consideration, coordination, and collaborative enhancement of Visualize 2045.
- Conduct analysis as necessary to support the aspirational initiatives.

Environmental Justice and Equity

- 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

Future Plan Development

- Communicate to Board and other stakeholders the key planning activities for the quadrennial transportation plan update that is underway.
- Conduct additional planning analysis and coordination to support plan development.
- Develop the content and produce the update to Visualize 2045, TPB's long-range transportation plan, for board approval in June 2022.
- Continue developing and testing new performance measures for the LRTP and develop and approach to communicate performance measures.

Federal Compliance

- Federal Certification was completed in July 2019. Complete tasks as noted in the Federal report to address any issues that have been noted.
- Monitor possible future transportation regulations and/or changes and prepare accordingly.
- Track, research, and respond to all Federal activities that impact the metropolitan transportation planning process.

Policy Board-Directed Activities

- Carry out additional activities as directed by the TPB.
- Develop long-range transportation plan and related products through an 'equity lens' as directed by TPB Resolution R1-2021, which requires all TPB activities to be conducted with an equity lens.
- Support planning activities responsive to the TPB resolution R8-2021 endorsing the 2030 regional greenhouse gas reduction goal.

2. TRANSPORTATION IMPROVEMENT PROGRAM

[Proposed FY 2022 Budget \$XXX]

Transportation Improvement Program (TIP) Programming

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.
- Develop and produce the FY 2023-2026 TIP.
- Enhance documentation of the TIP with additional analysis as a part of the long-range plan/TIP publications and the Visualize 2045 web site.
- 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.

TIP Database Support – Project InfoTrak (PIT)

- Provide additional customizations to the system's forms, reports, and functionality.
- Provide assistance and guidance during first-time use of Project InfoTrak system for the adoption of Visualize 2045 and the FY 2023-2026 TIP.
- 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 public access to long-range plan and TIP project data through an online searchable database with integrated GIS project mapping.
- Provide support for the development and maintenance of project data for the TPB's Bicycle and Pedestrian Plan.

3. PLANNING ELEMENTS

[Proposed FY 2022 Budget \$XXX]

This task considers the following aspects of metropolitan transportation planning, in conjunction with federal FAST and MAP-21 requirements. Also included for all elements will be coordination with related state, regional, and local efforts, as well as outreach to members, stakeholders, and subject matter experts, to gather information and collaborate to advise future planning and committee activities.

Performance-Based Planning and Programming (PBPP)

- 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 annual transit asset management targets.
- Set regional annual transit safety targets.

- Update any four-year targets established in 2018 in the areas of pavement and bridge condition and highway system performance (travel time reliability, non-SOV mode, and CMAQ emissions reductions).
- Support TPB as it reviews data and sets required targets.

Congestion Management Process (CMP)

- Compile information and undertake analysis for the development of major CMP components, including application of available or emerging “big data” sources.
- Develop and publish the biennial 2022 CMP Technical Report.
- 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.
- Continue development (begun in FY 2020) of jurisdictional, subregional, and/or corridor-based congestion profiles, using available data plus additionally procured data. Include related information such as Census and transit use.
- Produce special CMP analyses, such as following a major event, 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.

Systems Performance, Operations, and Technology (SPOT) Planning

- Address FAST Act requirements related to technology and RTSMO; address RTSMO-related aspects of connected and autonomous vehicle technology and shared mobility developments.
- Maintain the Regional Intelligent Transportation Systems (ITS) Architecture.
- Address Traffic Incident Management (TIM) as it relates to metropolitan transportation planning and RTSMO.
- Address planning for connected/autonomous vehicles (CAVs), advised by outcomes of the FY2020 TPB CAV forums and white paper.
- Address resiliency and reliability planning aspects of RTSMO, pending results of an FY 2021 regional Resiliency Planning Factor Adaptation Planning and Coordination study.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Conduct a regional survey on traffic signal timing and power back-up systems.
- Support the regional Systems Performance, Operations, and Technology Subcommittee (SPOTS) and the Traffic Signals Subcommittee.

Transportation Emergency Preparedness Planning

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

Transportation Safety Planning – Overall Planning Activities

- Support engineering, education, and enforcement strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region.
- Address regional FAST Act traffic safety performance measure requirements, including compilation and analysis of safety data, tracking of regional performance measures for safety, and coordinating with member states on the setting of safety targets.
- Address the recommendations of the FY 2020 – FY 2021 regional safety study.
- Investigate and document regional safety trends and influencing factors and identify strategies to address these factors. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region’s PBPP targets.
- 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 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 staffs, regarding transportation/roadway safety. Support the Transportation Safety Subcommittee in its coordination and advisory roles.

