



TRANSPORTATION PLANNING BOARD

Wednesday, February 16, 2022
12:00 - 2:00 P.M.

VIRTUAL MEETING ONLY

AGENDA

- 12:00 P.M.** **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Pamela Sebesky, 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 with the subject line "Item 1 Virtual Comment Opportunity." These statements must be received by staff no later than 12 P.M. Noon on Tuesday, February 15, 2022 to be relayed to the board at the meeting.
- 12:15 P.M.** **2. APPROVAL OF THE JANUARY 19, 2022 MEETING MINUTES**
Pamela Sebesky, TPB Chair
- 12:20 P.M.** **3. TECHNICAL COMMITTEE REPORT**
Matt Arcieri, TPB Technical Committee Chair
- 12:25 P.M.** **4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT**
Ashley Hutson, CAC Chair
Canek Aguirre, AFA Chair
- 12:35 P.M.** **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M.** **6. CHAIRMAN'S REMARKS**
Pamela Sebesky, TPB Chair

ACTION ITEMS

- 12:50 P.M.** **7. APPROVAL OF FY 2023 AND FY 2024 TAP FUNDING FOR PROJECTS IN VIRGINIA**
John Swanson, TPB Transportation Planner
- A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in TPB jurisdictions in Virginia. The board will be briefed on projects recommended by a selection panel and asked to approve them.
- Action: Adopt Resolution R9-2022 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for FY 2023 and FY 2024 for Virginia TPB jurisdictions.**

INFORMATION ITEMS

- 1:00 P.M.** **8. BRIEFING ON THE DRAFT FY 2023 UNIFIED PLANNING WORK PROGRAM**
Lyn Erickson, TPB Plan Development and Coordination Program Director
- The board will be briefed on the draft Unified Planning Work Program (UPWP) for FY 2023 (July 1, 2022 through June 30, 2023). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. The board will be asked to approve the FY 2023 UPWP at its March 16 meeting.
- 1:15 P.M.** **9. BRIEFING ON THE DRAFT FY 2023 COMMUTER CONNECTIONS WORK PROGRAM**
Nicholas Ramfos, TPB Transportation Operations Programs Director
- The board will be briefed on the draft Commuter Connections Work Program (CCWP) for FY 2023 (July 1, 2022 through June 30, 2023). The CCWP is an annual statement of work that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals in the non-attainment area. The board will be asked to approve the FY 2023 CCWP at its March 16 meeting.
- 1:30 P.M.** **10. PERFORMANCE-BASED PLANNING AND PROGRAMMING: DRAFT TRANSIT ASSET MANAGEMENT TARGETS**
Eric Randall, TPB Transportation Engineer
- The board will be briefed on the federal requirements for setting transit asset management targets by metropolitan planning organizations and a draft set of 2022 transit asset management targets for the National Capital Region will be presented. The board will be asked to approve final 2022 transit asset management targets at its March 16 meeting.

**1:40 P.M. 11. CLIMATE CHANGE ELEMENTS IN THE LONG-RANGE TRANSPORTATION PLAN –
SEEKING MEMBER INPUT ON SPECIFICS**

Kanti Srikanth, Director, TPB

Board members reviewed the proposed process for the TPB to collect input from each member on the greenhouse gas (GHG) reduction goals and specific actions to reduce emissions from the on-road transportation sector. This process can lead to the TPB formally adopting actions to be included in both the long-range transportation plan, Visualize 2045, and in the TPB metropolitan transportation planning process. Staff will review the draft board member questionnaire along with the schedule for completing the task of adopting on-road GHG emissions goals and strategies as part of the current update to Visualize 2045.

2:00 P.M. 12. ADJOURN

The next meeting is scheduled for March 16, 2022.

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the February 2022 TPB Meeting
DATE: February 16, 2022

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

Between the January 2022 TPB meeting and noon on Tuesday, February 15, 2022, the TPB received 2 comments. Both comments were submitted via email.

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

PUBLIC COMMENT

Stewart Schwartz, Coalition for Smarter Growth – Email – January 20, 2022

On behalf of the MetroNow Coalition, which includes the Coalition for Smarter Growth, he shared MetroNow's *Bus Transformation Project (BTP) Progress Report* and their accompanying press release, and he shared an invitation to their February 2 event.

Alrene Montemarano – Email – January 28, 2022

Montemarano sent an article, titled "More lanes on I-95 won't fix Virginia's traffic woes, VDOT says", from Greater Greater Washington.

TPB Comment

From: Stewart Schwartz <stewart@smartergrowth.net>
Sent: Thursday, January 20, 2022 4:49 PM
To: Chuck Bean; Kanti Srikanth; Lyn Erickson; Paul DesJardin; John Swanson
Cc: TPBcomment
Subject: Fwd: RELEASE: Progress Report on DC regional Bus Transformation

Categories: Yellow category

On behalf of the [MetroNow Coalition](#), which includes CSG with the region's leading business associations, I am reaching out to share MetroNow's [Bus Transformation Project \(BTP\) Progress Report](#) and accompanying press release (attached) that we published this morning.

We produced this report to measure progress against the 2019 [Bus Transformation Project Strategy](#) and [Action Plan](#) but more importantly, to call the region to action. By prioritizing better bus service we can improve the lives of hundreds of thousands of people who use the bus today – increasing access to opportunity, strengthening the regional economy, and creating a regionally coordinated bus network that will help this region grow stronger as we emerge from the pandemic.

Transforming bus service will require a combination of sustained political will, as well as capital and operating funding. We need Bus Champions who are willing to stand up for buses and bus riders, granting the bus the same political importance as Metrorail, or even more. We believe it is high time we recognize the essential role that bus plays in our transportation system.

With that in mind, the MetroNow Coalition is hosting the 2022 Bus Champions Roundtable -- a series of moderated discussions with the region's key business, transportation, and elected leaders with an overarching goal of identifying and cultivating a generation of "bus champions" and accelerating regional bus transformation. Each of the discussions will focus on one or more of the six big moves for 2022 that we identified in our [Progress Report](#).

We would love for you to Join us at the public launch webinar to learn more about the progress report and about how to be a MetroNow Bus Champion.

When: Wednesday, February 2 from 10:00-11:00am

Where: Virtual (Zoom) - [Register here](#)

Who: You and any of your staff

If you have any questions or would like a private briefing on the report, please let me know.

Stewart

Stewart Schwartz | Executive Director
Coalition for Smarter Growth
PO Box 73282
Washington, DC 20056
www.smartergrowth.net | @betterDCregion
stewart@smartergrowth.net | @csgstewart
(703) 599-6437 (cell)

Your gift helps keep CSG's advocacy going! [Donate today!](#)

TPB Comment

From: Arlene <mikarlgm@gmail.com>
Sent: Friday, January 28, 2022 9:56 PM
Subject: More lanes on I-95 won't fix Virginia's traffic woes, VDOT says
Categories: Yellow category

This two-year-old article of course leaves out the pandemic-caused rise in teleworking which has caused such a big reduction in the number of vehicles using our highways these days. We know that some of that change is permanent. Traffic is not what it was in 2017 when this plan was devised, and which was entirely based on figures that no longer reflect reality. And haven't for two years.

What the article talks about is that adding lanes does not fulfill its promise to reduce traffic. Traffic gets worse each time we do it. And this is from the Virginia Department of Transportation, itself.

What is the definition of madness again?

The definition of insanity is doing the same thing over and over again and expecting a different result. These words are usually credited to the acclaimed genius Albert Einstein. Mar 23, 2017

Author: Albert Einstein

(Bolding is mine.)

Please click on link to see graphics.

<https://ggwash.org/view/75945/virginia-i-95-traffic-vdot>

=====

More lanes on I-95 won't fix Virginia's traffic woes, VDOT says

Canaan Merchant February 4, 2020

If you want to ease congestion and improve travel times on Interstate 95, **widening the roads won't do the trick.**

That's a conclusion reached by the **Virginia Department of Transportation** after studying how to improve the busy I-95 corridor throughout the state. Sections in Northern Virginia are some of the busiest and most congested spots in the country, by some measures, and VDOT predicts that **adding one to three general-purpose lanes to I-95 would bring "minor to no speed improvements" by 2040.**

Researchers reached that conclusion in part by looking at what the state has tried already. As one

example, VDOT added a fourth general-purpose lane to I-95 in 2011 and found that it **didn't reduce travel times long-term—in fact, speeds since then have gone down, which means worse congestion instead of relief.**

“Additional general purpose lanes do not address these goals [to improve travel time reliability] on the I-95 corridor,” VDOT said in an October presentation about its I-95 improvement plan. **“Transit and carpooling offer best opportunities.”**

This recently widened section of 95 has **only gotten slower since the new lane opened.**

Part of the reason adding more roads may be ineffective is because more people are **choosing different ways to get around on the corridor.**

The decline of the single-occupant vehicle

Today most people traveling through the corridor aren't driving by themselves. They're using a **mix of transit and carpools**, in some areas making up about **60%** of the travelers along the I-95 corridor at rush hour.

That's important because it means that **solutions aimed at moving more and more cars may not be helping the greatest amount of people traveling through the area.** Another important thing is that **transit and other driving alternatives can move a lot of people** even in places that do not seem particularly transit-friendly.

And that shows up in other places as well. In an online survey, VDOT asked participants what improvements people wanted to see in the corridor. The **two most popular responses were improved and expanded Metro and Commuter Rail service.**

That bodes well for the state's recently announced plans to greatly expand VRE service thanks to a series of plans throughout the corridor aimed at increasing commuter rail frequency through the state.

The people want transit!

That said, some pure road improvements are planned. There are plans to expand the I-95 express lanes where speeds are kept constant through tolling down across the Rappahannock River into Fredericksburg. Smaller plans to extend acceleration and deceleration lanes are in the works for a number of exits where there are persistent back ups.

Another big project is improvements to real-time traffic adjustments on nearby roads like US-1 which is a local alternative to I-95 that often faces punishing back-ups that block parts of the road, when there are crashes.

A real-time system that could change traffic light timings could improve traffic throughput when those crashes occur.

Doubling the number of lanes on 95 wouldn't do much to make traffic better.

Beefing up bike and pedestrian infrastructure

A gap in the study is a lack of options when it comes to walking and biking. That's not an option on I-95 itself, but identifying ways to make local trips easier to make by walking and biking can **reduce pressure to take cars** instead. Additionally, Virginia does have a number of trails along the East Coast Greenway aimed at providing cycling and walking routes across the state and entire east coast.

Notably, while the study is focused on the I-95 corridor, it's looking at more than just cars on that road. Officials were tasked to look at how many people were traveling through the corridor, rather than just how many cars and trucks moved through the area.

The push for a **people-orientated study** was due to the efforts of State Senator Scott Surovell, who represents some of the areas inside the corridor in Northern Virginia.

While the idea that there is no easy "fix" to congestion on I-95 might be discouraging to some, it's also an encouraging sign from VDOT to see the emphasis on expanded transit and alternative options when it comes to traveling throughout the state. That's good for Virginians, for traffic, and the environment.

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

January 19, 2022

VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Charles Allen – Council of the District of Columbia
Ella Hanson – Council of the District of Columbia
Christina Henderson – Council of the District of Columbia
Kristin Calkins – DC Office of Planning
Mark Rawlings – DDOT
Lezlie Rupert – DDOT
Reuben Collins – Charles County
Jason Groth – Charles County
Denise Mitchell – College Park
Jan Gardner – Frederick County
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
David Edmondson – City of Frederick
Neil Harris – Gaithersburg
Dennis Enslinger - Gaithersburg
Emmett V. Jordan – Greenbelt
Brian Lee – Laurel
Christopher Conklin – Montgomery County Executive
Evan Glass – Montgomery County Legislative
Victor Weissberg – Prince George’s County Executive
Deni Taveras – Prince George’s County Legislative
Bridget Donnell Newton – Rockville
Kacy Kostiuk – Takoma Park
R. Earl Lewis, Jr. – MDOT
Canek Aguirre – Alexandria
Takis Karantonis – Arlington County
Dan Malouff – Arlington County
Walter Alcorn – Fairfax County - Legislative
James Walkinshaw – Fairfax County Legislative
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Robert Brown – Loudoun County
Kristen Umstattd – Loudoun County
Pamela Sebesky – Manassas
Jeannette Rishell – Manassas Park
Ann B. Wheeler – Prince William County
Victor Angry – Prince William County
Paolo Belita – Prince William County
John Lynch - VDOT
Marie Sinner – VDOT
Amir Shahpar – VDOT
Shyam Kannan – WMATA
Allison Davis - WMATA

Mark Phillips - WMATA
Dan Koenig - FTA
Julia Koster - NCPC

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Andrew Meese
Nick Ramfos
Paul DesJardin
Tom Gates
Leo Pineda
Stacy Cook
Sergio Ritacco
Bryan Hayes
Andrew Austin
John Swanson
Dusan Vuksan
Deborah Etheridge
Jon Schermann
Erin Morrow

Ashley Hutson - CAC
Christopher Laskowski – Council of the District of Columbia
Matt Arcieri – City of Manassas
Heather Edalman
Shyamali Hauth

Audio and video of the meeting, and materials referenced in the minutes can be found here:
mwcog.org/events/2022/1/19/transportation-planning-board/

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

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

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

Ms. Erickson said that two comments were submitted by email. The first was a letter from the Coalition for Smarter Growth urging the TPB to move forward with specific actions to implement the climate resolutions adopted by the TPB in June and July 2021. Second was an email from Ms. Montemarano who sent an editorial from a Fredericksburg area newspaper about cars isolated on I-95 during a recent snowstorm. A summary of these comments and their full contents were posted with meeting materials.

2. APPROVAL OF THE DECEMBER 15, 2021 MEETING MINUTES

Ms. Newton made a motion to approve the minutes from the December TPB meeting.

Ms. Mitchell seconded the motion.

The board approved the minutes for the December TPB meeting.

3. TECHNICAL COMMITTEE REPORT

Mr. Arcieri said that the Technical Committee met on January 7. He said that in addition to receiving presentations that are part of the board agenda, the committee also received a presentation on VTrans, an update on the Regional Travel Survey, and the performance analysis for Visualize 2045. More detail can be found in the report for this item.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Ms. Hutson introduced herself and said that the Community Advisory Committee met on January 13. At the meeting the committee was briefed by Chair Sebesky and Mr. Srikanth. The committee was also briefed on the UPWP. To help plan for the year ahead, the committee divided into small groups by state and discussed motivations for participating in the CAC, how members share and solicit information from their communities, and their biggest local and regional transportation priorities. A summary of this discussion can be found in the report for this item.

5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT

Mr. Srikanth greeted Mr. Karantonis who is a new board member representing Arlington County. He said that the Steering Committee met on January 7. At the meeting the committee approved amendments for DDOT and VDOT. Details on both sets of amendments can be found on page 4 to 17 of the report. He said the report includes the letter that the TPB sent to the executive in Maryland, Virginia, and the District of Columbia encouraging them to establish a reciprocity agreement for automatic traffic enforcement. He said that the U.S. EPA finalized greenhouse gas emissions for tailpipes of motor vehicles for all model years from 2023 to 2026. The emissions targets are even more stringent than expected. He said that the TPB is accepting applications for the Transportation Land-Use Connections program. Details are on page 33 of the report. He said that page 37 of the report includes an updated schedule for the TPB indicating whether meetings will be in-person or online-only.

6. CHAIR'S REMARKS

Chair Sebesky thanked the board for selecting her to serve as chair. She said she strives to retain a collegial, collaborative, and deliberative approach to the TPB's work. She described the diversity of the Washington region and said that in order for the region's transportation system to work seamlessly, safely, and reliably, members of the board need to be on the same page in terms of priorities and commitments for taking action in the jurisdictions and agencies. In service to these objectives, she said that her approach for chairing the board starts with keeping commonly held goals and aspirations in mind while striving for consensus on actions the board takes to achieve the goals.

Chair Sebesky announced that Mr. Kannan is leaving the board. She thanked him for his service and presented him with a certificate.

Mr. Kannan said the TPB has accomplished a lot and said it has been an honor to work with the members. He urged the board to keep up the good work.

ACTION ITEMS

7. PERFORMANCE BASED PLANNING AND PROGRAMMING: HIGHWAY SAFETY TARGETS

Mr. Schermann said that at the December meeting he reviewed the federally defined highway safety performance measures and target-setting requirements for MPOs. He said he also shared the methodology for setting safety targets. He said that more detail can be found in the memo for this item.

Mr. Snyder made a motion to approve the resolution to adopt annual highway safety targets for the National Capital Region.

Ms. Russell seconded the motion.

Mr. Snyder said that the process for setting these targets is data-driven and the resulting numbers are not satisfying. He said that this is acknowledged in the resolution. He said that the TPB has taken actions recently to improve the highway safety situation in the region. He said he supports the resolution because it is federally required.

Ms. Newton said she agreed with Mr. Snyder's comments.

Ms. Kostiuk also associated herself with Mr. Snyder's comments.

Mr. Srikanth said that the TPB set aside \$250,000 intended for regional planning to fund actual safety improvements that can be studied, engineered, and implemented. He said the TPB has been very consistent about the importance of safety. He said that staff will continue to collaborate with safety planners in the region and look deeply at the data to identify more opportunities to make the region's roads safer.

The motion was approved unanimously.

8. CONNECTED AND AUTOMATED VEHICLES: REGIONAL PRINCIPLES

Mr. Meese referred to the materials for this item and said that his presentation includes revisions beyond the materials shared at the November 17 TPB meeting. He said that comments were received on Principle 6, which focuses on transit. The comments requested clarification on the scope that is intended, as supporting transit has been a regional priority. He said that the TPB staff are proposing edited language to address this comment. He said that the updated Principle 6 text would read, "retain the operational priority for ridesharing and transit vehicles on the region's roadways."

Mr. Meese said that the other comments received concern Principle 13, which focuses on legal liability issues. He said that the proposed change to clarify Principle 13 is to add the phrase stipulating "and stipulating safe and responsible actions and choices by vehicle manufacturers, owners, operators, and users" because motor vehicle laws talk about what human drivers do. He said that if there are no human drivers involved, then there could be some uncertainty about the liability, and so that has resulted in the added phrase.

Mr. Meese shared a revised principles summary chart that includes key words that reflect the changed phrasing for Principles 6 and 13. He shared a slide on next steps, noting that with TPB approval, the CAV principles will be incorporated into Visualize 2045 during the ongoing plan update, and the TPB's Systems Performance, Operations, and Technology Subcommittee will continue to address CAV through discussions and future webinars.

Chair Sebesky called on Ms. Russell to comment.

Ms. Russell stated that she read articles in *Greater Greater Washington* and *The Verge* that mention Tesla software settings, including an assertive setting that breaks common safety laws. She said that the TPB needs to be clear when adopting the principles that programming in violations of basic traffic safety laws and human error is not in keeping with the TPB's vision for safer travel.

Ms. Russell made a motion to approve the TPB's Regional CAV Principles with the language proposed by staff to clarify Principles 6 and 13.

Mr. Lewis seconded the motion.

The board approved the motion to adopt Resolution R8-2022 approving the TPB's Regional CAV Principles.

INFORMATION ITEMS

9. THE UNIFIED PLANNING WORK PROGRAM, SIMPLIFIED

Ms. Erickson referred to the materials for a brief overview of the responsibilities, federal requirements, and processes the TPB has as an MPO, including development of an annual Unified Planning Work Program (UPWP). She said that any local, sub-regional, or state agencies in the metropolitan Washington region that want to spend federal funding—or if their projects impact air quality—must be a part of the MPO process. She explained that the MPO is required to have a long-range plan and a short-range transportation improvement program. She also said the plan is required to demonstrate how projects are funded and to apply an air quality conformity analysis on the regional network of projects. She said that the TPB is required to engage in performance-based planning and programming and work in conjunction with state air and transportation agencies to meet federal Clean Air Act standards. She noted that plan projects must go through a public comment process. She talked about the important work and collaboration of the TPB's 14 subject matter expert subcommittees, and described the annual programs and data resources that are available to members.

Ms. Erickson said that she will highlight the proposed UPWP at the February TPB meeting and provide information on revenues and expenditures. With board approval, the UPWP will be submitted to federal partners with work beginning July 1.

Chair Sebesky asked if TPB members had questions about Ms. Erickson's presentation. There were no questions.

10. VISUALIZE 2045: OUTLINE AND PLAN DOCUMENT DEVELOPMENT

Ms. Cook referred to the materials and described the elements of *Visualize 2045*, the long-range transportation plan, which was adopted in 2018 and is updated every four years. She thanked the technical agencies, TPB members, members of the public, and COG staff involved in the planning process. She provided the website address for the plan, visualize2045.org.

Ms. Cook said that the nine chapters of the plan include new additions that focus on the regional planning process, public engagement, specific projects that are in the constrained element, and response to policy priorities. She said that the plan also includes information on federal compliance, and performance measures. The plan covers air quality conformity, roadways, bicycle and pedestrian, public transit, and rail. She said that the plan includes two chapters on funding and financial performance.

Ms. Cook said that the TPB will be asked to approve the plan update in June 2022. She said that between January and June, staff will complete the air quality conformity and systems performance analysis. She said that the public comment period will be open April 1, 2022, for 30 days.

Ms. Kostiuk said that she is interested in knowing how the plan has interplay between the aspirational initiatives and priorities for the region and climate work.

Ms. Cook said that Chapter 7 documents projects that are in the constrained element of the plan that advance aspirational initiatives, the plan clarifies where to find projects that reflect the aspirational initiatives, and Chapter 6 discusses planning activities for bicycling and transit.

Mr. Srikanth said the plan chapters reflect the TPB's established regional priorities, such as bringing jobs and housing closer together, and a chapter of the plan includes projects that the 23 member jurisdictions have decided to fund. He said the results chapter includes information on the performance of the transportation system with regard to the various regional planning priorities. He said the analyses includes performance related to jobs and housing, as well as access to jobs analyses for travel by auto, transit, walking and biking. He said that the plan update provides an opportunity for the TPB members to look at these results, assess progress, change the types of projects they intend to implement, or examine housing and land-use policies. Citing freight is an example of one aspect in the plan, he said although this is not talked about much, the TPB has adopted a set of planning principles that the region has agreed upon. He said the information about freight in the plan can be looked at over four years to determine how freight functions in the region and whether it is an area that needs more attention in the future. He said the TPB has always looked at the regional transportation plan as much broader than simply complying with federal requirements.

Ms. Kostiuik said that a core challenge of the TPB is not having control over individual projects, yet the TPB must vote on a plan that includes individual projects. She said that the TPB has goals for the region but does not have control over what individual jurisdictions do. She said that she would like the TPB to think through ways to help move the needle on priorities as she sees the value of the board as a place where members come together and talk through issues.

Mr. Phillips asked for more detail on how the plan has been developed through an equity lens and the kind of questions being asked, how equity will be presented, and what the TPB will learn from equity elements in the plan.