Bicycle and Pedestrian Planning

- Undertaken outreach and follow-up activities regarding the Regional Bicycle and Pedestrian Plan update published in FY 2021.
- Update the National Capital Trail Network map.
- Monitor and update nonmotorized recommendations for the Transportation Improvement Program (TIP) and Project Info Tracker (PIT); monitor Regional Complete Streets and Green Streets activities.
- Address emerging mobility technologies, such as dockless bikesharing and electric scooters, and their relationship to bicycle and pedestrian planning.
- 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 staffs.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

Regional Public Transportation Planning

- Address public transportation-related aspects of metropolitan transportation planning, such as consideration of inter-city buses, commuter buses, rail transit, and commuter rail.
- 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.
- Address Bus Rapid Transit (BRT) planning and coordination.
- Address TPB-related recommendations from the 2019 regional Bus Transformation Project.

- 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.

Freight Planning

- Develop and publish an updated Regional Freight Plan.
- Compile and analyze data to support regional freight planning.
- Address recommendations of the FY 2020 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 the FAST Act 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.

Metropolitan Area Transportation Operations Coordination (MATOC) Planning

- 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.

4. PUBLIC PARTICIPATION

[Proposed FY 2022 Budget \$XXX]

Public Participation and Outreach

- Conduct public involvement as described in the new 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.
- Develop and conduct public engagement activities with consideration of 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 public involvement activities in the summer and fall of 2021 as part of the update to Visualize 2045. These activities may include socially distant outreach such as webinars, virtual townhalls, and virtual popups. This phase of open-invitation outreach

will complement public opinion research for Visualize 2045 that was conducted in FY 2021.

- Conduct a final public comment period for Visualize 2045 in the spring of 2022.
- 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 low-income communities, minority communities, persons with disabilities, older adults, and those with limited English skills as the TPB's primary strategy for engaging traditionally disadvantaged population groups in the planning process and for providing guidance on Human Service Transportation Program activities. AFA Committee comments will be shared with the TPB on transportation plans, projects, programs, services, and issues that are important to AFA community groups.
- Conduct training activities, as needed, to help community leaders learn how to get more actively involved in transportation decision making in the Washington region.
- Conduct evaluation activities of the public involvement process.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice.

Communications

- 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, Visualize 2045 newsletter, 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

[Proposed FY 2022 Budget \$XXX]

Network Development

- 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 could be the current year or another recent year, depending on the extent of 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, such as scenario studies, project-planning studies, and air quality conformity (AQC) analyses of the TPB's Long-Range Transportation Plan (LRTP). The quadrennial update of the LRTP

occurs in 2022, but, in some cases, TPB staff may be asked to perform an “off-cycle” AQC analysis.

- Maintain and refine 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 will likely require networks in Cube Public Transport (PT) format. Develop a unified network database/COGTools to work with transportation networks in both TRNBUILD and PT formats in sync.
- Respond to network-related technical data requests.

Model Development and Support

- Staff the TPB Travel Forecasting Subcommittee (TFS).
- Support both internal and external users of the TPB’s current or future production-use travel demand forecasting models (either the Gen2/Ver. 2.3 Model or the Gen2/Ver. 2.4 Model)
- Develop new versions of the TPB’s travel demand forecasting model that provide enhanced modeling capabilities. TPB staff is currently working with a consultant to develop the TPB’s next-generation travel demand forecasting model, to be known as the Generation-3, or Gen3, Travel Model. This model is planned to be a disaggregate, activity-based model (ABM), implemented in ActivitySim software. Model development is planned to last three years (FY 2020-2023). Development will occur via two main phases: Gen3 Model, Phase 1 is planned to conclude in September 2021 (early FY 2022). The goal of Phase 1 is to obtain a developmental model that has gone through an initial round of calibration and can be tested by TPB staff. Phase 2 is planned to run from September 2021 through November 2022 (middle of FY 2023). The goal of Phase 2 is to obtain a travel model that is calibrated, validated, and is production ready.
- Identify, and possibly obtain, data needed to support development of the Gen3 Model and its successor model, the Gen4 Model.
- Promote the regional coordination of future transit on-board surveys so that they can better support model development needs. This effort would be coordinated with other DTP teams and with the Regional Public Transportation Subcommittee (see Task #3, “Planning Elements”).
- Join the ActivitySim consortium and coordinate with other member MPOs 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 support 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 Team.
- Respond to travel-model related technical data requests from consultants and state/local agencies.
- Maintain software and hardware required to apply the regional travel demand model.

- Coordinate with the COG Office of Information Technology (IT) to help maintain the computers used to run the regional travel demand model. Assist IT with testing related to the planned agency-wide transition into cloud computing.