Ms. Cook said that equity examples from the plan include Chapter 2, where implications of existing traffic emissions on various populations are examined. She said that Chapter 3 documents the equity resolution that the board has passed. She said that in Chapter 6 equity considerations are discussed for bicycle and pedestrian planning, operations and management, safety, and other topics. She said that the Voices of the Region survey included questions to provide insight on equity. She said the focus groups had conversations on equity, safety, and climate. She said the focus groups included individuals from populations that are difficult to reach, historically disadvantaged populations, people with low incomes, older adults, younger individuals, and staff engaged the Access for All Committee.

Mr. Srikanth said that the TPB's analysis is at a regional level examining the combined impact of projects and programs on accessibility and mobility on underserved population groups. He noted that each TPB member jurisdiction can take the information from such analysis of the plan in determining which projects to fund that would improve equitable outcomes. He said equity will happen through local, state, and sub-regional level projects and programs and through the local prioritization process.

Ms. Cook said that the plan includes a constrained element and project list for the region that meets the Clean Air Act requirements and the TPB will conduct an air quality conformity analysis. She said that federal planning requires a financial plan to demonstrate that expected revenues can cover expected costs in the future, to make sure that projects do not just comprise a wish list. The TPB sets policy priorities that go with that analysis. She said this is why the climate conversation is important because the TPB will discuss how climate and plan goals interact and strategies that might be effective to address climate change. She said that the plan is a way for the TPB to document what is important for the region and have a conversation about strategies that control for the constrained element and strategies that show up in other ways in the plan.

11. CONSIDERATION OF CLIMATE GOALS FOR SURFACE TRANSPORTATION

Chair Sebesky reminded the board that they received a detailed briefing on the Climate Change Mitigation Study at the December meeting. She said that the findings were sobering but the TPB plan and planning process remains strong. Going forward she said that she wants to facilitate a process that is deliberative and provides every member an opportunity to clearly communicate their jurisdiction's

thoughts and support for having the TPB include climate change action into its plan and planning process. She referenced a memo that was developed in consultation with the vice-chairs. The memo states that: 1) the TPB should include climate change considerations in its plan and planning process, and 2) inclusions should be based on broad consensus. She said the memo proposed adding two specific elements to Visualize 2045. First, is to formally adopt greenhouse gas reduction goals for on-road transportation. Second, is to adopt a set of on-road greenhouse gas reduction actions that members will commit to work to implement.

Chair Sebesky said that in order for the TPB to endorse a set of strategies it is important that the strategies be comprehensive. She said that the region's geographic and socioeconomic diversity in addition to different governance structures mean that it is not possible for all members to take the exact same actions. She referenced past plans and studies and said the goal is to select a list of several actions that members can choose from. She said that in order to ensure that each member has the opportunity to consult with their jurisdiction or agency, she asked staff to develop a questionnaire to send to members indicating their positions. This should help identify consensus.

Mr. Collins said that Charles County and much of southern Maryland faces a dilemma in that without a transit system, it is reliant on fossil fuel, and that becoming less reliant will require effort at the local level and a regional approach for planning and programming. He said that there is a strong need for equity considerations in making decisions about transportation in the county. He said he wants to see how additional funding can be incorporated into goals for reducing emissions.

Ms. Henderson said that the District is in a unique place being located in between the two states. She noted that the District has been striving to move quickly on addressing climate change. She said that as the board works to achieve consensus on this issue, the District will likely be pushing the region to go further on these issues.

Mr. Alcorn said he likes the emphasis on consensus but asked if a requirement for consensus would replace voting procedures.

Mr. Srikanth said that it would not replace voting procedures.

Chair Sebesky said that she wants to make sure that there is an opportunity for each jurisdiction to contribute, and that those contributions would reflect local realities. There is no one solution.

Mr. Glass said he appreciates the spirit of this conversation. He said that these conversations will continue and will be difficult. For that reason, it is important to be grounded in reality.

Mr. Snyder said that consensus suggests unanimity and he thinks that there are occasions where that will not be achievable.

Chair Sebesky said that board action needs to be inclusive and recognize solutions that work well for one jurisdiction might not be appropriate for another.

Mr. Lewis said, in reference to Mr. Collins' comment, that Maryland has worked to make more funding available for jurisdictions.

Mr. Karantonis said that he appreciates the proposal to work together to find actions that all members can take. He said the problem with climate change and climate emergency goals is that they can be unwieldy and require action sooner rather than later. He said he is committed to work with everyone to reach consensus on actions to take while noting that we have to act on this soon.

Ms. Kostiuk said that "cooperative" is a more appropriate word than "consensus." She suggested that jurisdictions share resources to achieve climate goals.

Mr. Phillips asked for clarification on the difference between a goal and a target.

Mr. Srikanth said that goal is how much the region wants to reduce greenhouse gas emissions. He encouraged jurisdictions to adopt the goal to reduce transportation sector greenhouse gases by 50

percent below 2005 levels by 2030. He said that a set of strategies the board adopts as priorities will help the jurisdiction achieve those goals, and the strategies would include or can serve as targets to achieve and which can be used to track progress towards the goals.

Chair Sebesky encouraged board members to discuss this with their colleagues in their jurisdictions.

OTHER ITEMS

12. ADJOURN

Chair Sebesky said that the February board meeting will be online-only.

No other business was brought before the board.

The meeting adjourned after 2:10 p.m.

Meeting Highlights TPB Technical Committee – February 4, 2022

The Technical Committee met on Friday, February 4, 2022. Meeting materials can be found here: mwcog.org/events/2022/2/4/tpb-technical-committee/

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

TPB AGENDA ITEM 7 – APPROVAL OF FY 2023 AND FY 2024 TAP FUNDING FOR PROJECTS IN VIRGINIA

The committee was briefed on projects recommended by a selection panel for the Transportation Alternatives Set-Aside Program (TAP) sub-allocated to the TPB for projects in Virginia. The board will be asked to approve these projects at the February TPB meeting.

TPB AGENDA ITEM 8 – BRIEFING ON THE DRAFT FY 2023 UNIFIED PLANNING WORK PROGRAM

The committee was briefed on the draft Unified Planning Work Program (UPWP) for FY 2023. The UPWP is the annual statement of work that identifies planning priorities and activities to be carried out within the planning area. The UPWP serves as the scope of work for TPB staff. The board will be asked to approve the FY 2023 UPWP at the March TPB meeting.

TPB AGENDA ITEM 9 – BRIEFING ON THE DRAFT FY 2023 COMMUTER CONNECTIONS WORK PROGRAM

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

TPB AGENDA ITEM 10 – PERFORMANCE-BASED PLANNING AND PROGRAMMING – DRAFT 2022 TRANSIT ASSET MANAGEMENT TARGETS

The committee was briefed on the federal requirements for setting transit asset management targets for MPOs. The briefing included a draft set of 2022 transit asset management targets for the National Capital Region. The board will be asked to approve the transit asset management targets at the March TPB meeting.

TPB AGENDA ITEM 11 – CLIMATE CHANGE ELEMENTS IN THE LONG-RANGE TRANSPORTATION PLAN – SEEKING MEMBER INPUT ON SPECIFICS

The committee was briefed on a memo that described the process for the board to develop greenhouse gas (GHG) reduction goals and set of strategies to reduce GHG emissions. The memo also described the process for formally adopting these strategies for inclusion in Visualize 2045 and TPB planning processes. The committee was asked to provide input in a questionnaire that will be sent to the board. Board members will be asked to complete the questionnaire and discuss at a future meeting.

The following items were presented for information and discussion:

INITIAL DRAFT INPUTS FOR THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

The committee was briefed on how data will be organized in the Project InfoTrak database application as agencies begin to develop inputs for the FY 2023-2026 Transportation Improvement Program (TIP). All inputs for the draft TIP will be due on March 11 and the TIP will be out for public comment in April. The committee was also briefed on an outline of the policy and analytical content that will make up the body of the TIP document.

DRAFT UPDATE OF THE BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

The committee was briefed on the draft 2022 Bicycle and Pedestrian Plan for the National Capital Region. The plan was last approved in 2015. The plan incorporates the TPB approval of the National Capital Trail Network and emerging aspects like micromobility and evolving pedestrian and bicycle facilities design.

TPB RESILIENCY STUDY: FINDINGS AND NEXT STEPS

The committee was briefed on findings from the TPB Resiliency Study and next steps for regional resilience planning.

OTHER BUSINESS

- COG hybrid / in-person meeting status report
- Reminder – alternating in person and virtual TPB meetings
- Regional Roadway Safety Program abstracts due February 11 and applications due March 18
- Final CAV Principles
- Aspiration to Implementation Public Engagement Activity Report now available
- Staff Updates

COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

February 16, 2022

Ashley Hutson, CAC Chair

The Community Advisory Committee (CAC) to the TPB met on Thursday, February 10 for an online-only meeting. The committee was briefed on the recent TPB Resiliency Study and a draft of the 2022 update to the Bike and Pedestrian Plan. The committee also discussed priorities for the year.

Materials for the meeting can be found here:

mwcog.org/events/2022/2/10/tpb-community-advisory-committee/

TPB RESILIENCY STUDY

Stacy Cook, TPB Transportation Planner, briefed the committee on the TPB Resiliency Study which was completed in 2021. She defined resiliency (the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions) and described how the study fits into Visualize 2045 and other work at COG.

The committee discussed their perception of how resilient the Washington region's transportation system is. One person suggested that the electric grid is a weak point and another expressed concern about cyber security. The committee agreed about the importance of maintaining and updating infrastructure to make the region more resilient. They also suggested looking to regions in the world with vulnerabilities to identify novel best practices for building and maintaining resilient infrastructure.

BICYCLE AND PEDESTRIAN PLAN - DRAFT

Michael Farrell, TPB Transportation Planner, briefed the committee on a draft of the 2022 update to the Bicycle and Pedestrian Plan for the National Capital Region. He described how the plan incorporates bicycle and pedestrian planning locally in the region alongside related COG and TPB policies.

The committee was curious to know if the plan included regional standards for consistent signage and information about bicycle parking.

CAC DISCUSSION – 2022 PRIORITIES

Bryan Hayes, TPB Transportation Planner, briefed the committee on the results of a survey that the committee took. This survey ranked possible priorities based on member perception of how important the priority is to their community. Some of the highest ranked priorities including promoting regional transportation priorities, funding for transportation maintenance, ensuring transportation equity, and improving transportation safety.

The committee divided into small groups to discuss how the CAC can work on promoting regional transportation priorities. The committee also talked about the idea of "thinking regionally and acting locally." The committee agreed that the impacts of transportation decisions are often felt by the entire region, not just those who live in a specific jurisdiction.

OTHER BUSINESS

- Bryan Hayes, TPB Transportation Planner, briefed the committee on February TPB agenda.

ATTENDEES

Members	
Ashley Hutson, CAC chair	Katherine Kortum
Daniel Papiernik	Lorena Rios
Elisa Walton	Nancy Abeles
Jeff Jamawat	Ra Amin
Jeff Parnes	Robert Jackson
Jemila Kia James Daniels	Solomon Haile
Guests	
Matthew Hernandez	
Staff	
Andrew Meese	Michael Farrell
Bryan Hayes	Rachel Beyerle
John Swanson	Stacy Cook

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

February 11, 2022

Canek Aguirre, Chair

The Access for All Advisory Committee (AFA) met virtually on February 11 and the highlights from the meeting are provided below. A list of participants is on the last page. The AFA advises the TPB on transportation issues and services important to low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults.

2021 SOLICITATION – PROJECTS SELECTED

Ms. Lynn Winchell-Mendy, TPB Transportation Planner, presented the 21 projects selected for funding under the 2021 Enhanced Mobility Solicitation and next steps for project implementation. Including this solicitation, 92 projects totaling \$34 million in Federal and matching funds have been funded under the program. Staff is currently confirming Federal compliance and beginning the application process for obtaining Federal Transit Administration approval.

Questions included how budget cuts to Metro Access might impact funded projects, and clarification of the term “expansion” in reference to Mobility Management projects vs. vehicle procurement, since the Selection Committee prioritized vehicle replacement vs. expansion but some Mobility Management projects received funding for expansion of existing projects to other areas of the region.

2022 UPDATE OF THE COORDINATED HUMAN SERVICE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Ms. Winchell-Mendy also providing an overview of the Coordinated Human Service Transportation Plan and its connection to the Enhanced Mobility Program. A large part of the work of the AFA in 2022 will be providing input into the plan components in preparation for the 4-year update:

- Inventory of Existing Service
- Unmet Need
- Strategies
- Priority Projects

The timeline shared anticipates coming to the TPB for approval of the draft plan in December.

TPB CLIMATE CHANGE MITIGATION STUDY RESULTS

TPB staff presented on the study and its components at the November 2021, with a promise to return with results. Mr. Mark Moran, TPB Program Director, Travel Forecasting and Emissions Analysis, refreshed the group on the goals of the study and the key analysis steps. Ms. Michael Grant of IFC, contractor, presented on the four pathways for the ten scenarios analyzed:

Pathways:

- Vehicle Technology and Fuels Improvements
- Mode Shift and Travel Behavior
- Transportation Systems Management and Operation (TSMO)
- Combined Pathways

Mr. Grant also discussed the tools, and models used in the analysis, and finally the findings and key conclusions, which included:

- Achieving a 50% reduction in on-road GHG emissions (from the 2005 level) by 2030 is extremely ambitious
- Achieving an 80% reduction in on-road GHG emissions (from the 2005 level) by 2050 is more attainable with vehicle technology advancements and a clean electric grid.

DRAFT 2022 UPDATE OF THE BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

Mr. Andy Meese, TPB Systems Performance Planning Program Director, set the stage by providing an overview of the plan, its purpose, components, and what is new since the last update in 2015.

Mr. Michael Farrell, TPB Transportation Planner, shared regional statistics on the bike use and walking, best practices recommended for the region per input from Bicycle & Pedestrian Subcommittee, and the timeline for plan finalization and presentation for TPB approval in April. Mr. Farrell also included information on activities in the region to address concerns about scooter use:

- Permits Limit Numbers, Locations
- Age limits
- Geofencing
- Speed regulators
- Push notifications
- In-person Training Events
 - Most crashes caused by inexperience

A discussion on AFA's continued interest in the impacts of micromobility on people with disabilities followed, and included:

- Requirements to lock scooters instead of leaving them in pathways still presents a problem for wheelchair users depending on how they are locked.
- "Rolling" (scooter and wheelchair users) should be included in the plan for pathways, trails, etc.
- The importance of considering the accessibility of micromobility for people of low-income and those without smartphone and computers.
- The lack of adaptive bikes and scooters.
- Pedestrian right of way and curb use, especially for vehicles dropping off Metro Access passengers.
- Ensuring the definition of pedestrian and walking includes individuals using manual/power wheelchairs, motorized scooters, rollators, canes, crutches, walkers.
- Making sure that Complete Streets and Green Streets designs work for everyone, including individuals using mobility devices and those with visual impairment.

Mr. Farrell confirmed that the AFA will be made aware of future convenings on micromobility and encouraged to attend and share their concerns.

OTHER BUSINESS

- Ms. Winchell-Mendy, TPB Transportation Planner advised the committee that she will be sending out an email with a form to confirm member interested in continuing in 2022 and collecting some demographic information for COG/TPB's Title VI Plan
- Chair Aguirre announced the 2022 meeting dates:
 - April 8
 - July 1
 - September 2
 - December 16

**FEBRUARY 11, 2022
ATTENDANCE**

District of Columbia	Virginia	TPB Staff
Ariel Emata, Liberty Transportation	Andrew Wexler, Arlington County	Andy Meese
Heather Foote, Age Friendly DC Transportation Committee	Brittany Voll, DRPT	Dan Sheehan
Nechama Maslianksy, S.O.M.E.	Emily Braley, NV Rides	Dusan Vuksan
	Jennifer Schriebman, The Arc of Northern Virginia	Erin Morrow
Maryland	Karen Smith, Arc of Prince William/INSIGHT, Inc.	Kanti Srikanth
Bill Orleans, member of the public	MaryJo Hensler, Fairfax County Neighborhood & Community Services	Lyn Erikson
Bong Delrosario, Maryland Department of Disabilities	Sarah Cornett, The Arc of Northern Virginia	Lynn Winchell-Mendy
Deborah Fisher, representing people with developmental disabilities	Tom Furlong, Diamond Transportation	Mark Moran
George Kandathil, Tri-County Council for Southern Maryland	Peter Leisen, The Arc of Northern Virginia	Michael Farrell
Marci LeFevre, City of Hyattsville	Roger Hoskin, representing older adults	Rachel Beyerle
Rob Malone, Arc of Prince William County		Sergio Ritacco
Sara Fought, JCA Connect-A-Ride	Regional	
Shawn Brennan, Montgomery County Aging & Disability Services	Angela White, National MS Society of Greater DC	Unknown
Sherri Mohebbi, IT Curves	Brenda Richardson, Women Like Us	AJ
Yolanda Hipski, Tri-County Council for Southern Maryland	Cecelia Castillo-Ayometzi, WMATA	
	Michael Grant, ICF	Chair
		Canek Aguirre, City of Alexandria Councilmember



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: February 10, 2022

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: February 10, 2022

At its meeting on February 4, the TPB Steering Committee reviewed and approved two resolutions to amend the FY 2021-2024 Transportation Improvement Program (TIP) to include TIP Action 21-45.

Resolution TPB SR11-2022, requested by the Maryland Department of Transportation (MDOT), added approximately \$11.7 million for construction of the MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements project and \$9.5 million for preliminary engineering on the I-95/I-495 Interchange at Medical Center Drive Study. Funding for the MD 337 project was included in the financial analysis of Visualize 2045 and the project had been programmed in a prior TIP. The funding for the interchange at Medical Center Drive study had not previously been accounted for in the financial analysis. MDOT states that this new funding had been identified from updated programming expenditures and asserts that it does not come at the detriment of any projects currently included in the long-range plan or TIP. The MD 337 intersection improvements project is exempt from the air quality conformity requirement. The Medical Center Drive interchange study is also exempt because it only provides funding for preliminary engineering. Once the study is complete, the proposed configuration will need to be reviewed to determine if it needs to be included in the conformity analysis of the plan and TIP before it can receive funding for ROW acquisition or construction.

The second resolution, TPB SR12-2022, was also requested by MDOT as a member of the Steering Committee on behalf of Charles County. This amendment adds approximately \$3 million in funding for construction of the Poplar Hill Road Bridge over Zekiah Swamp Run Replacement project. Funding for this project had been included in a prior TIP and is fully accounted for in the Visualize 2045 financial analysis. This project is also exempt from the air quality conformity requirement.

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

Attachments

- Approved resolution TPB SR11-2022 to amend the FY 2021-2024 TIP to include TIP Action 21-38, adding funds to the MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements project and to add the I-95/I-495 Interchange at Medical Center Drive study, as requested by MDOT
- Approved resolution TPB SR12-2022 to amend the FY 2021-2024 TIP to include TIP Action 21-45 adding funds for the Poplar Hill Road Bridge over Zekiah Swamp Run Replacement project

TPB Steering Committee Attendance – February 4, 2022 (only voting members listed)

TPB Chair/ VA rep.:	Pamela Sebesky
MD rep.:	Jason Groth
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Maria Sinner Amir Shahpar
Technical Committee Chair:	Matthew Arcieri

**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 TIP ACTION 21-45 TO ADD THE MD 337 AT
MD 218 AND I-95/I-495 NORTHBOUND EXIT BRAC INTERSECTION IMPROVEMENT
PROJECT AND THE I-95/I-495 INTERCHANGE AT MEDICAL CENTER DRIVE STUDY, AS
REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-45 which adds \$11.725 million in Surface Transportation Block Grant (STBG) program and state funds for construction of the MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements project (ID T6392), and \$9.5 million in National Highway Performance Program (NHPP) and state funds for preliminary engineering (PE) on the I-95/I-495 Interchange at Medical Center Drive study (ID T11578) as described in the attached materials; and

WHEREAS, the attached materials include: Attachment A) TIP Project Overview report showing how both projects will appear in the TIP after the action is approved and Attachment B) a letter from MDOT dated January 25, 2022 requesting the amendment; and

WHEREAS, both projects have been entered in the TPB's Project InfoTrak database application under TIP Action 21-45, creating the 45th version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for the MD 337 intersection improvements project is included in the Visualize 2045 financial analysis and in the attached letter MDOT states that the \$9.5 million for the interchange at Medical Center Drive study has been identified in their updated programming expenditures and does not come at detriment to any other projects currently included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP; and

WHEREAS, the MD 337 intersection improvements project and the interchange at Medical Center Drive study are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, once the interchange at Medical Center Drive study is complete and the proposed configuration of the interchange has been determined, the project will need to be reviewed to determine if it needs to be included in the conformity analysis of the plan and TIP before moving forward with funding for right-of-way acquisition or construction; and

WHEREAS, this resolution and amendment to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-45 which adds \$11.725 million in STBG and state funds for construction of the MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements project (ID T6392), and \$9.5 million in NHPP and state funds for PE on the I-95/I-495 Interchange at Medical Center Drive study (ID T11578) as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on February 4, 2022.



TIP ID T11578
Project Name I-95/I-495 Interchange at Medical Center Drive
Project Limits Interchange on I 495 at @ Medical Center Drive
Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID N/A

Project Type Study/Planning/Research
Total Cost \$9,500,000
Completion Date 2025

Description The project is an upgrade to the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	-	\$450,000	\$2,700,000	\$2,700,000	\$2,700,000	\$8,550,000
PE	STATE	-	-	\$50,000	\$300,000	\$300,000	\$300,000	\$950,000
	<i>Total PE</i>	-	-	\$500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$9,500,000
	<i>Total Programmed</i>	-	-	\$500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$9,500,000



Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-45	Amendment 2021-2024	02/04/2022	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



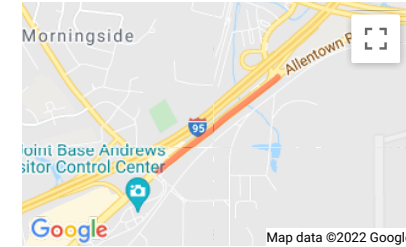
TIP ID T6392
Project Name MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements
Project Limits

Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID PG7802

Project Type Road - Intersection improvement
Total Cost \$19,335,056
Completion Date 2019

Description Construction of MD 337 intersection improvements at MD 218 and at I-95/I-495 northbound exit ramp to improve access to Joint Base Andrews.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
ROW	OEA	\$278,000	-	-	-	-	-	\$278,000
ROW	STATE	\$91,000	-	-	-	-	-	\$91,000
	Total ROW	\$369,000	-	-	-	-	-	\$369,000
CON	OEA	\$5,715,000	-	-	-	-	-	\$5,715,000
CON	STATE	\$1,526,000	-	\$586,253	-	-	-	\$2,112,253
CON	STBG	-	-	\$11,138,803	-	-	-	\$11,138,803
	Total CON	\$7,241,000	-	\$11,725,056	-	-	-	\$18,966,056
	Total Programmed	\$7,610,000	-	\$11,725,056	-	-	-	\$19,335,056



Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-45	Amendment 2021-2024	02/04/2022	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$7,610,000 to \$19,335,056



Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

James F. Ports, Jr.
Secretary

January 25, 2022

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

Dear Chairman Sebesky:

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 and one new 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 these projects do not add capacity, this amendment does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
6392	MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements, Morningside	\$11,725	Add new construction funds for this intersection improvement project.
11578	I-95/I-495 Interchange at Medical Center Drive, Lake Arbor/Summerfield	\$9,500	Add new engineering funds to this new interchange improvement project.

MDOT requests that this amendment be approved by the TPB Steering Committee at its February 4, 2022 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 Pamela Sebesky
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,



Tyson Byrne
Regional Planning Manager
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
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

DATE: JANUARY 25, 2022

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 amendments.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
6392	MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements, Morningside	CO	\$11,725,000
11578	I-95/I-495 Interchange at Medical Center Drive, Lake Arbor/ Summerfield	PE	\$9,500,000

ANALYSIS

MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements (TPB 6392) – This requested amendment reflects the addition of \$11,725,000 in federal NHPP and State funds to the FY 2021-2024 TPB TIP construction funding for TPB 6392. This amendment ensures the FY 2021-2024 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2021-2024. This project’s total cost is increasing from \$8 million to \$19 million, an increase that

Ms. Heather Murphy
Page Two

accounts for resolving disputed quantities estimates with the contractor and closing out the project. MDOT SHA opened the improvements to traffic in 2018.

I-95/I-495 Interchange at Medical Center Drive (TPB 11578) – This requested amendment reflects the addition of a new project to the FY 2021-2024 TPB TIP and adds \$9,500,000 in federal NHPP and State funds to the FY 2021-2024 TPB TIP design funding for TPB 11578. This amendment ensures the FY 2021-2024 TPB TIP reflects MDOT SHA updated programmed funds and project schedule in FY 2021-2024. A project scope and cost estimates will be refined in the design process, which is anticipated to proceed beginning in 2022 and continue into 2024. The addition of this project to the FY 2021-2024 TPB TIP also reflects its addition to the TPB long-range transportation plan, *Visualize 2045*. Following coordination with TPB staff, it has been determined that this project will not affect air quality conformity as it constitutes only a modification of the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive); as proposed, it will not require air quality conformity analysis.

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

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. MDOT published funding details in the FY 2022-2027 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2021-2024 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, MDOT SHA Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2021-2024 TPB TIP project 6392 report
- FY 2022-2025 Maryland STIP project TPB 6392 report
- FY 2021-2024 TPB TIP project 11578 report
- FY 2022-2025 Maryland STIP project TPB 11578 report

cc: Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Mr. Ryan Doran, Area Engineer, District 3, MDOT SHA
Mr. William Gover, Assistant District Engineer - Construction, District 3, MDOT SHA
Mr. Bill Kucharek, Area Engineer, District 3, MDOT SHA
Eric Marabello, P.E., Director, Office of Highway Development, MDOT SHA
Mr. David Rodgers, Regional Planner, RIPD, MDOT SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, MDOT SHA
Barry Smith, P.E., Acting Chief, Highway Design Division, MDOT SHA

TIP ID T6392 **Lead Agency** Maryland Department of Transportation - State Highway Administration **Project Type** Road - Intersection improvement
Project Name MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements **County** Prince Georges **Total Cost** \$19,335,056
Project Limits **Municipality** **Completion Date** 2019
Agency Project ID PG7802

Description Construction of MD 337 intersection improvements at MD 218 and at I-95/I-495 northbound exit ramp to improve access to Joint Base Andrews.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
ROW	OEА	\$278,000	-	-	-	-	-	\$278,000
ROW	STATE	\$91,000	-	-	-	-	-	\$91,000
Total ROW		\$369,000	-	-	-	-	-	\$369,000
CON	OEА	\$5,715,000	-	-	-	-	-	\$5,715,000
CON	STATE	\$1,526,000	-	\$586,253	-	-	-	\$2,112,253
CON	STBG	-	-	\$11,138,803	-	-	-	\$11,138,803
Total CON		\$7,241,000	-	\$11,725,056	-	-	-	\$18,966,056
Total Programmed		\$7,610,000	-	\$11,725,056	-	-	-	\$19,335,056

*Map Has Not Been Marked

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
20-01 Amendment 2020-2023	Pending	Pending	Pending
21-45 Amendment 2021-2024	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$7,610,000 to \$19,335,056

TIP ID	T11578	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Road - Interchange improvement
Project Name	I-95/I-495 Interchange at Medical Center Drive	County		Total Cost	\$9,500,000
Project Limits	Interchange on I 495 at @ Medical Center Drive	Municipality		Completion Date	2025
		Agency Project ID	N/A		
Description	The project is an upgrade the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	-	\$450,000	\$2,700,000	\$2,700,000	\$2,700,000	\$8,550,000
PE	STATE	-	-	\$50,000	\$300,000	\$300,000	\$300,000	\$950,000
	Total PE	-	-	\$500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$9,500,000
	Total Programmed	-	-	\$500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$9,500,000

*Map Has Not Been Marked

Version History

TIP Document	
21-45	Amendment 2021-2024

MPO	FHWA	FTA
Approval	Approval	Approval
Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

**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 TIP ACTION 21-45 TO ADD THE POPLAR
HILL ROAD BRIDGE OVER ZEKIAH SWAMP RUN REPLACEMENT PROJECT,
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
ON BEHALF OF CHARLES COUNTY**

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

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

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2021-2024 TIP, on behalf of Charles County, to include TIP Action 21-45 which adds \$3.1 million in Surface Transportation Block Grant (STBG) program and local funds for construction of the Poplar Hill Road Bridge over Zekiah Swamp Run Replacement project (ID T6582) as described in the attached materials; and

WHEREAS, the attached materials include: Attachment A) TIP Project Overview report showing how the project will appear in the TIP after the action is approved and Attachment B) letters from MDOT and Charles County Department of Planning and Growth Management, dated January 25, 2022 requesting the amendment; and

WHEREAS, this project has been entered in the TPB's Project InfoTrak database application under TIP Action 21-45, creating the 45th version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; 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; and

WHEREAS, this resolution and amendment to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-45 which adds \$3.1 million in STBG program and local funds for construction of the Poplar Hill Road Bridge over Zekiah Swamp Run Replacement project (ID T6582), as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on February 4, 2022.



National Capital Region
Transportation Planning Board

Summary Report for TIP Action: 21-45 Formal Amendment
to the FY 2021-2024 Transportation Improvement Program
Requested by Charles County
Approved on February 4, 2022

<i>TIP ID</i>	T6582	<i>Lead Agency</i>	Charles County	<i>Project Type</i>	Bridge - Replace
<i>Project Name</i>	Poplar Hill Road Bridge over Zekiah Swamp Run	<i>County</i>	Charles	<i>Total Cost</i>	\$3,813,097
<i>Project Limits</i>	Bridge 200000CH0040010	<i>Municipality</i>		<i>Completion Date</i>	2022
		<i>Agency Project ID</i>			

Description Replace the superstructure (bridge abutments, wing walls, steel girders & concrete deck)

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	LOCAL	\$150,000	-	-	-	-	-	\$150,000
PE	STBG	\$600,000	-	-	-	-	-	\$600,000
	<i>Total PE</i>	\$750,000	-	-	-	-	-	\$750,000
CON	LOCAL	-	-	\$612,619	-	-	-	\$612,619
CON	STBG	-	-	\$2,450,478	-	-	-	\$2,450,478
	<i>Total CON</i>	-	-	\$3,063,097	-	-	-	\$3,063,097
	<i>Total Programmed</i>	\$750,000	-	\$3,063,097	-	-	-	\$3,813,097



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-45 Amendment 2021-2024	02/04/2022	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, Schedule Change(s)

Funding Change(s):

Total project cost increased from \$750,000 to \$3,813,097

January 26, 2022

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

Dear Chairman Sebesky:

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 project on behalf of the Charles County Department of Planning & Growth Management as described below and in the attached memo.

This action reflects Charles County's updated capital improvement program from FY 2021 to FY 2024, and as this project do not add capacity, this amendment does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
6582	Poplar Hill Road Bridge over Zekiah Swamp Run	\$3,063	Add new construction funds for this bridge replacement project.


MDOT requests that this amendment be approved by the TPB Steering Committee at its February 4, 2022 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 Pamela Sebesky
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.

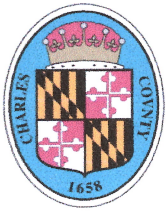
Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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



CHARLES COUNTY GOVERNMENT
Department of Planning & Growth Management

Deborah A. Carpenter, AICP
Director

Phone | 301-645-0692
Email | PGMadmin@CharlesCountyMD.gov

January 25, 2022

The Honorable Pamela Sebesky
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. Suite 300
Washington, DC 20002

Dear Chairman Sebesky:

The Charles County Department of Planning & Growth Management requests an amendment to the National Capital Regional Transportation Planning Board's FY2021-2024 Transportation Improvement Program (TIP), as identified in the attachment for the Poplar Hill Road Bridge Replacement Project. The project is not currently listed in the Constrained Long Range Plan (CLRP) as it is a minor project which does not enhance capacity and therefore, does not need air quality conformity analysis. The purpose of this amendment is to include this minor project in the TIP so that it will be eligible for federal funding. The bridge replacement project is funded from the Federal Bridge Program at an 80/20 split with the remaining (20%) funding to come from the local government (Charles County).

This amendment is being sought for funding in FY2022 for construction for the bridge replacement project, which has been found to be structurally deficient, and in need of replacement. While this bridge is owned, operated, and maintained by Charles County, we are seeking federal funds to assist us in the replacement project.

Charles County requests that this amendment be approved by the Transportation Planning Board Steering Committee at its February 4, 2022 meeting. We appreciate your consideration of our request and we look forward to a favorable outcome. If you should have any questions, please do not hesitate to contact Mr. Jason Groth, Deputy Director of Planning & Growth Management by calling (301) 396-5814 or by email to grothj@charlescountymd.gov.

Sincerely,

Deborah A. Carpenter, AICP
Director

Cc: Mark Belton, County Administrator
Bernard (Wilson) Cochran, Acting Director of Public Works
John Stevens, Chief of Capital Services
Stephen Staples, Chief of Roads
Jason Groth, Deputy Director of Planning & Growth Management

- Preliminary

5 - Congressional District

- Final 25C

CHARLES COUNTY LOCAL GOVERNMENT BRIDGE REPLACEMENT/REHABILITATION

A. FEDERAL AID PROGRAMING DOCUMENT

Federal Contract No AC-STBG-1200 (6)E
State Contract No CH378ZM2

Local/Termini: Br. No. CH-0040001 on Poplar Hill Rd. over Zekiah Swamp Run Waldorf, Md. 2.5 miles E of MD5

ADT

Present/Yr.: 4422/ 2017
Future/Yr. : 6890/ 2032

Local Contract No. IFB 22-30
Item No. 63790

Project Length: 0.19 Miles
State Road Inventory Milepoints: N/A

Federal-aid System: OFF NHS
Probable Ad Date: April 2022

Local/State Supplemental Agreement Required: Yes No

B. WORK PHASE

	Total Cost	Federal Funds	State/Local
PE			
ROW			
Constr. (Neat & 10%)	<u>3,063,097</u>	<u>2,450,478</u>	<u>612,619</u>
Project Total:	<u>3,063,097</u>	<u>2,450,478</u>	<u>612,619</u>

C. PUBLIC HEARINGS

Required Location Hearing (Date: _____)
 Not Required Design Hearing (Date: _____)
 To be determined Combined Hearing (Date: _____)

D. PREVIOUS FEDERAL-AID PROJECTS

PE _____ ROW _____

G. PROJECT DESCRIPTION

1. Existing Conditions: The existing structure is a two-span timber bridge with overall structure length of 44'-6" and clear roadway width of 33'-0" between timber curbs. The super structure has two 22'-0" spans consisting of timber beams, with a timber deck and a 2" thick asphalt wearing surface. The bridge carries two-lane roadway. The bridge is supported on two pile bent abutments with timber lagging wing walls and a single timber pile bent pier. The existing structure has weight restrictions.

2. Proposed Project: The proposed bridge is a single span prestressed concrete slab bridge that will be 63'-0" long and 34'-0" wide out to out. The bridge will have clear roadway width of 29'-8", which consists of two 12'-0" lanes and 2'-10" shoulders. The project is listed on the county's approved Structural Management Plan.

3. Additional right-of-way No Proposed width: 0 Feet Relocation(s) required? No No. of businesses/residents: 0

H. BRIDGE ELEMENTS

Bridge Replacement Bridge No. 200000CH0040010 Code: 243 404 Permit (Navigation Required
 Bridge Rehabilitation Sufficiency Rating 21.5 Bridge Length: 63' Clearance) Not Required

I. CONSTRUCTION DATA

1. Construction within 4 miles of airport? No

2. Contract Award: Bid Force Account Other, explain _____
 If force account, work by: _____

3. Utility relocation/adjustment required? Yes Name of Utility SMECO/Verizon pole relocation Estimated Cost TBD
 Railroad relocation/adjustment required? No Name of Railroad N/A Estimated Cost N/A

PREPARED BY: Art Swann DATE: 8/6/2021 TELEPHONE: 301-885-1314 COUNTY/FIRM: Charles County

MDOT SHA Recommendation for Approval: 12/15/2021 MDOT SHA Approval of Federal Funds: 12/17/2021 MDOT SHA/FHWA Approval of Federal Funds: _____
Paul J. Thornton Acting Director, Office of Structures Date *Mauricio Agostino* Acting Deputy Administrator / Chief Engineer of Planning, Engineering, Real Estate and Environment Date

SHADED AREA TO BE FILLED OUT BY SHA

E. ENVIRONMENTAL

Catagorical Exclusion No. (Date: _____)
 Envir. Assessment/FONSI (Date: _____)
 Envir. Impact Statement (Date: _____)
 4(F) Statement (Date: _____)

F. PLANNING

Clearing House Control No. _____ Exempt
 Urban Area N/A Exempt
 TIP No. _____ STIP No. _____

Rural Road

Urban Road

I. DESIGN DATA:

DESIGN ELEMENT	* EXISTING ELEMENT	* PROPOSED DESIGN CRITERIA	** MEETS SHA/ASSHTO DESIGN STANDARD
Design Speed	50 mph.	50 mph.	Yes
Posted Speed Limits	40 mph.	40 mph.	Yes
Number of Lanes	2	2	Yes
Through-Lane Width	10-11 ft.	10-12 ft.	No
Aux.-Lane Width	12 ft.	12 ft.	Yes
Shoulder Width	Right	2.5 ft.	No
	Left	2.5 ft.	No
Cross Slope	0.02 ft./ft.	0.02 ft./ft.	Yes
Horizontal Alignment:			
Curvature *	Yes	Yes	Yes
Superelevation *	No	No	No
Sight Distance *	Yes	Yes	Yes
Vertical Alignment:			
Grades *	Yes	Yes	Yes
Sight Distance *	Yes	Yes	Yes
Bridge Clear Width	30 ft.	30 ft.	Yes
Bridge Railings *	Yes	Yes	Yes
Median Width	0 ft.	0 ft.	Yes
Clear Zone Width	8 ft.	8 ft.	Yes
Ditch Slopes (front/back)	N/A	N/A	Yes
Culvert End Treatments *	N/A	N/A	Yes
Guardrail *	Yes	Yes	Yes
Signing *	Yes	Yes	Yes
Pavement Markings *	Yes	Yes	Yes

* Indicate yes, no, or N/A whether "Existing Condition" meets applicable SHA Design Guide standard. Indicate yes, no, or N/A whether "Proposed Design" will improve existing condition.

** If criteria does not meet applicable standards, a design exception must be requested prior to P.S.&E. submittal.

J. CERTIFICATION

- This project meets all applicable AASHTO/SHA design criteria. Approval of the SHA Chief Engineer is not required.

- The construction of this project incorporating the above design feature is recommended for Federal funding. Justification for proposed design elements that do not meet applicable AASHTO/SHA design criteria, and three-year accident history/analysis are attached.

Note: Complete Sections 1 (Design Data) and J (Certification) using the information available. Missing or revised data should be provided as the project develops.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: February 10, 2022

The attached letter was sent/received since the last TPB meeting.

February 4, 2022

The Honorable Al Carr
Delegate
Maryland General Assembly
6 Bladen St.
Annapolis, MD 21401

Re: HB469, Motor Vehicle Administration – Traffic Control Signal Monitoring Systems – Reciprocal Agreements

Dear Delegate Carr:

Thank you for your recent correspondence sharing information on HB469, Motor Vehicle Administration – Traffic Control Signal Monitoring Systems - Reciprocal Agreements, that you are sponsoring with Delegate Mary A. Lehman in the current legislative session.

As noted in the posted synopsis for the bill, HB469 would authorize the Maryland Motor Vehicle Administration to “enter into a certain agreement with another jurisdiction for the reciprocal enforcement of traffic violations recorded by a traffic control signal monitoring system under certain circumstances; [and] requiring a political subdivision to coordinate with the Administration to facilitate the reciprocal enforcement of violations recorded by a traffic control signal monitoring system...”.

To contribute background to the discussion of HB469, I am providing the attached [December 15, 2021 letter](#) sent on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG). The letter urged the proactive involvement of the Governors of Maryland and Virginia and the Mayor of the District of Columbia to establish interjurisdictional reciprocity for citations issued by automated traffic safety enforcement systems.

There are both parallels and differences between HB469 and what was envisioned in the TPB’s letter. First, the TPB’s letter would indicate ensuring that the District of Columbia would be an eligible party to such an agreement that Maryland would forge with other states. Also, red light running enforcement as addressed in HB469 is one of several traffic safety infractions described in the TPB letter that could be addressed in reciprocity agreements, which could also include speed enforcement.

Thank you for your work on the important topic of traffic safety. If you have any questions, please feel free to contact me.

Sincerely,



Chuck Bean
Executive Director

The Honorable Al Carr
February 4, 2022

cc: The Honorable Charles Allen, District of Columbia Councilmember; 2021 TPB Chair
The Honorable Mary A. Lehman, Maryland State Delegate
The Honorable Pamela Sebesky, City of Manassas Vice Mayor; 2022 TPB Chair



National Capital Region
Transportation Planning Board

December 15, 2021

The Honorable Muriel Bowser, Mayor, District of Columbia
The Honorable Larry Hogan, Governor, State of Maryland
The Honorable Ralph Northam, Governor, Commonwealth of Virginia

Re: Establishing Interjurisdictional Reciprocity of Automated Enforcement Citations to Improve Regional Traffic Safety

Dear Mayor Bowser, Governor Hogan, and Governor Northam:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG), to urge your proactive involvement to establish interjurisdictional reciprocity for citations issued by automated traffic safety enforcement systems across the District of Columbia, Maryland, and Virginia.

As the federally-designated metropolitan planning organization (MPO) for Washington, D.C., Suburban Maryland, and Northern Virginia, the TPB 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, with roadway safety being a key responsibility.

The FAST Act mandates MPOs like the TPB to gather and analyze transportation safety data within a Performance-Based Planning and Programming (PBPP) process, and, working with the state transportation safety offices of the District, Maryland, and Virginia, annually adopt regional targets for roadway fatalities and serious injuries. Your state safety officials have been cooperating with and supporting the TPB in its efforts to reduce roadway fatalities and serious injuries through the development and implementation of proven effective safety countermeasures at the state, regional, and local levels, and the TPB thanks you and them for their assistance and support.

However, these PBPP responsibilities have led to sobering discussions by the TPB regarding the unacceptably high numbers of fatalities and serious injuries on the region's roadways which is contrary to the TPB's vision and the region's aspirations. These discussions have led to an increased focus by the TPB on roadway safety, notably spelled out in TPB Resolution [R3-2021](#) (July 22, 2020). This resolution establishes a Regional Roadway Safety Policy and includes associated Roadway Safety and Equity Policy Statements describing the TPB's commitment to reduce fatalities and serious injuries on the region's roadways in a fair and equitable manner. The resolution also established a Regional Roadway Safety Program to assist TPB member jurisdictions and agencies to identify and implement evidence-based roadway safety countermeasures. We appreciate the involvement and support your agencies have provided to this new program. TPB Resolution R3-2021 includes a list of dozens of recommended engineering, education, and enforcement strategies and countermeasures that can, if implemented, significantly reduce the number of people killed or seriously injured throughout the region. The use of appropriately designed automated traffic safety enforcement is one of the evidence-based countermeasures listed in the resolution.

Enforcement is a critical strategy, especially as a means to communicate that there will be consequences for dangerous driving behaviors. The TPB understands that the existing Driver License Compact, of which all three jurisdictions are members, allows for reciprocity across state lines for

Mayor Muriel Bowser, Governor Larry Hogan, and Governor Ralph Northam
December 15, 2021

traffic moving violations as traditionally issued by law enforcement personnel in the field, but such legal reciprocity does not currently include citations issued by automated traffic enforcement devices.

Appropriately designed, data-driven automated enforcement systems have had success in many parts of the nation in improving safety outcomes for speeding, red light running, and other infractions that states and the District may choose to enforce through automated enforcement systems. But the high levels of cross-boundary driving in the National Capital Region, combined with the lack of interjurisdictional reciprocity for automated traffic enforcement penalties, has resulted in fewer drivers being held accountable for their dangerous driving behaviors, thereby diminishing this strategy's effectiveness.

Given the evidence supporting the effectiveness of appropriately designed automated enforcement systems in improving safety outcomes, plus the unacceptably high levels of fatalities and serious injuries on the region's streets and roads, the TPB urges you to work collaboratively to create a multijurisdictional safety taskforce to work toward an agreement on reciprocity for automated traffic enforcement citations issued across the District of Columbia, Maryland, and Virginia, as a critical step toward reducing roadway fatalities and serious injuries in each of your states, and our region. As part of the taskforce's work, it will be important to recognize that automated enforcement is evolving differently in each jurisdiction and that reciprocity should prioritize enforcement for citations that are most directly tied to road safety. TPB further recommends that this safety taskforce among the District of Columbia, Maryland, and Virginia also review existing traffic laws and criteria for automated enforcement, and make recommendations for potential legislative action that will allow for consistency in meeting our region's safety goals; this may be an area where the TPB staff and members could provide support.

I express the sense of the entire board when I say that the TPB stands ready to support your activities in this regard and in advancing a continuing, cooperative, and comprehensive metropolitan transportation planning process. Please feel free to contact TPB Director Kanathur (Kanti) Srikanth or any member of our board for assistance in advancing this critical goal for the region's transportation system.

Sincerely,



Charles Allen
TPB Chairman

cc: Everett Lott, Acting Director, District Department of Transportation
Gregory Slater, Secretary, Maryland Department of Transportation
Shannon Valentine, Secretary, Virginia Department of Transportation
Kanathur N Srikanth, Director, Transportation Planning Board



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: February 10, 2022

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Sarah Bond, Stacy Cook, and John Swanson, TPB Transportation Planners
SUBJECT: Report on the “Aspiration to Implementation” Public Engagement Activity
DATE: February 10, 2022

In the summer of 2021, the TPB conducted a virtual public engagement campaign, called “Aspiration to Implementation,” to solicit input for the update of Visualize 2045, the region’s long-range transportation plan. The campaign used posters and signs with QR codes to obtain comments from the general public about ways in which regional transportation projects, programs, and policies have affected their daily lives. The posters asked people for their personal reflections on projects or policies that are linked to the TPB’s seven Aspirational Initiatives, which are policy-level strategies approved by the TPB in 2018.