6. MOBILE EMISSIONS PLANNING **[Proposed FY 2022 Budget \$XXX]**

Air Quality Conformity Analysis

- Continue technical tasks related to the air quality conformity analysis of the TPB's 2022 Long-Range Transportation Plan quadrennial update.
- Provide technical travel demand and mobile emissions modeling support for off-cycle AQC analysis, if requested by implementing agencies. This task may be funded from Technical Assistance accounts.
- Keep abreast of federal requirements as related to air quality conformity determinations and the new mobile emissions estimation software, MOVES3.
- Continue working to incorporate Performance-Based Planning and Programming (PBPP) requirements pertaining to Congestion Mitigation and Air Quality Improvement Program (CMAQ) into the planning process as it relates to the adopted Plan.
- Maintain communication and consultation among transportation agencies, air agencies, and the public regarding air quality related matters in the region.

Mobile Emissions Analysis

- With consultant assistance, conduct a study of approaches to reduce greenhouse gas (GHG) emissions to meet 2030 reduction goals in the Metropolitan Washington 2030 Climate and Energy Action Plan.
- Support development of Attainment State Implementation Plan (SIP), if needed, to address requirements of 2015 ozone National Ambient Air Quality Standards (NAAQS). This would include developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx).
- Coordinate with the Metropolitan Washington Air Quality Committee (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 Motor Vehicle Emission Simulator (MOVES) software, such as vehicle registration data, referred to as Vehicle Identification Number (VIN) data, in consultation with regional environmental and transportation agency partners.
- Provide technical support to COG/DEP staff with regional greenhouse gas (GHG) related planning activities.
- Keep abreast of MOVES updates and best practices.
- Conduct sensitivity tests of new MOVES model versions that may be released by EPA.
- 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.

7. TRAVEL MONITORING AND DATA PROGRAMS

[Proposed FY 2022 Budget \$XXX]

Travel Surveys

- Provide continued briefings to the TPB, TPB Technical Committee, the Travel Forecasting Subcommittee, and other subcommittee and stakeholders, as appropriate, on the findings from the RTS, the 7-day panel survey, and other applicable surveys and data that examine travel behavior.
- Process data from the panel travel survey conducted in fall 2019 and prepare finalized datasets to be used in survey analysis and documentation.
- Conduct analysis of RTS and 2019 panel survey to produce data and findings for consideration and inclusion in the next regional long-range plan update, Visualize 2045.
- Identify and obtain appropriate data on regional travel behavior that occurred during the COVID-19 pandemic period.
- Conduct detailed analysis of the RTS, panel survey, 2019 State of the Commute Survey, 2020 Employer Survey, and applicable data from the pandemic period to analyze build a baseline understanding of how regional travel was changed as a result of the pandemic
- Respond to inquiries about the survey from state and local government staff, survey participants, and the media.
- Develop visualizations and other innovative means to convey survey results and findings.
- Initiate geographic-focused surveys.

Travel Analysis Studies and Research

- Continue the enhancement of the regional travel trends analysis program to produce more frequent data products, reports, and presentations on various aspects of regional travel trends. This will include:
- Developing and maintaining user-friendly and convenient travel trends information and visualizations, including a web-based dashboard that consolidates various regional transportation-related data and information products.
 - Developing methodologies to develop more robust, geographic-focused travel trends analysis updates
 - Developing user-friendly information reports/products that combine results of multiple travel trends research activities
 - Making more frequent presentation to the TPB, TPB Technical Committee, and other committees and subcommittees, as appropriate, to provide more frequent and ongoing awareness and understanding of the latest travel trends and their implication for regional transportation planning, including the impact of the COVID-19 pandemic on regional travel
- Research and analyze regional travel trends using a variety of data sources, including, among others, the Regional Travel Survey, the 7-day panel survey, Census and other federal transportation-related datasets, and Big Data that will be acquired to support numerous programmatic requirements.
- Perform research and analysis that support regional transportation planning activities, including, among others, the development of the regional long-range transportation plan update, Visualize 2045, as well as consideration of equity in regional transportation planning.



- Acquiring Big Data to support travel trends and travel behavior analysis as well as supporting the estimating, calibrating, and validating the regional travel demand model.
- Providing cross-program research and analysis support for regional transportation planning studies and activities using a variety of analytical tools. These may include the use of scenario planning tools that were evaluated in FY 2021 and intended to support complex “what if” analyses that examine the effects and impacts that could occur under varying future conditions. Scenario planning may be applied to better understand future uncertainties, such as changes in Greenhouse Gas production, the deployment of connected autonomous vehicles, and future alternative land use distribution patterns.
- Performing travel monitoring studies based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and long-range plan development activities.
- Continue to increase staff awareness of the use of planning tools in the regional transportation planning practice and build staff technical capabilities to apply scenario planning tools in transportation planning studies and analyses.
- Identifying, testing, and acquiring a scenario planning tool to support scenario planning analyses that may be undertaken in multiple program areas.