More than 400 respondents provided feedback on how the Aspirational Initiatives have been useful and what might be improved or expanded to ensure future success. The personal experiences documented through the QR comments help to make the case that the regional policies embodied in the TPB’s Aspirational Initiatives are already making a difference in people’s lives – and could potentially be even more impactful if implementation were accelerated. This input, along with the other outreach conducted for the plan, will help to establish a starting point for future long-range transportation planning activities of the TPB.

The Aspiration to Implementation Report, which is attached to this memo, can also be found on the Visualize 2045 [website](#). The full URL is below:

www.visualize2045.org/wp-content/uploads/2022/02/Final-Report-Viz2045-Aspiration-to-Implementation-Public-Engagement-1.pdf

visualize
2045 A long-range
transportation plan
for the National
Capital Region

VOICES OF THE REGION

Summary of the *Aspiration to Implementation*
Public Engagement Activity

February 2022

VOICES OF THE REGION: SUMMARY OF THE ASPIRATION TO IMPLEMENTATION PUBLIC ENGAGEMENT ACTIVITY

ABOUT VISUALIZE 2045 & THE TPB

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It identifies and analyzes all regionally significant transportation investments planned through 2045 to help decision makers and the public “visualize” the region’s future.

Visualize 2045 is developed by the National Capital Region Transportation Planning Board (TPB), the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

CREDITS

Report contributors: Sarah Bond, Stacy Cook, John Swanson

ACKNOWLEDGEMENTS

Thank you to past TPB staff member Karen Armendariz for conceptualizing and launching this activity. Thank you to ICF and PRR who supported this activity.

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

TABLE OF CONTENTS

PROJECT OVERVIEW	1
Implementing the Activity	2
Outreach Approach: Open and Virtual	3
Response Rate	3
Analysis	4
SUMMARY OF FINDINGS	5
Overall Themes	5
Findings Related to the Seven Aspirational Initiatives	5
NEXT STEPS	16
APPENDIX A	17

FIGURES AND TABLES

FIGURE 1 THE TPB'S ASPIRATIONAL INITIATIVES	1
FIGURE 2 SIGN AT LARGO TOWN CENTER METRO	2
FIGURE 3 SIGN AT PRINCE WILLIAM COUNTY PARK AND RIDE	3

PROJECT OVERVIEW

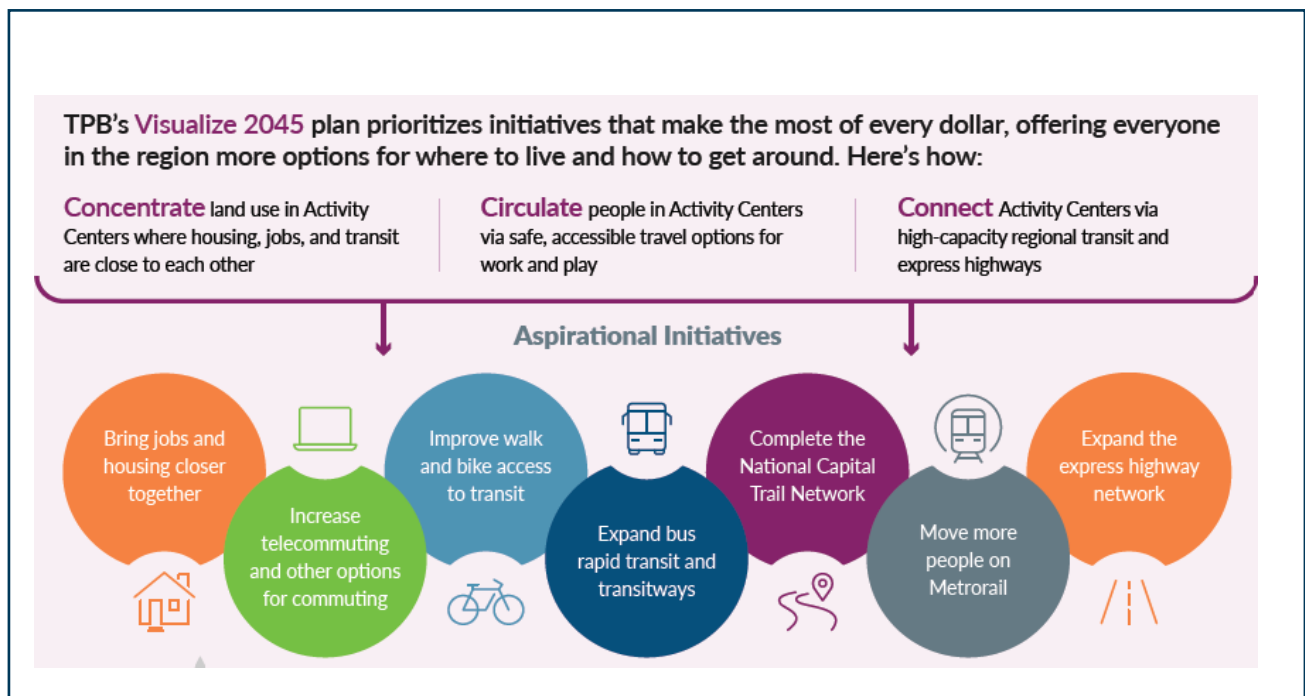
In the summer of 2021, the TPB conducted a virtual public engagement campaign, called Aspiration to Implementation, to solicit input for the update of Visualize 2045, the region’s long-range transportation plan. The campaign used posters and signs with QR codes to obtain comments from the general public about ways in which regional transportation projects, programs, and policies have affected their daily lives.

The campaign’s QR code posters asked people for their personal reflections on projects or policies that are linked to the TPB’s seven Aspirational Initiatives, which are policy-level strategies approved by the TPB in 2018.

The Aspirational Initiatives are:

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit and Transitways Regionwide
- Move More People on Metrorail
- Provide More Telecommuting and Other Options for Commuting
- Expand Express Highway Network
- Improve Walk and Bike Access to Transit
- Complete the National Capital Trail Network

Figure 1 The TPB’s Aspirational Initiatives



The Aspiration to Implementation QR campaign was designed to “meet people where they are” and ask for feedback as they interact with projects that align with TPB policies. The respondents provided feedback on how the initiatives have been useful and what might be improved or expanded to ensure future success.

The personal experiences documented through the QR comments in this report help to make the case that the regional policies embodied in the TPB’s Aspirational Initiatives are already making a difference in people’s lives – and could potentially be even more impactful if implementation were accelerated. This input, along with the other outreach conducted for the plan, will help to establish a starting point for future long-range transportation planning activities of the TPB.

Implementing the Activity

Working with the consultant firms of ICF and PRR, the project team installed posters and signs in more than 40 locations throughout the region. The locations were strategically chosen to highlight projects or policies— such as a new BRT line or a trail— that illustrated one of the Aspirational Initiatives. The project team conducted extensive research to identify potential locations and secure permission for the sign installation.

The posters, which were tailored for each Aspirational Initiative, featured provocative questions to get respondents to share their comments. In regional Activity Centers, for example, the QR code posters asked: “How does having options to live near your job, school and shops affect your life?” As an incentive, people who participated by providing comments were given the chance to win a gift card of \$100.

The posters asked participants to scan the QR code, which led to a website with a survey where they could provide their thoughts about the Aspirational Initiative in question. The website also included an informational [video](#) about the initiatives.

Two of the questions on the online survey used a closed-answer (check-box) format. These questions asked 1) how satisfied the respondent was with the implementation of the initiative and 2) how important the initiative was to them. For example, the Aspirational Initiative calling for the region to move more people on Metrorail asked: “How satisfied are you with the frequency of 8-car trains?” and “How important is having frequent Metrorail and 8-car trains to you?”

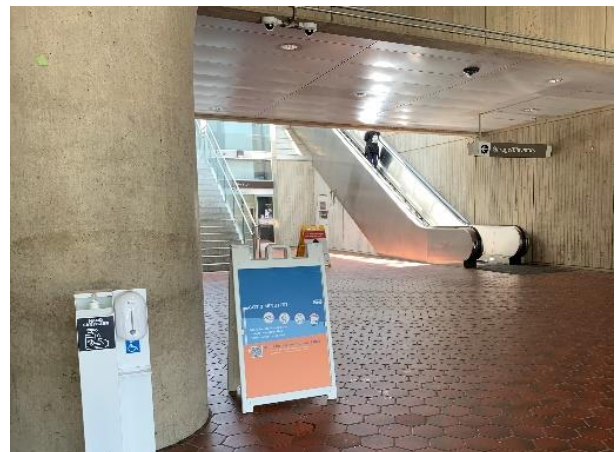


Figure 2: Aspiration to Implementation sign at Largo Town Center Metrorail Station (PRR)

A final question on the online form, which was open-ended, repeated the question on the poster that caught the participant’s attention in the first place. Again, these questions asked participants to share information about how the Aspirational Initiative concepts affect their daily lives. It is worth noting that the general line of inquiry did not talk about Aspirational Initiatives per se and generally avoided jargon. Rather, the activity used the language of projects and options – such as trails, express buses, or increased telework – that represented improvements that people can relate to as individuals.

Residents who did not encounter the QR code signs also had the opportunity to go directly to the website to respond to the form online. This direct opportunity input was advertised through email notices and social media.

Outreach Approach: Open and Virtual

The Aspiration to Implementation QR posters sought input from anyone who cared to contribute. Earlier phases of outreach for Visualize 2045, which were invitation-only activities, included a representative survey and a series of focus groups. Those earlier efforts were designed as rigorous public opinion research activities. In contrast, the QR campaign was intended to be an open opportunity for the public to share – and for decision-makers to learn about – whether and how regional policies are making a difference in people’s lives.

Prior to the COVID-19 pandemic outbreak, staff anticipated that this phase of open outreach for the long-range transportation plan update would feature public forums or workshops. Unfortunately, such efforts were not possible. Although the country was gradually reopening in the summer of 2021, the pandemic was not over, and face-to-face engagement techniques were not yet appropriate for public engagement. Therefore, the TPB staff decided to conduct outreach that was completely virtual, which included an online meeting and use of social media to highlight and advertise the activity.



Figure 3 Aspiration to Implementation Sign at Prince William County Park and Ride

Happily, there were clear benefits from the virtual approach. Although there is no substitute for in-person events, virtual engagement provided the opportunity to hear from people who might not normally have participated in the regional planning process. As the world returns to a post-pandemic new normal, it is likely that the TPB will continue to employ virtual engagement tools.

Response Rate

The total number of responses to the survey was 428. These included respondents from all of the TPB’s member jurisdictions. The respondents reported themselves as belonging to the following age and racial categories:

- 1.4% Less than 18 years old
- 17.3% 18-24 years old
- 32.5% 25-34 years old
- 19.2% 35-44 years old
- 14.5% 45-54 years old
- 9.1% 55-64 years old
- 4% More than 64 years old
- 2% Other/Non-responsive
- 61% White
- 17.5% Black/African American
- 9.6% Hispanic/Latino
- 7.9% Asian
- 4% Other/Non-responsive

While the overall number of substantive comments was high for this type of outreach, the responses were not evenly distributed among the seven Aspirational Initiatives. The largest number of responses was 132 for the initiative “Improve Walk and Bike Access to Transit.” In contrast, the initiative “Provide More Telecommuting and Other Options for Commuting” only solicited 10 responses.

This inconsistency among the responses was likely related to the way the activity itself – asking people to respond to posters placed in physical locations – could be easily applied to some Aspirational Initiatives, but not to others. For the initiative about telework, for example, it was difficult to identify poster locations where potential respondents (i.e., people who are currently teleworking) might take a few minutes to answer some questions about the benefits of working from home at a moment when they were actually away from home. The team working on this activity did set up the signs in coffee shops and libraries, but those locations elicited few responses.

In contrast, some Aspirational Initiatives were better suited to the activity. People entering a Metro station or riding a bike on a trail encountered the signs in passing but were easily able to stop and share their input.

Analysis

TPB staff used qualitative data analysis software called MAXQDA to detect primary themes in the input received. Using an initial list of themes and subthemes, staff flagged and categorized comments and then reviewed them to comprehensively understand the feedback on the initiatives and how the information could be used to further promote implementation of and communicate about the Aspirational Initiatives.

The themes are identified in the Summary of Findings below. This section also provides a more detailed breakdown of thematic findings for each of the Aspirational Initiatives, along with selected quotes from comments received,

SUMMARY OF FINDINGS

Overall Themes

Out of 428 total written comments, the following themes were the most frequently mentioned. As shown below, nearly a quarter of respondents mentioned “time management/efficiency” in their written comments. One in five spoke about convenience and the value of having transportation options.

- **Time management/efficiency** (98 comments) – Respondents expressed a desire to save time, spend time wisely, and arrive to destinations quickly.
- **Convenience/options** (85 comments) – Respondents described the appeal of having reliable options close and accessible to where they live and work.
- **Access to Jobs/ School** (67 comments) – Respondents highlighted the importance of good access to work or school.
- **Family and Quality of Life** (65 comments) – Respondents emphasized how transportation can impact the quality of people’s personal lives, and/or the quality of the lives of their family or friends.
- **Health and Personal Well-being** (59 comments) – Respondents described how transportation can improve their physical health or mental health.
- **Safety** (44 comments) – Respondents expressed feeling personally safe or unsafe when using the transportation system and described how safety plays a role in their travel choices.
- **Connectivity** (37 comments) – Respondents commented on the importance of transportation’s connections to their destination or to other modes of transportation.
- **Environment** (37 comments) – Respondents made comments about the environment or climate change.

Findings Related to the Seven Aspirational Initiatives

For each of the seven Aspirational Initiatives, the text below provides a description of the questions that were asked on the QR signs, along with a summary of the comments received. Each initiative also includes a section called “In their own words,” which provides quotes that are thematically grouped.

BRING JOBS AND HOUSING TOGETHER

What we asked:

This Aspirational Initiative, the only one focused primarily on land use, calls for policies to increase the opportunities for people to live and work in Activity Centers — places where jobs and housing are concentrated and it is easy to walk, bike, or take transit.

The QR signs asked the question: “How does having options to live near your job, school and shops affect your life?” The signs were placed in established mixed-use developments throughout the

region that typically have a lot of pedestrian and bicycle activity. A total of 95 residents sent in their responses.

What we heard:

Overall, respondents to this QR code expressed support for the initiative and shared how these improvements have affected their daily lives – or could impact their lives in the future. The respondents included people who already live close to their jobs, those who *wish* to live closer to their jobs, and some who are content not living close to work.



To a large extent, respondents indicated they are already enjoying the benefits of the initiative. When asked how satisfied they are with how near they are to their workplaces, about two-thirds said they were very or somewhat satisfied. Similarly, nine out of ten respondents said it is extremely or very important for them to have options to live near their jobs, schools, and shops.

A major theme found in the responses was “family and quality of life.” Respondents chose to not only talk about how this initiative would improve their lives, but also the lives of those closest to them. This was a recurring theme, as many respondents also talk about described how time spent in traffic takes away from time spent with their families and affects the lives of their children.

Another common theme used was “health and personal well-being.” Respondents frequently said that a closer distance to work makes it easier to achieve a “work-life balance.” But others said that remote work no longer makes living close to work as a necessity.

A few respondents noted the equity implications of this initiative and specifically mentioned housing affordability concerns which complicate the ability of many people to aspire to this initiative.

In their own words:

- Time savings to do other things
 - *“It makes the work life balance better. Instead of a long commute you are able to get back to your family.”*
 - *“Having a job close to where I live will make me save so much time and do other things such as working out or volunteering.”*
 - *“Living near my job will give me more time for me and my family. I will not be so tired at the end of the day and I will enjoy life. Long commutes are taking much hours off my life.”*
 - *“I pay a lot for child care... the longer I sit in traffic, it’s like I am paying double: once for gas and once for the babysitters and pay more in loss of time with my family (my 4 year old son).”*
 - *“This has a massive impact on my life! The amount of things I can do in a day, the jobs available to me, and the ability to see family and friends rely on having options to live close to jobs, shopping, and school.”*

- Expanded access to non-work opportunities
 - *“It makes all the difference in the world. I’m lucky enough to live within walking distance of a metro station and it opens up a whole new world for me.”*
 - *“Being able to walk or take transport to work, shops etc. helps me be immensely more active, involved in the community, and social. Having to drive everywhere reduces my desire to leave the house.”*
 - *“I can go straight from Reston to pretty much anywhere in the Washington Metropolitan area.”*
 - *“It allows me to sleep in later and get home earlier as well as be more connected to my community.”*
- Increased access to jobs
 - *“For jobs, we have more opportunities, and we are not limited to only jobs around certain areas.”*
 - *“I walk to work and love it!”*
 - *“We know that so many of the people who work in Alexandria can’t afford to live in Alexandria, so they either have to drive into work or take transit... Making more affordable housing in Alexandria would help make people’s lives better and would combat climate change.”*
- Saving money
 - *“It allows our family to go down to only one car, subsequently allowing us to pay off debt and be more financially secure.”*
 - *“It’s cheaper because you spend less money on gas public transportation. Being able to walk to local shops is also really nice.”*
 - *“I pay a lot for childcare... The longer I sit in traffic, it’s like I’m paying double: once for gas and once for the babysitters.”*
- Helping the environment
 - *“Helping reduce individuals carbon footprint by reducing the commute.”*
 - *“Who won’t love reducing carbon footprint if metro got good frequency and had no delay operations.”*
 - *“For me being green in my daily activities is my highest priority. Ideally, I’d like a situation that also allows me to bike to work so I can spend less time at the gym, killing two birds with one stone.”*
- Enjoying convenience
 - *“If I lived closer to shops it would be easier in the event that I forgot ingredients to a recipe I forgot make up or eyeliner for a night out. Being closer to shop so I can simply run downstairs or run across the street to purchase whatever I need.”*
- General happiness
 - *“It’s a game changer. The less time I have to spend in my car, the better off I am in terms of health and well-being.”*
 - *“I am healthier and happier – and the air quality is better!”*
 - *“Being able to work in the same town/county that I live in for the past few years has been a massive improvement to my work life balance for both my wife and myself.”*
- Health benefits
 - *“When I live close to work it means I have a shorter commute and can make time to exercise or actually make a healthy dinner.”*

- *“The last time people sit in traffic, the less destructive impact we have on our waistlines and on the environment.”*
- Criticisms & suggestions
 - *“I sincerely hope these plans are made with equity in mind, allowing people of all income levels and races to have the opportunity to live closer to jobs, schools and shops (as opposed to simply well-off white people).”*

EXPAND BUS RAPID TRANSIT AND TRANSITWAYS REGIONWIDE

What we asked:

This Aspirational Initiative calls for the expansion of bus rapid transit (BRT) services throughout the region, as well as other transit options.

The QR signs about this initiative asked: “How does having faster and more frequent bus service affect your life?” The signs were placed at locations around the region where BRT and express bus services are currently in operation – particularly in Alexandria, Arlington, and Montgomery County. A total of 29 responses were received.



What people told us:

While some respondents described positive current experiences with express buses, others expressed a desire for more frequent and faster services. A common theme for this initiative was time management and efficiency. Respondents described the desire to save time, spend time wisely, and arrive at destinations quickly.

Another common theme with this initiative was access to jobs and schools. Respondents described how they currently use buses to get to work or school. They said that having more BRT options would improve their commutes.

In their own words:

- Reducing the need to drive
 - *“Will be very good when 66 HOT lanes are done, so commute times can be reduced (hopefully significantly). Faster and more frequent bus service should then be used to encourage the public to choose bus over driving their own car. This has multiple benefits: saves time and money. And on top of that, better for environment.”*
 - *“Having bus service from Gainesville VA to the Pentagon is fantastic! The only improvement you could possibly make is allow for the connecting bus service to run throughout the whole day.”*
- Increased access to non-work opportunities
 - *“It makes my commute to work, the grocery store, nightlife, and metro faster, more feasible and convenient.”*

- *“Not everyone wants, needs, or can afford to take metro rail so we need to get our buses to important destinations for the riding public quickly. BRT is the answer.”*
- Improving quality of life
 - *“Getting to work on time, escaping bad weather, getting home on time.”*
 - *“Improves my work life balance.”*
- Criticisms & suggestions
 - *“Bus stop coverage has been very good, but trip times have been similar to cycling or even walking ... to improve trip times, I typically mix cycling to avoid transfers and stick to more direct bus routes.”*
 - *“When something happens – when the express buses don't show or are cancelled– I have no way to get home after 6-7pm in the evenings.”*
 - *“The infrequency and limited hours of rapid bus services (and of bus transit in general) requires me to drive for nearly all trips into the regional core.”*

MOVE MORE PEOPLE ON METRORAIL

What we asked:

This Aspirational Initiative calls for Metrorail improvements to move more people through the center of the region by (among other things) increasing train lengths (from six-car trains to eight-cars) and increasing the frequency of service.

The QR signs about this initiative asked: “How does having frequent Metrorail and 8-car trains affect your life?” The signs were hung on A-frame boards that stood near Metro station entrances. A total of 87 responses were submitted in response to this question.



What people told us:

Respondents generally expressed satisfaction with their use of Metro and said that more cars and more frequency would improve their riding experience. Many spoke openly about how their commutes impact their day-to-day life. About half of the responses mentioned the importance of time management and efficiency, specifically referring to a desire to save time, spend time wisely, and arrive at destinations quickly and efficiently.

In their comments, participants described taking Metro to get to and from work, attend doctor’s appointments, go shopping, explore attractions, and visit friends and family. They said they would support improvements to make these trips quicker and more efficient.

Some respondents praised Metro as a convenient option for exploring the region without having to use a car. However, others noted that the quality of their trips is adversely impacted by the level of crowding on trains, and they noted that these concerns have been heightened by the COVID pandemic.

In their own words:

- Service has become more reliable
 - *“More frequent service and 8-car trains help reduce crowding on subway cars and decrease chances of being late.”*
 - *“Having consistent trains of the same lengths means you can better plan your transit experience.”*
 - *“My commute is long, so more frequent trains are important to make sure I’m on time without having to leave home hours before my shift”*

- Trips are faster
 - *“My commute is always short because of frequent trains.”*
 - *“it actually made my life easier because I get everywhere faster.”*
 - *“Cuts down my commute and increases time home with family!”*

- Using Metro is good for the environment
 - *“It not only saves me from headaches from having to figure out how to get places when it’s not peak hours, it also makes it easier for me and my friends to commit to more environmentally sustainable choices and lifestyles.”*
 - *“A greener option: more people will want to metro vs driving. Less cars on the road.”*
 - *“I don’t have to drive, I get to cut my carbon footprint and parking/roads should be turned into green spaces.”*

- These improvements make a car-free lifestyle more possible
 - *“Makes it easier for me to get to work and see friends, especially since I am car free.”*
 - *“It makes it easier for me to move about the city for my work since I don’t have a car.”*
 - *“Makes it so much easier to get around town! I sold my car when I moved from NoVA to DC partially because the Metro’s so good here.”*
 - *“I can live happily without a car”*

- More space on trains helps with social distancing
 - *“Having 8-car trains makes it possible for more people to get to work without having to be packed in like sardines, especially considering the current pandemic.”*
 - *“It means there is less crowding, which during COVID is less chances of exposure and germ spread.”*

- Criticisms & suggestions
 - *“If the Metro ran more often (like every 5 minutes or less), I would be able to take that, because the commute time would be about the same or less. But as it is, that’s not an option.”*
 - *“Not enough trains. Would rather have very frequent 6 car trains than infrequent 8 car trains.”*

PROVIDE MORE TELECOMMUTING OPTIONS & OTHER COMMUTING OPTIONS

What we asked:

This Aspirational Initiative calls for programs to double the number of people who telework, along with other demand management measures to reduce driving.

The QR signs about this initiative asked: “How important is having options to work from home to you?”

Only 10 responses were submitted in response to this question. This low response rate was probably due to the nature of the Aspirational Initiative itself.

Overall, this QR code outreach activity was designed to catch people in the moments when they are actively engaging in one of the Aspirational Initiatives. But for the teleworking initiative this approach was less appropriate; people who are teleworking are at home and not in a place where a QR sign is going to grab their attention. The public engagement team hoped that putting the signs in libraries, coffee shops, and food courts in malls would attract attention, but this approach had limited success.



What people told us:

All respondents said that this initiative was either moderately, very, or extremely important and they described the positive impacts this initiative could have or does have in their personal lives. Respondents spoke of the ‘flexibility’ or ‘freedom’ provided by teleworking, and particularly noted the time they saved by not having to commute. The most common code or theme used in analyzing this initiative was “family and quality of life.” In illustrating the personal value of teleworking, participants described the additional time they have to spend with family and friends, as well as the money they are saving on childcare costs. Respondents said they would like to continue teleworking after the pandemic, if possible.

In their own words:

- Teleworking saves valuable time
 - “I will save 4 hours of daily commute and no more before and aftercare payment.”
 - “Pretty positively! More time for me, more time for my family.”
- Quality of life has improved
 - “It has greatly benefited my life. I am more patient because I am spending less time in traffic, more efficient because I’m not rushing to finish to beat traffic to get home. And, I’m saving money by not purchasing as much gas for my car.”
 - “It cuts down on commute time and lets me visit my garden on breaks.”

EXPAND EXPRESS HIGHWAY NETWORK

What we asked:

This Aspirational Initiative calls for the addition of toll lanes to existing highways throughout the region.

The QR sign asked: “Express toll lanes as an option: how does this affect your life?” The signs were placed in park and ride lots around the region.

Only 18 people sent responses to these signs. Similar to the response rate for the telework initiative, the small number of responses was likely due to the nature of the Aspirational Initiative itself.

People who use express lanes were probably less likely to see and respond to the QR posters as they moved quickly through park and ride lots. Perhaps most important, these lots were extremely underused because of the pandemic. In contrast, people engaging in the other Aspirational Initiatives, such as those that relate to trails or transit, probably had more time and opportunity to respond to the outreach.



What we heard:

The relatively small number of people who shared their thoughts about toll roads had very mixed feelings. A sizable number had very negative opinions about the initiative.

Generally, respondents that spoke positively about expanding express toll lanes noted the importance of time management. They said toll roads help them save time and spend less time in traffic. Traffic congestion was mentioned frequently within the responses for this initiative as a concern, and some respondents think express toll lanes will provide a solution for congestion across the region. Others, who indicated dissatisfaction with this initiative, shared concerns about the affordability of toll lanes and environmental impacts.

In their own words:

- Good to have the option if needed
 - *“Having options to use express lanes is certainly a positive effect on the undeniable traffic congestion of the DC Metro and surrounding area.”*
- Saving time to do other things
 - *“Allows me to decide how important it is to save time when traveling.”*
 - *“Less time commuting”*
- Criticisms & suggestions
 - *“Costs too much”*
 - *“It increases human suffering because the average citizen cannot afford \$10-\$20 tolls increase yet another short cuts for the rich.”*

IMPROVE WALK AND BIKE ACCESS TO TRANSIT

What we asked:

This initiative calls for more sidewalks, crosswalks, trails, and other improvements to make it easier to get to a train or bus on foot or by bike.

The QR sign asked: “How does having an easy walk or bike ride to your bus or train affect your life?” The signs were placed in the areas around Metrorail and commuter rail stations that have a lot of foot traffic. A total of 134 people responded to this sign – the most feedback for any of the seven Aspirational Initiatives.



What we heard:

Responses were largely enthusiastic and positive. When asked how satisfied they were with the current number of paths to transit, three out of four said they were satisfied. Nearly all respondents said an easy walk or bike ride to transit was important to them.

In their written comments, respondents spoke about the importance of connectivity to the transportation system. These comments conveyed a general understanding that first- and last-mile connections to transit are integral components of the region’s transit system. Another common theme was a desire for convenience when walking or biking to transit. Respondents indicated that they want their connection to transit to be “easy,” “safe,” or “comfortable.”

Some respondents said that they enjoy the lifestyle of not owning a car or the option to use their car less. In addition to saving money and getting exercise, they appreciated the environmental impacts of walking and biking to transit. A number of respondents said they made their housing decisions based on how well they will be able to walk or bike to transit, which they said improved their quality of life.

In their own words:

- Walking and biking options increase the likelihood of using transit
 - *“Being able to access transit easily makes me more likely to take it.”*
 - *“Makes it more likely for me to take mass transit, which I feel good about.”*
 - *“If the walk to the metro was more difficult... I’d be less inclined to take metro and just drive. Because it’s an easy walk, I take the metro.”*
 - *“Having an easy walk to my train significantly improves my satisfaction with public transportation.”*
- It’s a key factor in choosing where to live
 - *“The easy walk to the metro was made and what made my partner and I choose to live here. We can easily get to work, entertainment, shopping, and visit friends and family via the numerous transit pads, which makes our quality of life very high. Can’t imagine living in any place with fewer transit options!”*
 - *“I use the metro every day to get to work. It allows me to live outside of downtown DC which ultimately saves me money.”*

- *“Having a sidewalk with a crosswalk was very important to me when I was deciding where to move in the DMV.”*
- *Very much affects my life, picked housing based on that factor.”*
- Reducing car dependency
 - *“It allows for not needing to use a car which reduces traffic and helps the environment.”*
- Saving money
 - *“The ease of transport was why I moved into Crystal City. I wanted to save money and not need a car, so the easier the access the better.”*
 - *“A car free lifestyle has save me hundreds of dollars and gets me in better shape by walking more.”*
- Health benefits of walking and biking
 - *“Getting exercise. Improves mood relieves stress.”*
 - *“Same amount of time to get to work. Do not need as much time in the gym.”*
 - *“Besides providing the only type of routine exercise I can fit into my work schedule, it allows me to clear my mind and prepare for the day.”*
 - *“... Walking keeps me active and healthy, plus then I’m more likely to support a local business and meet a new cool person on my way to the metro (my favorite part of living in DC!)”*
- Feeling safer
 - *“Definitely adds convenience and a feeling of safety to my day.”*
 - *“Ease of access, visibility, and lighting feel safer than a mud-ridden path without any sort of visibility.”*
 - *“It makes it so I don’t have to worry about drinking and driving because I can take the metro. It keeps us all safer!”*
 - *“Having an easy walk to the train makes me feel much safer using the metro at night. In areas where I cannot do this, I have to use Ubers instead of the metro.”*
- Expanded access to non-work opportunities
 - *“It greatly facilitates my meeting up with friends who live in different parts of the area, both the District and NoVa.”*
 - *“Very easy to get up and go places in the city!”*
- Environmental benefits
 - *“Having an easy walk to the metro and bus is a huge reason for why I do not own a car that contributes to global warming.”*
- Criticisms & suggestions
 - *“Currently it’s about a 20-minute walk at a narrow sidewalk to my nearest metro station, easier access to mass transit would be a huge benefit.”*
 - *“Many areas in Vienna lack sidewalks where you can safely walk in... I could definitely enjoy my walks better if they were more sidewalks on both sides of the roads.”*
 - *“There are good sidewalks, but no protected bike lanes without protected bike lanes, I won’t travel on main roads to transit.”*
 - *“... Traveling sometimes involves walking on the side of highways that don’t have any or adequate sidewalks, which feels very unsafe.”*

- *“One of the things that is annoying to me is how the signals on my walk to the metro are timed for drivers and not pedestrians ... It is yet another reminder that I am not the priority of transportation planners, the roads are designed for the interests of car drivers and not for people like me.”*

COMPLETE THE NATIONAL CAPITAL TRAIL NETWORK

What we asked:

Through this Aspirational Initiative, the TPB has called upon the region to complete the National Capital Trail Network, a long-distance, continuous network of low-stress, mostly off-road bicycle and pedestrian trails that will serve the entire metropolitan Washington Region.

The QR sign for this initiative asked: “How does having a connected network of regional trail affect your life?” The signs were placed along major regional trails throughout the region. A total of 55 people responded to this sign.



What we heard:

Respondents expressed positive feelings about their current trail experience and a desire to have more connectivity. Roughly half of respondents said they are very satisfied with current trails, while approximately one-third said they are somewhat satisfied – which seems to suggest a desire for continued improvement.

In their written comments, respondents shared how the varied uses for trails allow for recreation, fitness, and time in nature, as well as serving a transportation purpose. An overwhelming theme found in the analysis identified health and personal well-being as an important benefit of trails. Respondents view access to trails as a connection to a healthy lifestyle and ‘improved morale.’

Those respondents who use trails for cycling spoke about trails as a safer alternative than being on the road, and they specifically noted that trails are safer options for families and younger children when they use their bikes. There were some respondents that use trails to get to work as an alternative to using their vehicle on congested roadways.

In their own words:

- Useful for transportation (not just recreation)
 - *“It allows me not to have a car, and to get most everything I need on a bike.”*
 - *“It’s vital to connect neighborhoods with business districts and public transportation.”*
 - *“More trails, especially trails that lead to centers of business, shopping, and dining, means I am spending less time on the beltway, reducing emissions, and improving my health.”*

- *“Bicycle trails that go anywhere where anyone needs or wants to go is essential. They must be more than for out and back leisurely rides.”*
- Health benefits of walking and biking
 - *“I am so thankful in a time of shut-downs that I have the space to listen to my music and nature, and to walk.”*
- Good for the environment
 - *“It enables me to stay active and it is good for the environment”*
- Connecting communities
 - *“The trail is nice because it connects Maryland with old town and DC.”*
 - *“I like having the ability to go to Alexandria from National Harbor without using the bus or driving.”*
- Recreational value, appreciating nature
 - *“I now have 7 miles of nature trails to enjoy my morning exercise instead of riding on congested roadways.”*
 - *“It helps me get outside more often and keeps me healthier, knowing I have high-quality, well-maintained trails close to where I live and work :-)”*
- Criticisms & suggestions
 - *“I would like to see more routes designed for efficient commuting in my area, not just recreation.”*
 - *“I have safety concerns about cycling in places where I share roads that aren’t designed for me and my bike with drivers who are unaccommodating.”*
 - *“Please make trails more accessible for a lower-income people by putting them more in low-income areas.”*

NEXT STEPS

The findings from this report will be integrated into the Visualize 2045 plan update, which is scheduled for TPB approval in June 2022. A variety of quotes from the Voices of the Region outreach conducted for the plan update will be woven into the plan document. This inclusion of authentic human voices in the plan document will help to make the case that the plan’s objectives are vital for the region’s future.

The personal experiences documented in this report help to make the case that the regional policies embodied in the TPB’s Aspirational Initiatives are already making a difference in people’s lives – and could potentially be even more impactful if implementation were accelerated. This input, along with the other outreach conducted for the plan, will help to establish a starting point for future long-range transportation planning activities of the TPB.

APPENDIX A

Memorable Narratives from the Aspiration to Implementation Outreach

BRING JOBS & HOUSING CLOSER TOGETHER

Quote	Age	Race	Location
My quality of life is greatly improved when I have multiple affordable public transportation options available to me, and furthermore I love the environmental implications of public transit. I'd consider living/working in a much greater set of areas if there were more transportation and other sorts of things (shops, restaurants, concert venues, etc) available to me! I also love the addition of bike lanes every time they spring up. I sincerely hope these plans are made with equity in mind, allowing people of all income levels and races to have the opportunity to live closer to jobs schools and shops.	18-24 years old	White	Wiehle Reston Metro Station
I pay a lot for child care... the longer I sit in traffic, it's like I am paying double: once for gas and once for the babysitters and pay more in loss of time with my family (my 4 year old son).	45-54 years old	White, Black or African American	Reston
Having options to live near my job and school is very impactful on my life. It means that I not only have multiple options on where I can potentially work, but the initiative ensures I can make it to school on time and safely. I go to school at George Mason University, and since there is so much reliable transportation namely the metro and cue buses in the area, it makes it easy for me to make it to class and when I study with friends or need to meet a professor.	18-24 years old	White	Wiehle Reston Metro Stration

EXPAND BUS RAPID TRANSIT AND TRANSITWAYS REGIONWIDE

Quote	Age	Race	Location
Not everyone wants, needs, or can afford to take Metrorail so we need to get our buses to important destinations for the riding public quickly. BRT is the answer.	45-54 years old	White	Sterling
BRT would provide a viable alternative to driving a car. It would decrease air pollution and address climate change. It would reduce car accidents, injuries, and death. It would reduce the space needed for parking cars. It would reduce wear and tear on the roads and the subsequent tax burden.	65 years or older	White	Bethesda

MOVE MORE PEOPLE ON METRORAIL

Quote	Age	Race	Location
Many people use Metrorail. Having frequent Metrorail especially during rush hour lessens the amount of time people spend commuting to and from work because they aren't waiting as much. Additionally having 8-car trains makes it possible for more people to get to work without having to be packed in like sardines, especially considering the current pandemic.	25-34 years old	Black or African American	Largo
Having more frequent 8-car trains not only makes it more convenient to travel, but it makes me feel safer. I can more easily keep my distance from people when there's more space to spread out.	25-34 years old	White	Rosslyn
I've found that 8 car trains help a lot with the quality of the commute. Previously cars were more often than not stuffed with people, but now on most occasions there is plenty of seating and this makes for a more relaxed ride.	Less than 18 years old	White	Arlington

PROVIDE MORE TELECOMMUTING OPTIONS & OTHER COMMUTING OPTIONS

Quote	Age	Race	Location
I will save 4 hours of daily commute and no more before and aftercare payment. Better life for my children who no longer need to be up early to be dropped off.	55-64 years old	Black or African American	Waldorf
I have a 30 Min commute to work. With little kids, pandemic, I was on a tight schedule. No daycare or trying to save allowed me to hybrid work.	25-34 years old	Asian	Waldorf
The pandemic has forced a good deal of work to be done by telework. While not everyone can benefit from it, many white-collar workers can. Flexible telework allows me to structure my days more creatively to get both work and personal affairs done more efficiently.	55-64 years old	Black or African American	Montclair

EXPAND EXPRESS HIGHWAY NETWORK

Quote	Age	Race	Location
Toll lanes will provide opportunity for expanded commuter bus service between Frederick and the region!	55-64 years old	White	Frederick
Do not add toll lanes. This makes the expense of driving to work even higher – cutting back on how much I make per day. This especially effects people with hourly positions who aren't making that much per hour. I am afraid that soon all the roads will be toll roads which is ridiculous because we already pay for road maintenance- now we have to pay to get places faster? Only a luxury for those with enough money	25-34 years old	White	Manassas

IMPROVE WALK AND BIKE ACCESS TO TRANSIT

Quote	Age	Race	Location
Knowing that my walk to my transit stops reliable lets me plan my commute with confidence. The fact that my house is near a station or stop also makes it easier to use public transportation when the weather is bad. That consistency lets me keep transit and climate change in my mind.	25-34 years old	Hispanic, Latino/a/x, Spanish origin	District of Columbia
It has greatly benefited my life. I am more patient because I am spending less time in traffic, more efficient because I'm not rushing to finish to beat traffic to get home. And, I'm saving money by not purchasing as much gas for my car.	35-44 years old	White	Wood-bridge
Having an easy walk or bike ride means that I'm more likely to go out to the movies, eat out, sit in the parks, and meet my neighbors. It means fewer trips done by car to see friends and get to work and less pollution in my neighborhood and in the region overall. It helps me stay fit and mobile even with post-COVID health issues. It helps me improve my mood being able to move my body as part of my travel or commute.	25-34 years old	White, Black or African American	Silver Spring
Having a clear cut path/route to a bus stop and metro station is essential. In inclement weather walking through mud/dirt/grass/etc to get to a bus stop I shouldn't be necessary. Ease of access, visibility, and lighting feels safer than a mud ridden path without any sort of visibility.	18-24 years old	Hispanic, Latino/a/x, Spanish origin	Merrifield, Dunn Loring

COMPLETE THE NATIONAL CAPITAL TRAIL NETWORK

Quote	Age	Race	Location
It is a great initiative which will definitely help to develop the area more functionally and enhance the living resources in the neighborhood, as particularly we like to have a walks with my 4 year old son with development delay and explore the new unknown destinations and be closer to the nature.	35-44 years old	White	Vienna, Dunn Loring
Safe, well-maintained regional trails impact me massively. Cycling is my preferred mode of transportation, so more trails-especially trails that lead to centers of business, shopping, and dining-means I'm spending less time on the beltway, reducing emissions, and improving my health. As an overweight guy, I cherish any opportunity to fit some exercise into a busy schedule.	35-44 years old	White, Hispanic, Latino/a/x, Spanish origin	Woodrow Wilson Bridge
I just moved here from an abusive relationship and have been able to peacefully go for a morning and evening walk every day for a week. I am so thankful in a time of shutdowns that I have this space to listen to my music and nature and walk. I've seen ground hogs and baby bunnies everyday. It is helping me heal so much. Thank you for having this space and maintaining it.	25-34 years old	White	Frederick
Currently I use the trails mainly for fitness and recreation. I would prefer to use my bicycle for transportation whenever possible, and I use the trails when available. Some of the trails connect areas in better, safer ways to where I'd like to go, but there are some routes they do not cover that are dangerous to ride by bike. I would like to see more routes designed for efficient commuting in my area, not just recreation.	25-34 years old	White	Frederick



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Programs
SUBJECT: Commuter Connections Regional TDM Recovery Marketing Campaign
DATE: February 10, 2021

The intent of this memorandum is to provide a summary of the regional Commuter Connections TDM Recovery Marketing campaign which was launched in late December 2021. It was developed in conjunction with the state funding agencies and regional Commuter Connections stakeholders.

The purpose of the campaign is to promote free services offered by Commuter Connections to assist commuters with making mobility choices about their commuting needs as they return to the office post-pandemic. The campaign includes messaging on ridematching to help commuters find carpool partners and seats in vanpools, as well as using transit and biking or walking to work.

The call to action of the campaign is for commuters to register or renew for Commuter Connections programs and services, mainly Ridesharing and Guaranteed Ride Home as well as any incentive programs and to encourage past carpool/vanpool users to adopt their use again when heading back to their offices, even if following a hybrid schedule. This will help with managing congestion levels and help with improving air quality.

The campaign components will include streaming video (television), radio (streaming/broadcast), Social/Digital Media (organic & paid including LinkedIn messaging and ads for employers, YouTube, Instagram, TikTok influencers, influencers/blogs, messaging to business through a thought piece (used on LinkedIn and business publication like the WBJ), email blasts to the commuter database, a direct mailer to households, partnerships with transit properties for outdoor advertising and messaging on their websites, and other forms of communications to their customers, and an informational “Commuter with Confidence” Live Discussion video series (3-5 minutes each) with guests such as TPB’s Chair, Commuter Connections Subcommittee Chair, and commuters that are currently or have been using alternative forms of transportation to get to and from work.

Commuters will be directed to either call 800-745-RIDE and/or visit www.commuterconnections.org to obtain additional information and sign up for these free Commuter Connections program services. The marketing campaign will be running through the end of the fiscal year.



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
Jon Schermann, TPB Transportation Planner
SUBJECT: TLC and RRSP Programs: Application periods this year
DATE: February 10, 2022

The TPB is now accepting applications for the Transportation Land-Use Connections (TLC) Program and soon will be accepting applications for the Regional Roadway Safety Program (RRSP).

Key dates and deadlines

Transportation Land-Use Connections Program (TLC)

- Application period began: December 17, 2021
- Applications due: February 22, 2022
- TPB approval of projects: April 20, 2022

Regional Roadway Safety Program (RRSP)

- Application period began: January 17, 2022
- Applications due: March 18, 2022
- TPB approval of projects: May 18 or June 15, 2022

Common features of both programs

- Short-term consultant services are provided for small planning and design projects.
- 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.
- Projects are eligible to receive planning assistance valued between \$30,000 and \$60,000 for planning projects, and up to \$80,000 for design projects.
- Projects typically last 7-9 months.
- Recipients receive short-term consultant services and no direct financial assistance.

Program funding priorities

Transportation Land-Use Connections Program (TLC)

The TPB encourages TLC applications that promote vibrant communities by:

- Expanding Multimodal Transportation Options
- Supporting Land-Use Enhancements in Activity Centers and Near High-Capacity Transit
- Increasing Access for Low-Income and Minority Communities

- Enhancing Bike/Ped Access to Transit
- Developing Key Regional Trails

Regional Roadway Safety Program (RRSP)

The TPB encourages applications that address one or more of the following regional safety priorities:

- Improve safety for low-income and minority communities
- Improving road user behavior
- Identifying and designing safety countermeasures
- Understanding safety data
- Cross-jurisdictional safety improvements

Other competitive application opportunities

The two application periods listed above – for TLC and RRSP – will be the only solicitations this year for the TPB’s local technical assistance programs. The Transit Within Reach program, which also provides local technical assistance, is operating on a two-year cycle and will next solicit applications in calendar year 2023.

Later this spring, the application periods for federal grants through the Transportation Alternatives Set-Aside Program (TAP) will be open for Maryland and the District of Columbia. TAP provides funding for smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Although the TAP grants are administered by state DOTs, the TPB is provided with a suballocation of TAP funding every year under federal law.

The TAP application periods for both Maryland and the District of Columbia are expected to be open between April and May of this year. The TPB is currently scheduled to approve Maryland and D.C. TAP projects in July. Virginia conducts TAP solicitations every two years. The next application period for Virginia will be in calendar year 2023.

For more information:

- TLC and TAP: John Swanson (jswanson@mwkog.org)
- RRSP: Jon Schermann (jschermann@mwkog.org) or Janie Nham (jnham@mwkog.org)

ITEM 7 – Action
February 16, 2022

Approval of FY 2023 and FY 2024 TAP Funding
for Projects in Virginia

Action: Adopt Resolution R9-2022 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for FY 2023 and FY 2024 for Virginia TPB jurisdictions.