Regional Transportation Data Clearinghouse

- Update Clearinghouse 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.
- Update Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH and the Fairfax Connector.
- Develop, maintain, and provide data at varying geographic levels of specificity, including parcel-level data, when needed, to support the development of the Gen3 regional travel demand model.
- Update freeway and arterial road speed and level of service data, when available.
- Update Clearinghouse highway network bridge and pavement condition data from most current National Bridge Inventory and Highway Performance Management System databases.
- Add updated Cooperative Forecasting data by TAZ to the Regional Transportation Clearinghouse Data.
- Support efforts to develop and maintain a web-based regional travel trends dashboard described in the previous task.
- Distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a GIS web-based application.
- Ensure functionality of the RTDC with ongoing system administration and updates and promote the availability and use of the RTDC to local, state, and transit agency partners.

GIS Data and Analysis

- 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 regional long-range transportation plan update, Visualize 2045.
- Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities.



- 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 [Proposed FY 2022 Budget \$XXX]

This activity coordinates 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.

- 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 that were evaluated in FY 2021 and intended to support complex “what if” analyses that examine the effects and impacts that could occur under varying future land use and transportation conditions.
- Conduct analysis related to regional land use and transportation in support of the development of the regional long-range transportation plan update, Visualize 2045, as well as the consideration of equity in regional land use and transportation planning.
- Support the PDTAC in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region.
- Develop annual Baseline Employment Guidance update to support local governments preparing employment forecast estimates.
- Develop Travel Model Employment Definition Adjustment Factors, which are applied to develop a set of employment forecasts based on a consistent set of employment definitions and used in the regional travel demand model.
- Analyze changes in regional economic, demographic, and housing trends drawing on the results from the U.S. Census American Communities Survey, the Census Transportation Planning Products (CTPP) program, and from other available federal, state, and local data sources.
- 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.
- Work with members of the Cooperative Forecasting and Data Subcommittee to enhance and improve the quality of small area (TAZ-level) employment, population, and employment data.
- Work with the Cooperative Forecasting and Data Subcommittee and the PDTAC to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts.



- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop updated growth forecasts at the regional and Transportation Analysis Zone (TAZ) level.
- Conduct initial activities to commence the next major Cooperative Forecasting update (Round 10). Activities may include evaluating econometric databases that could be used to help identify base year estimates and examining regional, national, and global demographic and market trends that will inform underlying regional growth assumptions, among others.
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into TPB travel demand-forecasting model.
- 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.
- Work with the Cooperative Forecasting Subcommittee to analyze results of the 2020 Census for use in developing future updates to the Cooperative Forecasts. Continue to provide regular seminars and trainings on accessing and analyzing Census data to support local demographic analysis and small-area forecasting.
- Develop and publish useful economic, demographic and housing-related information products including the Regional Economic Monitoring Reports (REMS), 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.
- Use TPB transportation planning data to update information for the approved COG Region Forward Targets and Indicators.

9. MOBILITY AND ENHANCEMENT PROGRAMS

[Proposed FY 2022 Budget \$XXX]

Enhanced Mobility Grant Program

- Continue the solicitation and select projects for FTA Section 5310 Enhanced Mobility funding (Summer/Fall 2021).
- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan provide an array of transportation services and options to older adults and people with disabilities.
- Initiate the next required update of the Coordinated Plan, which will take approximately 8 months and will be approved in calendar year 2022.
- 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.



Regional Roadway Safety Program

- Develop and execute 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 jurisdiction'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, as well as if and when additional funding may be 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.

Transportation Alternatives 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 TAFA concepts and maps in July 2020.

Transportation and Land Use Connection Program

- Fund at least six technical assistance planning projects at a level between \$30,000 and \$60,000 each.
- Fund at least one project for between \$80,000 and \$100,000 to perform project design to achieve 30% completion.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. 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 National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs). The TPB approved the NCTN and TAFA concepts and maps in July 2020.



10. TPB MANAGEMENT AND SUPPORT

[Proposed FY 2022 Budget \$XXX]

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 2023 UPWP.

11. TECHNICAL ASSISTANCE PROGRAM

The UPWP Technical Assistance Program provides assistance to state departments of transportation and regional transit agencies. Examples of past Technical Assistance projects have included the VRE-MARC Run-Through Study, support to the District of Columbia travel monitoring program, state- and mode-specific travel monitoring studies, technical support to state project pre-planning activities, and supplemental support to the Transportation Land-Use Connections (TLC) Program, among others.

- 11.1. **DDOT Technical Assistance - \$XXX**
- 11.2. **MDOT Technical Assistance - \$XXX**
- 11.3. **VDOT Technical Assistance - \$XXX**
- 11.4. **Regional Transit Technical Assistance - \$XXX**