Background: A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in TPB jurisdictions in Virginia. The board will be briefed on projects recommended by a selection panel and asked to approve them.

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

**RESOLUTION TO APPROVE PROJECTS IN VIRGINIA FOR TRANSPORTATION ALTERNATIVES
SET-ASIDE PROGRAM FUNDING UNDER THE SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2023-2024**

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

WHEREAS, the 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, in the Equity Emphasis Areas, and related to 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 Network; 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 solicitation for TA Set-Aside applications for FY 2023 and FY 2024 was conducted by the Virginia Department of Transportation between May 15 and October 1, 2021, with a pre-application deadline of July 1, 2021 and an application deadline of October 1, 2021; and

WHEREAS, the TPB’s TA Set-Aside Selection Panel for Virginia met on January 25 and January 31, 2022 and recommended funding for eight applications based on project readiness and eligibility and each project’s ability to meet the regional selection criteria; and

WHEREAS, on February 4, 2022, the TPB Technical Committee was briefed on the recommended projects.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the projects for funding under the Transportation Alternatives Set-Aside Program for FY 2023-2024 in Virginia, as described in the attached materials and as listed below:

Vienna Metro Bicycle & Pedestrian Improvements	Fairfax Co.	\$800,000
Sterling Boulevard Sidewalk: Shaw Road to W&OD	Loudoun Co.	\$1,300,000
Shrevewood Elementary School SRTS	Fairfax Co.	\$800,000
Plaza Street Sidewalk	Town of Leesburg	\$800,000
University Drive Bicycle Facilities	City of Fairfax	\$914,745
Streetscape Phase 2A	Town of Clifton	\$316,579
Old Carolina Road Sidewalk Improvements	Prince William Co.	\$1,522,034
Token Forest Drive Sidewalk	Prince William Co.	\$719,534
	TOTAL	\$7,172,892



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Projects recommended for funding in FY 2023-2024 in Virginia under the Transportation Alternatives Set-Aside Program
DATE: February 10, 2022

SUMMARY

Under the federal Transportation Alternatives Set-Aside (TA Set-Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. The TA Set-Aside, which is part of the Surface Transportation Block Grant Program, was previously known as the Transportation Alternatives Program (TAP).

For FY 2023 and FY 2024 in Virginia, a total of \$7,054,358 was made available for TPB decision-making. A selection panel has recommended funding for the projects listed below, which total \$7,172,892. Although the project recommendations are \$118,534 over the available funding, VDOT staff has indicated that additional funding can be made available from unspent balances.

The TPB will be asked to approve the recommendations on February 16, 2022.

TPB Selection Panel: Project Recommendations Virginia Transportation Alternatives Set-Aside Program, FY 2023-2024		
Project Name	Jurisdiction	Selection Panel Recommendations
Vienna Metro Bike and Pedestrian Improvements	Fairfax Co.	\$800,000
Sterling Boulevard Sidewalk: Shaw Road to W&OD	Loudoun Co.	\$1,300,000*
Shrevewood Elementary School SRTS	Fairfax Co.	\$800,000
Plaza Street Sidewalk	Leesburg	\$800,000
University Drive Bicycle Facilities	City of Fairfax	\$914,745
Streetscape Phase 2A	Town of Clifton	\$316,579*
Old Carolina Road Sidewalk Improvements	Prince William Co.	\$1,522,034
Token Forest Drive Sidewalk	Prince William Co.	\$719,534
	TOTAL	\$7,172,892

*In addition to these funds, it is anticipated that CTB district member will provide additional funding.

BACKGROUND

The TA Set-Aside Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, community improvements, and environmental mitigation. MAP-21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program as the Transportation Alternatives Set-Aside (TA Set-Aside) Program, and the key features of the program largely remain the same. Information on the TA Set-Aside is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

The program provides sub-allocated funding for large metropolitan planning organizations (MPOs) like the TPB (those MPOs classified as “Transportation Management Areas”) to fund local projects. In addition to these sub-allocated funds, a portion of the TA Set-Aside funding is reserved for statewide project selection, which is conducted by the state departments of transportation.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region’s TA Set-Aside is framed as a complementary component of the TPB’s Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions.

The TA Set-Aside offers the region the ability to fund projects that support regional priorities and goals based on Visualize 2045 and the TPB’s other policy documents. Applicants from the National Capital Region are asked to show how their projects will serve these priorities when they seek TA Set-Aside funds. The priorities also provide the basis for the selection criteria that the TPB’s selection panel uses when it reviews TA Set-Aside applications and recommends projects for funding.

FY 2023-24 SOLICITATION FOR VIRGINIA

Since the establishment of this program in 2012, the TPB has combined its solicitations with the state departments of transportation in the District of Columbia, Maryland, and Virginia. As part of this process, TPB staff works with the Virginia Department of Transportation (VDOT) to conduct the TA Set-Aside solicitation and selection process for Northern Virginia.

VDOT conducts two-year solicitations for the TA-Set Aside. The most recent solicitation covers FY 2023 and FY 2024. Applicants were required to submit a pre-application, which had a deadline of July 1, 2021. The applications were due on October 1, 2021.

For applicants from Northern Virginia, the VDOT application included a supplementary form requesting information about how projects responded to the TPB’s regional priorities related to Activity Centers, Equity Emphasis Areas, transit station access, the National Capital Trail Network, and multimodal transportation options.

For the portion of Virginia in the TPB’s planning area, VDOT received 24 applications representing a total of \$27,829,264 in requested funding. These applications are eligible for statewide TA Set-Aside funding as well as the TPB’s sub-allocated funds. The TPB was provided with \$7,054,358 in available funding.

As in the past, Virginia conducted a three-part process for project selection for this two-year cycle:

1. The district members of Virginia’s Commonwealth Transportation Board (CTB) each were allocated \$2 million for project selection (plus previously unallocated funding) from the statewide pot of funding;
2. Large MPOs select projects for sub-allocated funds;
3. The at-large members of the CTB select projects for the remainder of the statewide money.

On February 1, the CTB District Member for Northern Virginia, Mary Hynes, let VDOT and TPB staff know her project selections for the funding allocated to her district, which was \$2,207,710 (Ms. Hynes’ sub-allocation included \$207,710 from previously unallocated funding). Ms. Hynes’ project selections are listed below.

Project Selections Mary Hynes, CTB Northern Virginia District Member		
Project Name	Jurisdiction	CTB District Member Selections
Sterling Avenue Sidewalk	Loudoun County	\$700,000*
East Broad Way Streetscape Improvements	Town of Lovettsville	\$925,000
Freeman Store Bridge	Town of Vienna	\$148,514
Streetscape Improvements Phase 2A	Town of Clifton	\$434,196*
	TOTAL	\$2,207,710

*In addition to these funds, it is anticipated that TPB will provide additional funding.

PROJECT SELECTION

The TPB is responsible for completing the second part of the selection process presented above. To determine funding recommendations, the TPB staff invited representatives from the District of Columbia and Maryland to participate on the TPB’s selection panel. The panel met on February 3, 2020. Panel participants included:

- Christy Bernal, Maryland State Highway Administration
- Kelsey Bridges, District Department of Transportation
- Nicole McCall, COG/TPB Staff
- Janie Nham, COG/TPB Staff
- John Swanson, COG/TPB Staff

VDOT staff members Carol Bondurant and Heidi Mitter participated in the panel meeting and served as technical resources for the discussion.

Panel members individually reviewed and scored applications for a maximum of 100 points. The total score is a composite based on each reviewer’s professional assessment (50 points) and regional selection criteria (50 points). The professional assessment is based on each panel member’s transportation planning expertise, knowledge of transportation planning in the region, evaluation of the project budget, and project management experience. The regional criteria are

rooted in TPB policies and programs, with the understanding that some projects would not meet all criteria. Regional selection criteria included the following:

- *Focus on expanding transportation options (max 8 points):* Will the project significantly increase transportation options for pedestrians, cyclists, and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- *Support for Regional Activity Centers (max 8 points):* Does the project enhance walkability and accessibility within or between the region's 141 Activity Centers? (Regional Activity Centers are places where jobs and housing are concentrated and it should be easy to walk, bike, or take transit.)
- *Access to high-capacity transit (max 8 points):* Will the project improve ped/bike access to transit facilities, such as Metrorail, VRE, or bus rapid transit? In particular, does the project increase access in Transit Access Focus Areas, which have been identified by the TPB as priority locations for walk/bike improvements?
- *Access in Equity Emphasis Areas (max 8 points):* Does the project promote accessibility for communities in Equity Emphasis Areas (EEAs)? (EEAs are locations that the TPB has identified as having high concentrations of low-income and/or minority populations.)
- *National Capital Trail Network (max 8 points):* Does the project include a segment of the NCTN or improve access to the NCTN?
- *Safe access to schools (max 5 points):* Does the project enhance safe ped/bike access to schools?
- *Increased access for people with disabilities (max 5 points):* Does the project promote accessibility for people with disabilities?

The panel met via Microsoft Teams on January 25 and January 31, 2020. To provide a basis for discussion, each member provided their scores in advance of the meeting. Staff developed average scores for each project and ranked them by their average scores. The group discussed the projects in the ranked order and jointly determined whether to fund them. The final recommendations are the result of consensus and are not simply based on a sum of the panelists' individual scores.

At the end of its final meeting, the selection panel recommended eight projects for funding. A table listing all the submitted applications and funding recommendations is attached to this memorandum. Two projects – Sterling Boulevard in Loudoun and streetscaping in the Town of Clifton – will be jointly funded with CTB District Member Mary Hynes. The panel also endorses two projects that will be entirely funded with Ms. Hynes' TA Set-Aside funding. These are the East Broad Way Streetscape Improvements in the Town of Lovettsville and the Freeman Story Bridge in the Town of Vienna.

The projects recommended for TPB funding will serve many of the TPB's regional key policies. Five projects are connected to the National Capital Trail Network; one of these (Vienna Bike/Ped Improvements) is an actual link in the network. Four projects are within or close to Regional Activity Centers and four are within or close to Equity Emphasis Areas. One (Vienna Bike/Ped Improvements) is in proximity to high-capacity transit.

PROJECT DESCRIPTIONS

Vienna Metro Bike and Pedestrian Improvements, Fairfax County

\$800,000

Serving a variety of regional priorities, this project will increase bike and pedestrian connectivity with the Vienna Metro and will dramatically increase connectivity with the nearby Oakton High School. This project will construct bicycle and pedestrian improvements from Blake Lane to the Vienna Metro I-66 westbound ramp. Improvements include a shared-use path along the south side of Sutton Road and a two-way cycle track and sidewalk along the south side of Country Creek Road and Virginia Center Boulevard. The project represents an actual link in the National Capital Trail Network. It is in the heart of a regional Activity Center and in an Equity Emphasis Area.

Sterling Boulevard Sidewalk: Shaw Road to W&OD Trail, Loudoun County

\$1,300,000 (plus \$700,000 through CTB member)

Providing a directly connection to the W&OD Trail, a key artery in the National Capital Trail Network, this project will design and construct 0.56 miles of missing sidewalk links along Sterling Boulevard. Between Shaw Road and Glenn Drive, a 0.18-mile buffer separated 6' sidewalk will be constructed. Between Glenn Drive and the Washington and Old Dominion (W&OD) regional trail, a 0.38-mile-long buffer separated 10' shared use path will be created. These improvements will make it safer for pedestrians and cyclists traveling from or towards the W&OD trail with the busy road. The project is in a regional Activity Center and in an Equity Emphasis Area.

Shrevewood Elementary School Safe Routes to School, Fairfax County

\$800,000

In addition to making it safer to walk or bike to school, this project will expand safe access for kids to the W&OD Trail, a key link in the National Capital Trail Network. The project will add three new crosswalks with sidewalk or shared use path connections serving Shrevewood Elementary School and the W&OD Trail. The first will be at the intersection of Shreve Road and Fairwood Lane and will include a pedestrian island. The second will cross Shreve Road in front of the school's driveway. The third crossing will be at the intersection of Virginia Avenue and Virginia lane, just before the later intersects with Shreve Road just north of the elementary school. The project sits on the edge of an Equity Emphasis Area and will directly serve children in that community.

Plaza Street Sidewalk, Leesburg Town

\$800,000

This project will finish the construction of approximately 1,000 feet of sidewalk along the west side of Plaza Street between the Leesburg Police Station and Edwards Ferry Road. It will complete a missing link in the town's sidewalk system. It will provide pedestrian linkage to residential communities and shopping, restaurant, and employment centers in downtown Leesburg. Also, the addition of sidewalk at the proposed location would afford children residing in the adjacent apartments a better opportunity to be picked up and dropped off from school safely. The project is in an Equity Emphasis Area and is in the Leesburg Activity Center.

University Drive Bicycle Facilities, Fairfax City

\$914,745

In the heart of the City of Fairfax Activity Center, this project will add bicycle lanes and intersection improvements on University Drive between South Street and Layton Hall Drive in downtown Fairfax. The recently adopted Small Area Plan for Old Town Fairfax recommends the implementation of a road diet on University Drive to create a multimodal spine through the city. This project will add a mixture of “super sharrows” and on-road bicycle lanes within the project limits to improve comfort and safety conditions for people biking and walking on University Drive. The city has already implemented improvements to a portion of this area through a road diet between South Street and Armstrong Street. This project will also implement improvements to the intersection of Layton Hall Drive and University Drive, including a new traffic signal and removal of the right-turn slip lane, which is dangerous for pedestrians using the intersection.

Old Carolina Road Sidewalk Improvements

\$1,522,034

This project will construct a 5’ asphalt sidewalk to connect a 1,084-foot missing link on the east side of Old Carolina Road from the existing sidewalk at the intersection with Heathcote Boulevard to the existing asphalt trail just north of the bridge over I-66 at Walter Robinson Lane. The project will include a 2’6” curb and gutter, a 2’6” to 4’ buffer strip, a 1’ bench behind the sidewalk and a drainage close system. Both sides of the I-66 have residential areas and are disconnected from each other by the highway. The northside has a hospital and a new park and ride. The southside has the old Haymarket main street and is about to gain a new commercial complex. Both sides will benefit from this project. An existing trail of the National Capital Trail Network is less than a quarter mile from the project.

Token Forest Drive Sidewalk

\$719,534

Improving a stretch of the road that is currently hostile to pedestrians, this project will allow residents of the Forest Glen estates housing community to access a church, grocery store, medical clinic, and more at the Hoadly Marketplace commercial development. The project will construct 420 linear feet of 5’ asphalt sidewalk on the south side of Token Forest Drive (Route 751) from the entrance of a church to existing facility to complete a missing segment. It includes a 2’5” curb and gutter, 2’5”-to 4’ buffer and a 1’ bench behind the sidewalk.

Streetscape Phase 2a, Clifton Town

\$316,579 (plus \$434,196 from CTB Member)

This project will improve the pedestrian safety of the Clifton Historic District. It seeks to do this by adding new sidewalks, crosswalks, signage, landscaping, and lighting to a stretch of Main Street that is not compliant with the Americans with Disabilities Act (ADA)..

NEXT STEPS

The TPB will be asked to approve the selection panel’s recommendations on February 16, 2022. Following the board’s action, TPB staff will forward information regarding the approved projects to VDOT for inclusion in the Commonwealth’s Six-Year Improvement Program (SYIP) for Transportation.

At its meeting in March, the CTB will consider whether to award funding, using the statewide TA Set-Aside funds, to the remaining Northern Virginia applications. Once all selections are finalized, VDOT staff will work with applicants to administer funding.

**FY 2023-2024 Applications and Funding Recommendations for the
Transportation Alternatives Set-Aside Program in Northern Virginia**

Project Name	Jurisdiction	Funding Request	Panel Recommendations	CTB Member Selections	TOTAL
PWCS Safe Routes to School Program	Prince William County	\$ 139,866			\$ -
Sterling Blvd Sidewalk: Shaw Rd	Loudoun County	\$ 2,000,000	\$ 1,300,000	\$ 700,000	\$ 2,000,000
Janney Mill Trail and Pedestrian Bridge	Town of Hillsboro	\$ 1,446,672			\$ -
Marumsco Drive Sidewalk	Prince William County	\$ 1,919,940			\$ -
Tayloe Drive Sidewalk	Prince William County	\$ 1,590,811			\$ -
Token Forest Drive Sidewalk	Prince William County	\$ 719,534	\$ 719,534		\$ 719,534
Old Carolina Road Sidewalk	Prince William County	\$ 1,522,034	\$ 1,522,034		\$ 1,522,034
Lincoln Ave Pedestrian	City of Falls Church	\$ 1,640,000			\$ -
Sudley Manor Drive Sidewalk	Prince William County	\$ 1,280,478			\$ -
Van Buren Road Sidewalk	Prince William County	\$ 1,555,279			\$ -
G Street Sidewalk Improvements	Town of Purcellville	\$ 2,000,000			\$ -
Shrewewood ES SRTS	Fairfax County	\$ 800,000	\$ 800,000		\$ 800,000
Bush Hill ES SRTS	Fairfax County	\$ 800,000			\$ -
Mason Neck Trail	Fairfax County	\$ 800,000			\$ -
Vienna Metro Bike & Ped Improvements	Fairfax County	\$ 800,000	\$ 800,000		\$ 800,000
Benita Fitzgerald Drive Sidewalk	Prince William County	\$ 1,834,995			\$ -
Locust St Trail Improvement	Town of Vienna	\$ 613,151			\$ -
University Drive Bicycle Facilities	City of Fairfax	\$ 914,745	\$ 914,745		\$ 914,745
Freeman Store Bridge	Town of Vienna	\$ 148,514		\$ 148,514	\$ 148,514
Ellicott St (Occoquan Greenway)	Prince William County	\$ 1,995,470			\$ -
Plaza Street Sidewalk	Town of Leesburg	\$ 800,000	\$ 800,000		\$ 800,000
East Broad Way Streetscape Improvements	Town of Lovettsville	\$ 925,000		\$ 925,000	\$ 925,000
Catocin Circle Trail	Town of Leesburg	\$ 832,000			\$ -
Streetscape Phase 2a	Town of Clifton	\$ 750,775	\$ 316,579	\$ 434,196	\$ 750,775
		\$ 27,829,264	\$ 7,172,892	\$ 2,207,710	\$ 9,380,602



FY 2023-24 VIRGINIA TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM PROJECTS

John Swanson
TPB Transportation Planner

Transportation Planning Board
Agenda Item 7
February 16, 2022



National Capital Region
Transportation Planning Board

Overview

- TA Set Aside
- Virginia Selection Process
- TPB Selection Process
- FY 2023-24 Project Recommendations
- Next Steps

TA Set Aside

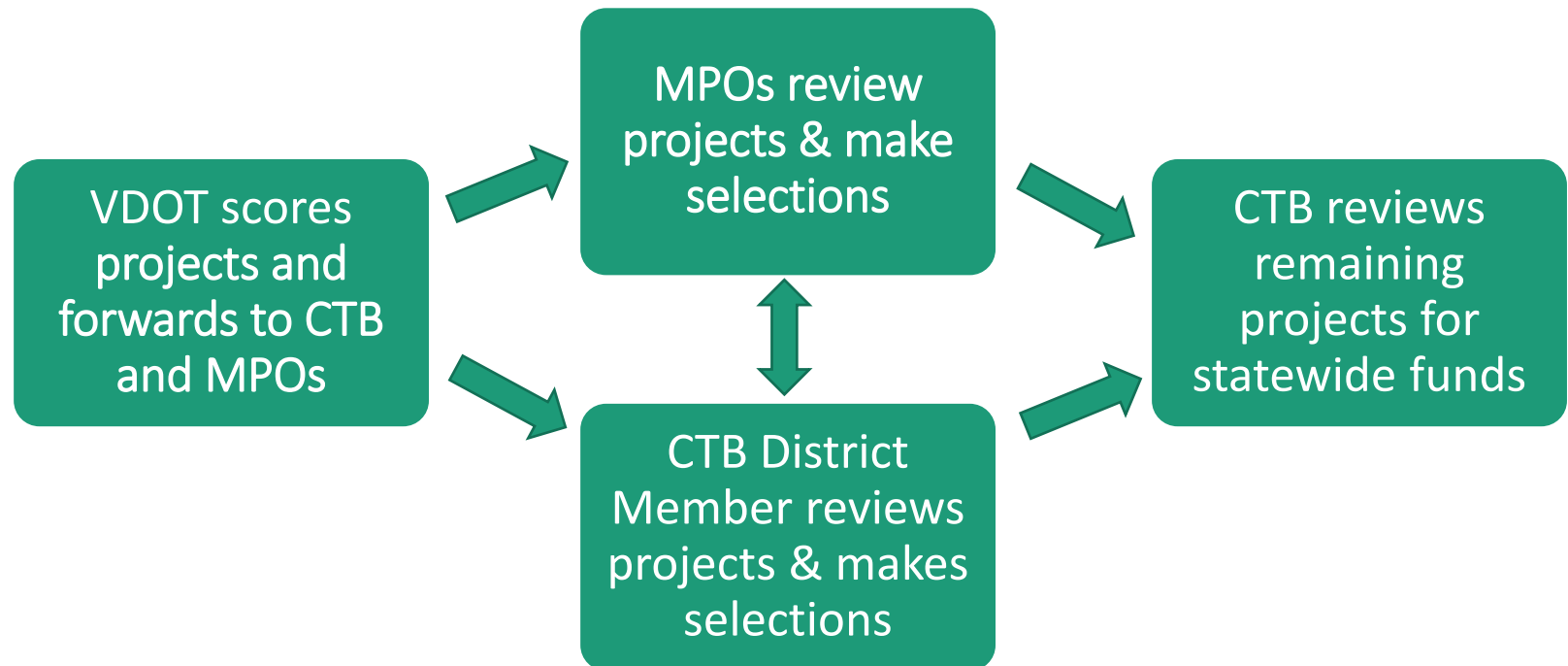
- *PURPOSE:* A federal formula program that provides funding to projects considered “alternatives” to traditional highway construction
- *FEDERAL AUTHORIZATION:*
 - MAP-21 (2012) – Established as the “Transportation Alternatives Program”
 - FAST Act (2015) - Renamed “Transportation Alternatives Set Aside”
- *TPB ROLE:* Large MPOs are sub-allocated funds and given the responsibility for selecting projects for those funds

Virginia: FY 2023-24 Schedule

- July 1, 2021 Pre-application deadline
- Oct 1 Application deadline
- Dec VDOT application scores forwarded to TPB
- Jan 31, 2022 TPB selection panel makes recommendations
- Feb 1 CTB Member Mary Hynes makes recommendations
- Feb 4 Panel recommendations announced
- Feb 16 TPB action

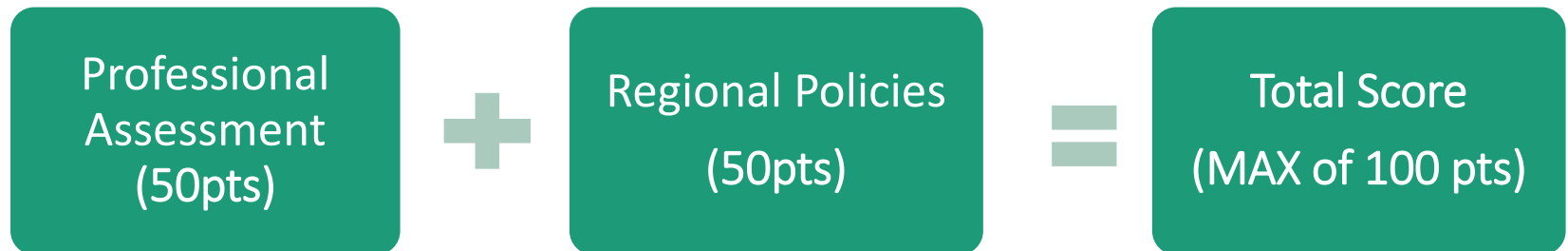
Virginia Project Selection

- VDOT's Local Assistance Division oversees project solicitation and admin
- FY 2023-2024 project solicitation: May 2022 – October 2022
- Funds are split into three pots: CTB Districts, Large MPOs, & CTB statewide



TPB Selection Process

- Selection Panel included staff from DDOT, MDOT, and the TPB. Staff from VDOT served as a technical resource.
- Panel members individually scored projects.



- The selection panel used the average scores as a basis for discussion. However, the final recommendations were based on consensus.

Regional Policies Criteria

- Expanding Multimodal Transportation Options for Non-Drivers
- Supporting Regional Activity Centers
- Completing the National Capital Trail Network
- Access to High-Capacity Transit
- Increased Access in Equity Emphasis Areas
- Safe Routes to School
- Increased Access for People with Disabilities

FY 2023-24 Project Recommendations

- 24 applications were received representing a total funding request of \$27,829,264
- The TPB's TA Set-Aside available funding was \$7,054,358 (including unspent balance)
- TPB Selection panel is recommending eight projects for funding for a total of \$7,172,892 (Overage will be covered by unspent balance)
- CTB Member Mary Hynes selected four projects (two partially funded with TPB) for \$2,207,710



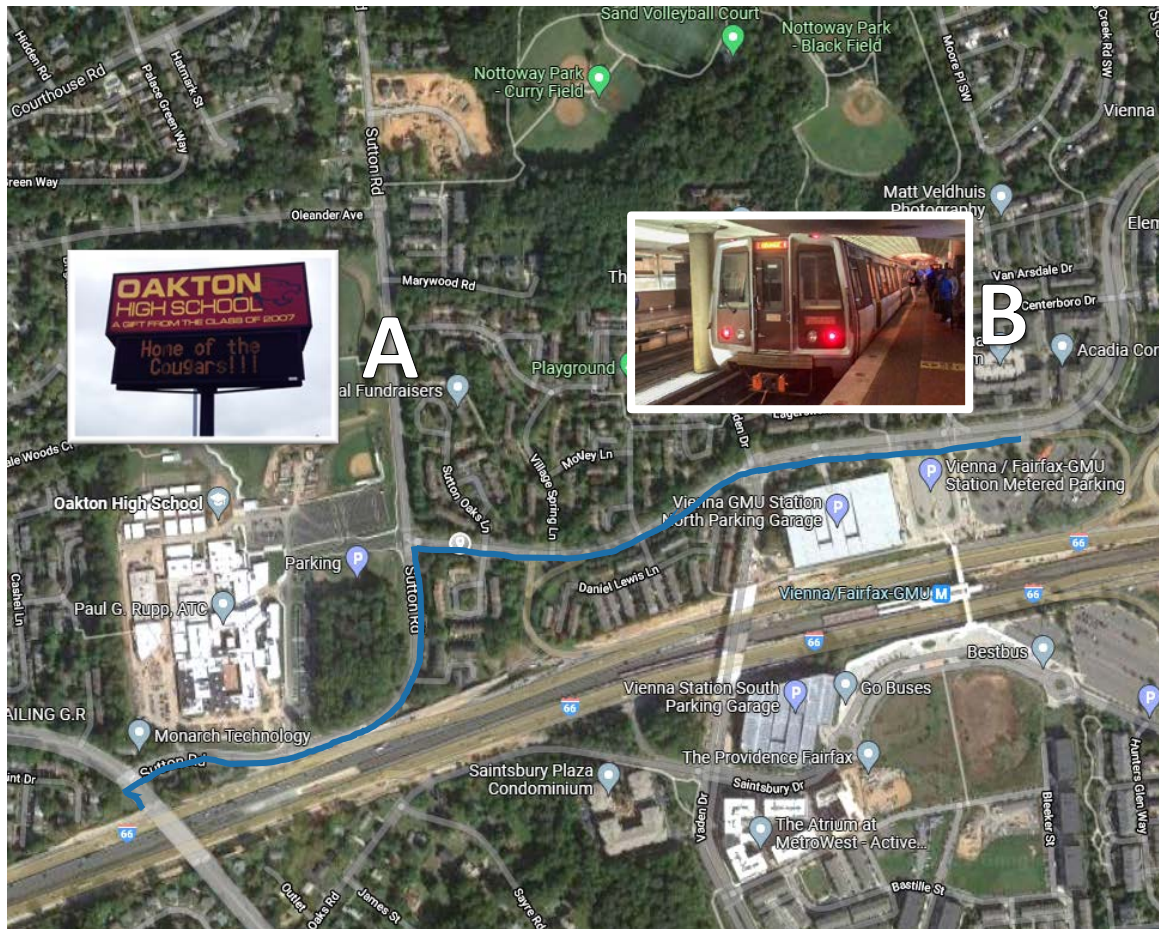
Project Recommendations

Project Name	Jurisdiction	Selection Panel Recommendations
Vienna Metro Bike and Pedestrian Improvements	Fairfax County	\$800,000
Sterling Blvd Sidewalk: Shaw Rd to W&OD	Loudoun County	\$1,300,000*
Shreviewood ES SRTS	Fairfax County	\$800,000
Plaza Street Sidewalk	Leesburg Town	\$800,000
University Drive Bicycle Facilities	City of Fairfax	\$914,745
Streetscape Phase 2A	Town of Clifton	\$316,579*
Old Carolina Road Sidewalk Improvements	Prince William County	\$1,522,034
Token Forest Drive Sidewalk	Prince William County	\$719,534
	TOTAL	\$7,172,892

* The NOVA CTB member is expected to provide additional funding

Vienna Metro Bike & Pedestrian Improvements

Fairfax County \$800,000



A: Oakton High School
B: Vienna Metro Station



Sterling Blvd Sidewalk: Shaw Rd to W&OD Trail

Loudoun County \$1,300,000
(plus \$700,000 through CTB mbr)

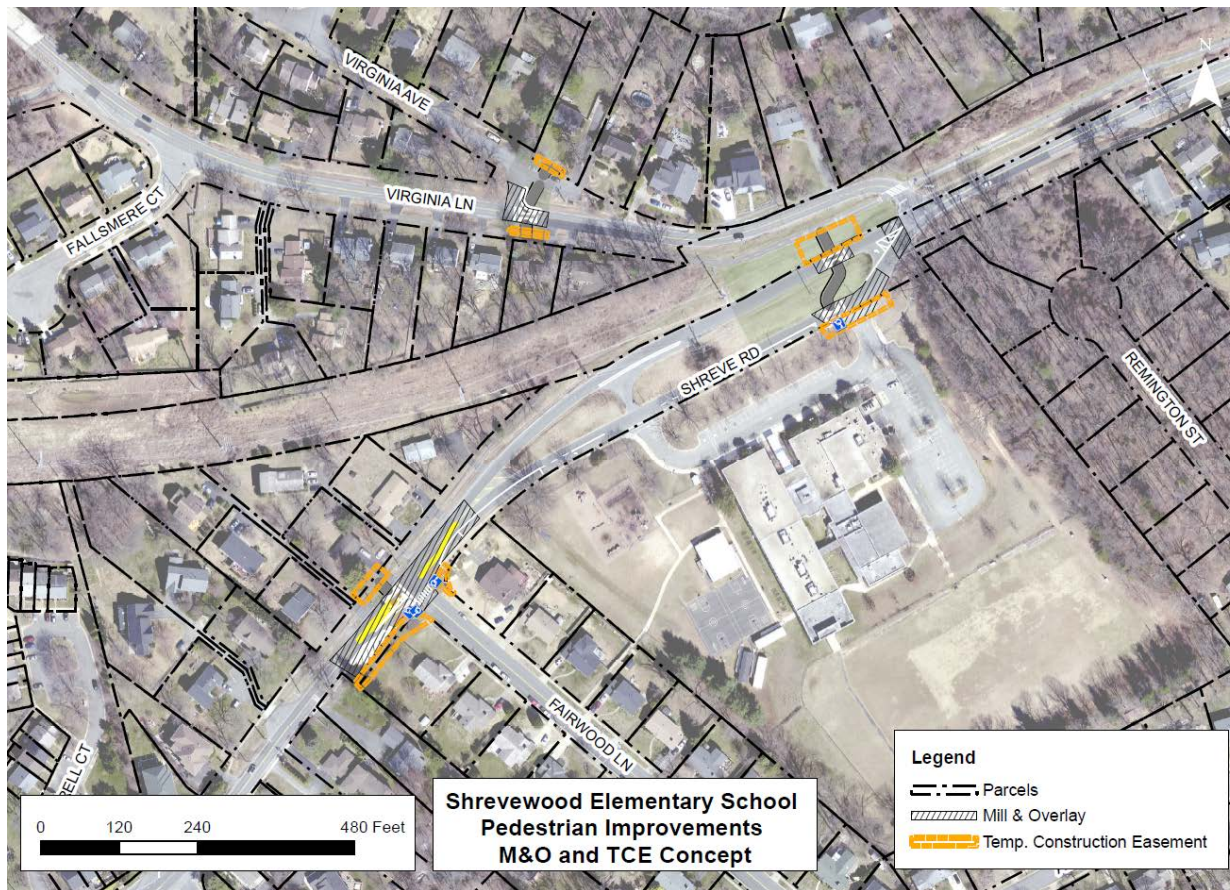


A: Hindu Temple
of Virginia
B: W&OD Trail



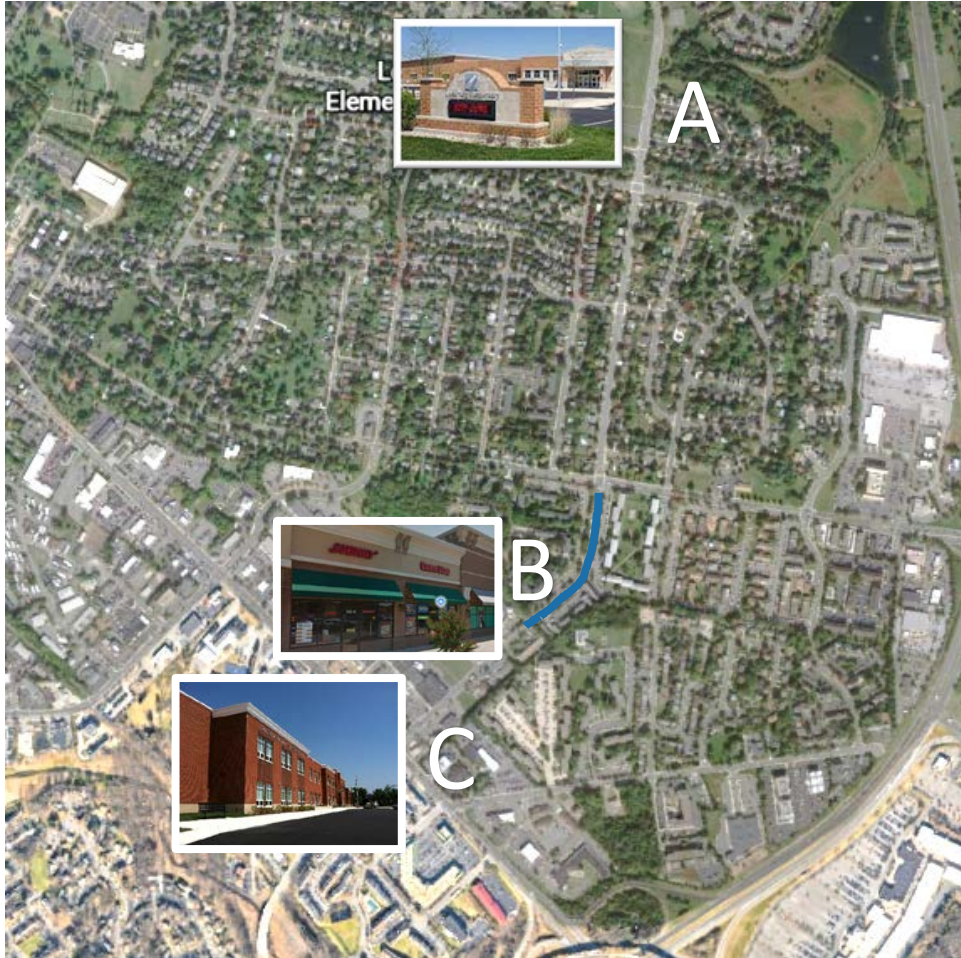
Shreewood Elementary School Safe Routes to School

Fairfax County \$800,000



Plaza Street Sidewalk

Leesburg Town \$800,000

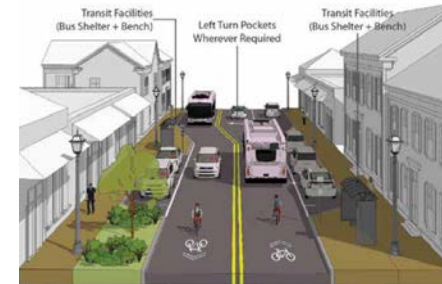
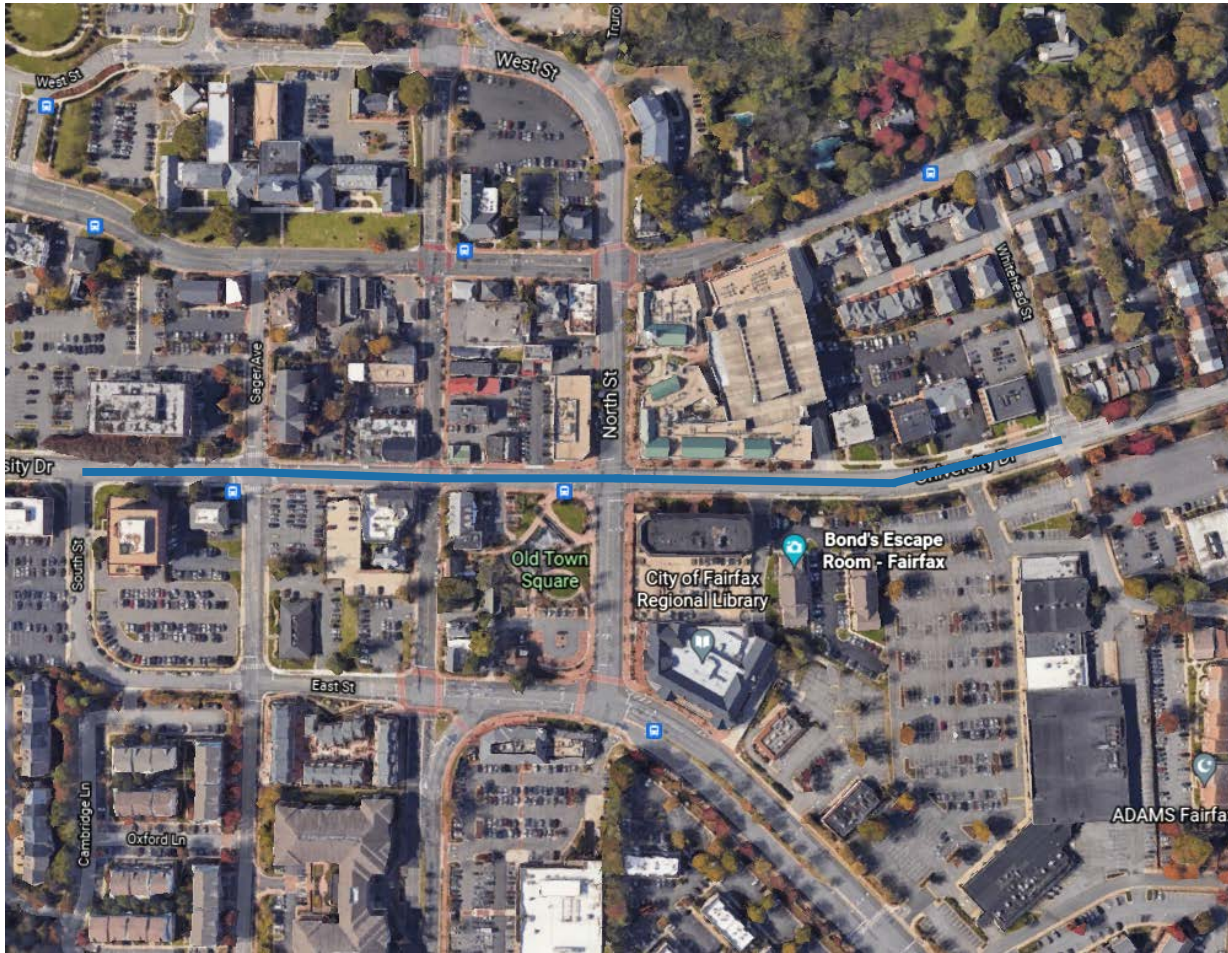


- A: Leesburg Elementary School
- B: Leesburg Plaza
- C: Frederick Douglass Elementary School



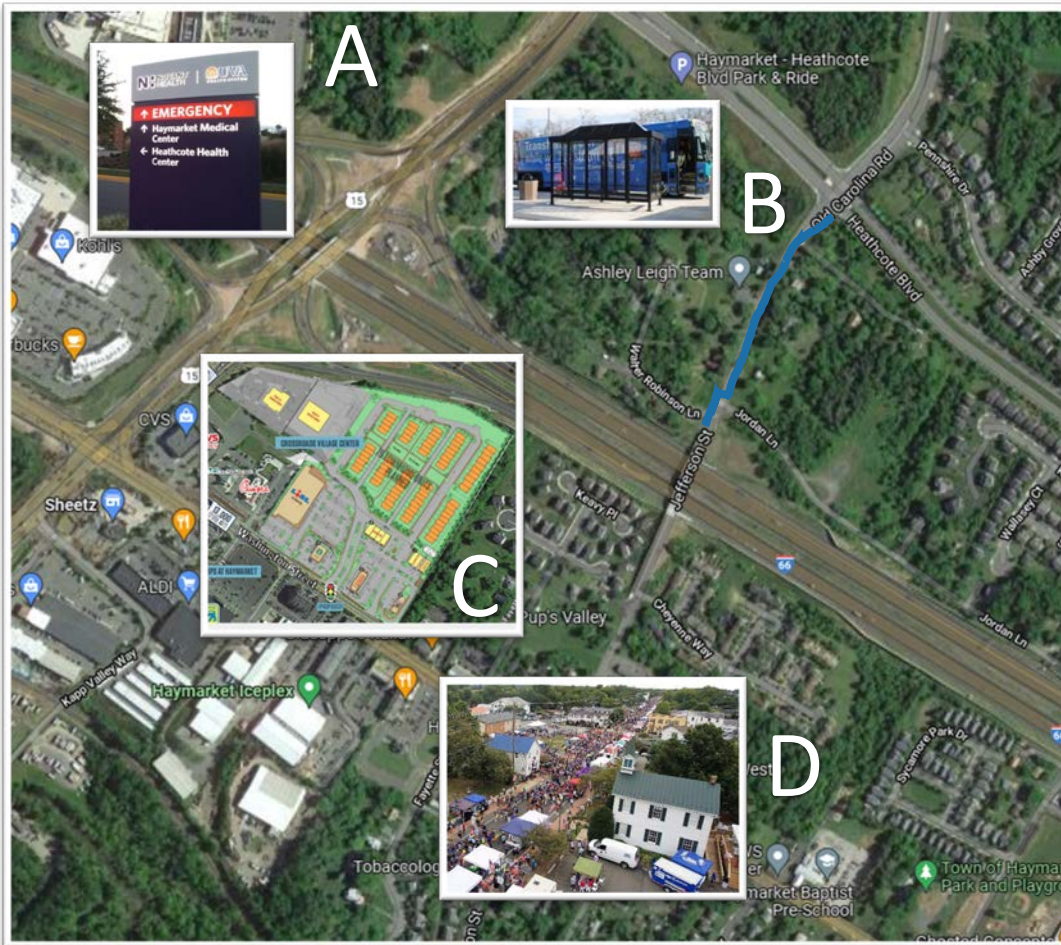
University Drive Bicycle Facilities

Fairfax City
\$914,745



Old Carolina Road Sidewalk Improvements

Prince William County
\$1,522,034



- A: Haymarket Hospital
- B: Park and Ride Facility
- C: New Commercial Development
- D: Haymarket Main Street



Token Forest Drive Sidewalk

Prince William County
\$719,534



- A: Prince of Peace United Methodist Church
- B: Hoody Marketplace Development
- C: New Residential Development



Streetscape Phase 2a

Clifton Town \$316,579
(Plus \$434,196 from CTB Member)



- A: Trattoria Villagio
- B: Ice Cream Shop
- C: Devereux Station Caboose
- D: Main Street Pub



Resolution

- COG/TPB staff recommend the Virginia TA Set-Aside project recommendations be funded, as per Resolution R9-2022



John Swanson

(202) 962-3295

jswanson@mwcog.org

[MwCOG.ORG/TPB](http://MwCOG.org/TPB)

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

ITEM 8 – Information

February 16, 2022

Briefing on the Draft FY 2023 Unified Planning Work Program

Background:

The board will be briefed on the draft Unified Planning Work Program (UPWP) for FY 2023 (July 1, 2022 through June 30, 2023). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. The board will be asked to approve the FY 2023 UPWP at its March 16 meeting.



MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director
SUBJECT: Draft FY 2022 Unified Planning Work Program (UPWP) Amendments to Budgets and Work Activities, Including “Carryover” Amounts
DATE: February 10, 2022

The Board will be asked to amend the FY 2022 Unified Planning Work Program (UPWP) at its March 16, 2022, meeting, to remove certain work activities and associated funding amounts and to approve “carrying over” this funding into the draft FY 2023 UPWP.

The amendment to remove work activities and funding reflects staff’s determination that the work activities will not be completed in the remaining months of FY 2022 (between now and June 30, 2022). Two independent actions will occur: 1) the FY 2022 UPWP will be amended to remove funding, and 2) this funding will be “carried over” into the FY 2023 UPWP. The two actions are contingent upon each other, so they either both occur or neither occurs.

This memorandum identifies the revisions to the specific work activities and changes to the budget amounts in the FY 2022 UPWP that are to be “carried over” into the new FY 2023 UPWP. The projects and funding are already included in the Draft FY 2023 UPWP that is out for review. The proposed amendment and “carry over” funding and activities were reviewed by the state funding and oversight agencies: the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT).

SUMMARY OF BUDGET REVISIONS

Staff recommends that the current FY 2022 UPWP be amended to reduce the total budget for the basic UPWP by \$1,423,500 (\$1,133,500 Core UPWP, \$290,000 Technical Assistance) to reflect work activities that are not anticipated to be completed during the remaining part of fiscal year ending June 30, 2022, OR work activities being deferred. Staff recommends this amount and work activities be “carried over” to the FY 2023 UPWP to support continued work on these activities and other activities planned for FY 2023. The proposed FY 2022 UPWP amended budget amounts and distribution are listed in Tables 2, 3, and 4 which are attached to this memo.

CHANGES TO FY 2022 UPWP ACTIVITIES AND BUDGETS

The \$1,423,500 recommended reduction in budget would be in the core program’s work activity budget and the combined Technical Assistance program budget. These amounts will be carried over to the FY 2023 UPWP core program and Technical Assistance.

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

1. Task 1 – Long-Range Transportation Plan: Carry over \$50,000 from long-range transportation planning activities to support reporting data from the Visualize 2045 update and to conduct additional analysis to support long-range planning for planning areas such as, but not limited to, tackling the climate crisis and transition to a clean energy-based, resilient future, considering equity and Justice40 in regional transportation planning and supporting the Planning and Environmental Linkages approach. Planning activities will also enhance coordination with the Department of Defense (DOD) related to the Strategic Highway Network (STRAHNET), and with the Federal Land Management Agency (FLMA)
2. Task 3 – Planning Elements: Carry over \$50,000 from Freight Planning activities, to continue and augment the update of the Regional Freight Plan begun in FY 2022, to be completed in FY 2023.
3. Task 4 – Public Participation: Carry over \$65,000. Due to COVID, a variety of activities could not be conducted in FY 2022, including workshops, trainings, printings, and mailings. Carryover funding will be used in FY 2023 for a variety of purposes, including peer exchanges related to implementation activities for Visualize 2045, website improvements, a new session of the Community Leadership Institute, and an evaluation of public participation activities.
4. Task 5 – Travel Forecasting: Carry over \$531,000, broken down as follows: In the area of “Hardware, Software, and Data,” carry over \$200,000, which was not used in FY 2022 for the purchase of data that would have been used for model development. It is hoped that these funds will be used for a data purchase in FY 2023. In the area of “Studies/Programs,” carry over \$331,000, which is planned carryover regarding consultant costs for developing the Gen3 Travel Model, which is a multi-year project.
5. Task 7 – Travel Monitoring and Data Programs: Carry over \$325,000 in funding budgeted for consultant services and data purchases in order to support data acquisition and consultant services for conducting focused travel surveys and transportation research activities during FY 2023.
6. Task 9 – Mobility Enhancement Programs: Carry over \$112,500 in funding under the Regional Roadway Safety Program, to enable completion of projects selected in the FY 2022-funded round of program grants. Work on these projects began in FY 2022 and will be completed in FY 2023. Additional funds supporting shares of the costs of these projects will also be carried over under Task 11, Technical Assistance.
7. Task 11 – Technical Assistance: The Technical Assistance program provides funding to the three state Departments of Transportation (DOT) and the region’s public transportation agencies to assist in planning studies and travel monitoring activities that support regional planning. Staff and the DOTs have identified a total amount of \$290,000 to be carried over. This carry over is largely due to budget underruns and insufficient time during the remaining fiscal year to initiate and complete any new activity. The breakdown of the funds within the Technical Assistance program recommended to be carried over is as follows:

- The District of Columbia's budget will carry over \$22,500 earmarked for the Regional Roadway Safety Program (RRSP) into the FY 2023 core program to support the RRSP.
- The Maryland Technical Assistance budget will carry over \$26,250 earmarked for the RRSP into the FY 2023 core program to support the RRSP.
- The Virginia Technical Assistance budget will carry over \$26,250 earmarked for the RRSP into the FY 2023 core program to support the RRSP.
- The Regional Public Transportation Technical Assistance budget will carry over \$215,000 into the FY 2023 Regional Public Transportation Technical Assistance Program, with \$125,000 earmarked for the Transit Within Reach technical assistance grant program and \$90,000 to develop a regional High-Capacity Transit station map graphic.

Table 2: Revenue - FY 2022 TPB Proposed Funding by Federal, State, and Local Sources 2/4/2022
Amended as proposed **DRAFT**

	FTA SECT 5303	FHWA PL FUNDS	OTHER CASP & SPR	
	FED/STA/LOC 80%/10%/10%	FED/STA/LOC 80%/10%/10%	CASP-FAA/LOC: 90%/10% SPR-FHWA/LOC: 80% / 20%	GRAND TOTALS

DDOT ALLOCATIONS				
NEW FY 2022	\$615,909	\$2,378,018		\$2,993,927
- Amended	\$574,226	\$2,087,771		\$2,661,996
PRIOR UNEXPENDED	\$181,878	\$334,459		\$516,337
CARRYOVER FY 2021	\$113,353	\$486,107		\$599,460
SUBTOTAL - DC	\$911,139	\$3,198,584		\$599,460
	\$869,457	\$2,908,337		\$3,777,793

MDOT ALLOCATIONS				
NEW FY 2022	\$1,400,744	\$3,992,606		\$5,393,350
- Amended	\$1,305,944	\$3,505,289		\$4,811,234
PRIOR UNEXPENDED	\$158,217	\$470,898		\$629,115
CARRYOVER FY 2021	\$321,218	\$860,863		\$1,182,081
SUBTOTAL - MD	\$1,880,178	\$5,324,367		\$7,204,545
	\$1,785,379	\$4,837,050		\$6,622,430

VDRPT & VDOT ALLOCATIONS				
NEW FY 2022	\$1,160,155	\$3,530,706		\$4,690,861
- Amended	\$1,081,638	\$3,099,768		\$4,181,406
PRIOR UNEXPENDED	\$122,734	\$389,394		\$512,128
CARRYOVER FY 2021	\$267,578	\$738,258		\$1,005,836
SUBTOTAL - VA	\$1,550,467	\$4,658,358		\$6,208,826
	\$1,471,950	\$4,227,420		\$5,699,370

TOTAL FHWA/FTA FUNDING ALLOCATIONS				
NEW FY 2022	\$3,176,808	\$9,901,330		\$13,078,138
- Amended	\$2,961,808	\$8,692,828		\$11,654,636
PRIOR UNEXPENDED	\$462,829	\$1,194,751		\$1,657,580
CARRYOVER FY 2021	\$702,149	\$2,085,228		\$2,787,377
SUB-TOTAL - FHWA-FTA	\$4,341,785	\$13,181,309		\$17,523,094
	\$4,126,786	\$11,972,807		\$16,099,593
TOTAL BASIC UPWP	\$4,341,785	\$13,181,309		\$17,523,094
- Amended	\$4,126,786	\$11,972,807		\$16,099,593
FAA - CASP PROGRAM			\$252,700	\$252,700
State Planning & Research (SPR)			\$260,000	\$260,000
GRAND TOTAL UPWP - Amended	\$4,126,786	\$11,972,807	\$512,700	\$16,612,293

Jurisdictional breakdown of Carryover Funds:

	FTA	FHWA		TOTAL
District of Columbia	\$41,683	\$290,247		\$331,931
Maryland	\$94,800	\$487,315		\$582,114
Virginia	\$78,517	\$430,938		\$509,455
GRAND TOTAL	\$215,000	\$1,208,500		\$1,423,500

1. "New FY2022" funding amounts from DDOT and VDOT are at FY 2021 levels and will be updated.
2. "Prior Unexpended" funding amounts are yet to be confirmed by funding agencies and may change.
3. "Carryover FY2021 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2021 UPWP, that are not anticipated to be spent in FY 2021. As such these funds will be carried over from FY 2021 to be used to perform Core program and Tech. Assistance activities in FY 2022.

Table 3: FY 2022 UPWP Expenditures			2/4/2022
Amended as proposed			DRAFT
WORK ACTIVITY	FY 2022 TOTAL BUDGETED¹	ESTIMATED CARRYOVER	FY 2022 TOTAL AMENDED
CORE PROGRAMS			
1. Long-Range Transportation Planning	\$1,095,434	\$50,000	\$1,045,434
2. Transportation Improvement Program	\$466,962		\$466,962
3. Planning Elements	\$2,768,270	\$50,000	\$2,718,270
4. Public Participation	\$994,711	\$65,000	\$929,711
5. Travel Forecasting	\$3,298,336	\$531,000	\$2,767,336
6. Mobile Emissions Planning	\$2,039,172		\$2,039,172
7. Travel Monitoring and Data Programs	\$2,141,001	\$325,000	\$1,816,001
8. Regional Land Use and Transportation Planning Coordination	\$1,190,179		\$1,190,179
9. Mobility and Enhancement Programs	\$988,671	\$112,500	\$876,171
10. TPB Management and Support	\$963,379		\$963,379
Sub-total: Core Program	\$15,946,115	\$1,133,500	\$14,812,615
11. TECHNICAL ASSISTANCE			
A. District of Columbia	\$274,756	\$22,500	\$252,256
B. Maryland	\$483,305	\$26,250	\$457,055
C. Virginia ²	\$436,679	\$26,250	\$410,429
D. Public Transportation ³	\$382,238	\$215,000	\$167,238
Sub-total: Technical Assistance Program	\$1,576,978	\$290,000	\$1,286,978
Total - Basic UPWP:	\$17,523,093	\$1,423,500	\$16,099,593
AIR SYSTEMS AND PLANNING RESEARCH			
1. Continuous Airport System Planning (CASP) ⁴	\$252,700		\$252,700
2. State Planning & Research (SPR) ⁵	\$260,000		\$260,000
Sub-total: CASP and SPR	\$512,700		\$512,700
GRAND TOTAL UPWP -	\$18,035,793	\$0	\$16,612,293
<p>1. As approved by the TPB at its March 17, 2021 meeting.</p> <p>2. Includes \$14,000 in carry over funding from FY 2021 for projects obligated in FY 2021 and being executed in FY 2022</p> <p>3. Includes \$191,630 in carry over funding from FY 2021 for projects obligated in FY 2021 and being executed in FY 2022</p> <p>4. CASP work activities are based on anticipated FAA grants to conduct airport ground access planning as part of CASP program.</p> <p>5. SPR program activities are funded through a separate grant from the District of Columbia's DOT to assist in DDOT's HPMS program.</p>			

TABLE 4 TPB FY 2022 UPWP BUDGET BY WORK PROGRAM ACTIVITY AND EXPENDITURE CATEGORY - FINAL DRAFT

2/4/2022

Amended as proposed

DRAFT

UPWP - Work Activity	COG Labor Cost		Total COG Staff	COG Labor Fringe Cost	Supplemental Labor		Total Labor & Fringe Cost	Total Indirect Cost	Direct Costs (Implementation)			Total Prgrm. Implmntn. Direct Cost	Grand Total Cost
	DTP Staff	Other Staff			Interns	Temps			Softwre, Data, PC	Studies Programs	Other Costs		
CORE PROGRAMS													
1. Long-Range Transportation Planning	\$444,009	\$0	\$444,009	\$108,338	\$0	\$0	\$552,347	\$331,187	\$5,000	\$200,000	\$6,900	\$161,900	\$1,045,434
2. Transportation Improvement Program	\$133,656	\$0	\$133,656	\$32,612	\$0	\$0	\$166,268	\$99,694	\$200,000	\$0	\$1,000	\$201,000	\$466,962
3. Planning Elements	\$976,851	\$32,957	\$1,009,808	\$246,393	\$0	\$0	\$1,256,202	\$753,218	\$12,500	\$590,000	\$156,350	\$708,850	\$2,718,270
4. Public Participation	\$436,057	\$0	\$436,057	\$106,398	\$0	\$0	\$542,455	\$325,256	\$2,000	\$25,000	\$100,000	\$62,000	\$929,711
5. Travel Forecasting	\$1,056,977	\$0	\$1,056,977	\$257,902	\$0	\$0	\$1,314,879	\$788,402	\$421,000	\$703,056	\$71,000	\$664,056	\$2,767,337
6. Mobile Emissions Planning	\$820,122	\$94,080	\$914,202	\$223,065	\$0	\$0	\$1,137,267	\$681,905	\$41,000	\$110,000	\$69,000	\$220,000	\$2,039,172
7. Travel Monitoring And Data Programs	\$745,263	\$0	\$745,263	\$181,844	\$0	\$0	\$927,107	\$555,894	\$125,000	\$275,000	\$258,000	\$333,000	\$1,816,001
8. Planning Scenarios And Socio Economic Forecasting	\$226,808	\$250,441	\$477,249	\$116,449	\$0	\$0	\$593,698	\$355,981	\$75,000	\$110,000	\$55,500	\$240,500	\$1,190,179
9. Mobility Enhancement Programs	\$117,995	\$45,918	\$163,913	\$39,995	\$0	\$0	\$203,908	\$122,263	\$1,000	\$660,000	\$1,500	\$550,000	\$876,171
10. TPB Support and Management	\$312,315	\$0	\$312,315	\$76,205	\$0	\$0	\$388,520	\$232,957	\$1,500	\$124,101	\$216,300	\$341,901	\$963,377
UPWP Core Program Total	\$5,270,053	\$423,396	\$5,693,448	\$1,389,201	\$0	\$0	\$7,082,650	\$4,246,757	\$559,000	\$2,053,657	\$870,550	\$3,483,207	\$14,812,613
TECHNICAL ASSISTANCE PROGRAM													
A. District of Columbia	\$5,867	\$0	\$5,867	\$1,431	\$0	\$0	\$7,298	\$4,376	\$0	\$30,000	\$233,082	\$240,582	\$252,256
B. Maryland	\$5,867	\$0	\$5,867	\$1,431	\$0	\$0	\$7,298	\$4,376	\$0	\$195,000	\$276,631	\$445,381	\$457,055
C. Virginia	\$5,867	\$0	\$5,867	\$1,431	\$0	\$0	\$7,298	\$4,376	\$0	\$304,000	\$121,006	\$398,756	\$410,430
D. Public Transportation	\$5,867	\$0	\$5,867	\$1,431	\$0	\$0	\$7,298	\$4,376	\$0	\$326,000	\$44,565	\$155,565	\$167,238
Technical Assistance Program Total	\$23,466	\$0	\$23,466	\$5,726	\$0	\$0	\$29,192	\$17,503	\$0	\$565,000	\$675,285	\$1,240,285	\$1,286,980
Total Basic Program	\$5,293,519	\$423,396	\$5,716,914	\$1,394,927	\$0	\$0	\$7,111,841	\$4,264,260	\$559,000	\$2,618,657	\$1,545,835	\$4,723,492	\$16,099,593
OTHER PROGRAMS													
Continuous Air Systems Planning	\$124,099	\$0	\$124,099	\$30,280	\$0	\$0	\$154,380	\$92,566	\$0	\$0	\$5,754	\$5,754	\$252,700
State Planning & Research Program (DC)	\$76,513	\$0	\$76,513	\$18,669	\$0	\$0	\$95,182	\$57,071	\$0	\$107,746	\$0	\$107,746	\$260,000
GRAND TOTAL	\$5,494,131	\$423,396	\$5,917,527	\$1,443,877	\$0	\$0	\$7,361,403	\$4,413,898	\$559,000	\$2,726,403	\$1,551,589	\$4,836,992	\$16,612,293

THE FY 2023 UNIFIED PLANNING WORK PROGRAM

Lyn Erickson
Plan Development and Coordination Program Director

Transportation Planning Board
February 16, 2022



Presentation Overview

- MPO Revenues and Expenditures
- MPO Focus Areas
 - Staff projects/activities
- Board to approve FY 2023 UPWP on March 16



UPWP Revenues

- FHWA (PL) and FTA (Section 5303); State & Local Match (80% federal; 10% state DOTs; 10% local from COG dues)
- Preliminary revenues: approximately \$18.974 million
- The total FY 2023 revenues: MPO funds and Other funds
 - MPO Funds (\$18.974 million)
 - “New” funds for the fiscal year
 - “Old” funds – unexpended from previous years (obligated to the MPO but not spent)
 - “Carryover” funds - from current year UPWP (FY 2022) (anticipate not being able to spend by June 30, 2022)
 - Other Funds (\$0.875 million)
 - Continuous Air Systems Planning
 - State Planning & Research



UPWP Expenditures

- Preliminary expenditures: approximately \$18.974 million

Expense Type	UPWP Core Activity	UPWP Technical Assistance	CASP and SPR	TOTAL
Staffing	\$6.039 M	\$0.025 M	\$0.220 M	\$6.285 M
Indirect	\$5.263 M	\$0.022 M	\$0.192 M	\$5.475 M
Programs/Studies	\$3.348 M	\$0.740 M	\$0.331 M	\$4.418 M
Direct	\$1.864 M	\$0.799 M	\$0.132 M	\$2.795 M
TOTAL	\$16.514 M	\$1.586 M	\$0.875 M	\$18.974 M

Source: FY 2023 Draft UPWP Table 3 (page 37)

Indirect: Overhead for office building/staffing/etc.
Program/Studies: E.g., Core: TLC, RSP
 E.g., Technical Assistance: TLC, Transit Within Reach, RSP
Direct: E.g., Core: Data, Software

FY 2023 Activities

- Federal Certification Review, Winter 2022/2023
- Next Update to Visualize 2045
 - Conduct Environmental Justice Analysis
 - Update Equity Emphasis Areas
 - Begin Interim Plan Update
- Enhanced plan analysis/activities
 - Develop and publish an updated Regional Freight Plan
 - Update the National Capital Trail Network map
 - Climate change mitigation: Focus on implementation
 - Transportation resiliency planning activities:
 - Regional interactive map
 - Phase II Resiliency study
 - Convene a temporary working group
 - Regional resiliency planning or training/outreach



FY 2023 Activities

- Public Participation Evaluation
- Activities addressing emerging topics: Curbside Management, Connected and Automated Vehicles, Micromobility
- Performance Based Planning and Programming (PBPP)
 - Set annual highway safety targets
 - Set regional transit safety targets
- Support final approval of Round 9.2 Cooperative Forecasts
- Develop next major round, Round 10, of the Cooperative Forecasts



FY 2023: Multimodal Board Initiatives

- 5310 Program:
 - Human Services Transportation Coordination Plan update
- Administer TLC and TAP programs (including TAFA focus)
- Implement Regional Roadway Safety Program
- Explore TPB-related recommendations from the regional Bus Transformation Project

FY 2023: Additional Highlights

- Community Leadership Institute
- Transportation Research and Data Programs
 - Analyze regional travel behavior and characteristics revealed in travel surveys and research
 - Develop and maintain dashboard on regional travel trends
 - Conduct travel monitoring updates
 - Provide geospatial data analysis, data management services, and visualizations
- Travel Forecasting and Mobile Emissions Planning
 - Production-use travel model: Gen2/Ver. 2.4 Travel Model
 - Continue development of Gen3 Travel Model
 - Preparation of mobile emissions inventories and new emissions budgets related to the SIPs to meet the 2015 ozone NAAQS requirements
- Technical Assistance Program



Next Steps

- Finalize “New funds” estimates
- Confirm “Unexpended funds” amounts
- Finalize “Carry over” – projects/funding that won’t be spent in current FY 2022
- Balance the revenues and expenditures
- Finalize document for March 16 Board approval



Lyn Erickson

Plan Development and Coordination Program Director

(202) 962-3319

lerickson@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

UNIFIED PLANNING WORK PROGRAM

FY 2023

Unified Planning Work Program (UPWP) for Transportation Planning for the
Washington Metropolitan Region for FY 2023

March 2022 (as of 2/10/22)



UNIFIED PLANNING WORK PROGRAM (UPWP): FY 2023

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

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit <https://www.mwcog.org/documents/2021/05/27/title-vi-plan-to-ensure-nondiscrimination-in-all-programs-and-activities-cog-tpb/> or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite <https://www.mwcog.org/documents/2021/05/27/title-vi-plan-to-ensure-nondiscrimination-in-all-programs-and-activities-cog-tpb/> o llame al (202) 962-3300.

Copyright © 2022 by the National Capital Region Transportation Planning Board.

TABLE OF CONTENTS

FIGURES AND TABLES	4
I. INTRODUCTION	1
Purpose	1
Planning Requirements	1
The Clean Air Act	2
Title VI and Environmental Justice: Ensuring Non-Discrimination	3
Federal Requirements for Performance-Based Planning and Programming	3
Regional Planning Goals	4
Responsibilities for Transportation Planning	5
FY 2022 Accomplishments	15
FY 2023 Regional Planning Priorities	18
Federal Metropolitan Planning Provisions	28
II. PROPOSED FY 2023 TPB WORK PROGRAM AND BUDGET	29
Program Structure	29
Work Activity Budgets	32
III. MAJOR WORK ACTIVITIES	39
1. Long-Range Transportation Planning	39
2. Transportation Improvement Program	41
3. Planning Elements	43
4. Public Participation	51
5. Travel Forecasting	53
6. Mobile Emissions Planning	57
7. Transportation Research and Data Programs	59
8. Regional Land Use and Transportation Planning Coordination	63
9. Mobility and Enhancement Programs	67
10. TPB Management and Support	69
11. Technical Assistance	71
Continuous Airport System Planning Program	79
IV. PROPOSED FY 2022 STATE TRANSPORTATION AGENCY STATE PLANNING AND RESEARCH PROGRAMS (SPR)	81
District of Columbia Department of Transportation (DDOT)	83
Maryland Department of Transportation State Highway Administration (MDOT SHA)	85
V. APPENDIX	91
Additional Tables	91
Memoranda of Understanding	91

FIGURES AND TABLES

Figure 1: Jurisdictions and Organizations Represented on the TPB and its Technical Committees and Subcommittees 7

Figure 2: Membership of the National Capital Region Transportation Planning Board 8

Figure 3: Transportation Planning and Programming Responsibilities 9

Figure 4: Transportation Planning Studies within the National Capital Region, 2023 10

Figure 5: Selected FY 2023 UPWP Work Activities and Planning Policy Focus Areas 26

Table 1: Revenue - FY 2023 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2022 to June 30, 2023) 33

Table 2: FY 2023 UPWP Expenditures 34

Table 3: TPB FY 2023 Work Program by Funding Sources 35

Figure 6: Major Components of UPWP Work Activities 36

Figure 7: TPB Committee Structure 37

Figure 8: Overview of Planning Products and Supporting Processes 38

I. INTRODUCTION

Purpose

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

The FY 2023 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region incorporates, in one document, all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2022 through June 30, 2023. The UPWP provides a mechanism to coordinate transportation planning activities conducted by the TPB. It is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Metropolitan Washington Council of Governments (COG) serves as the administrative agent for the TPB. The TPB is staffed by COG's Department of Transportation Planning. COG provides the administrative functions necessary to meet federal fiduciary and other regulatory requirements to receive FHWA and FTA funds.

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

Planning Requirements

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

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

On March 18, 2020, the TPB approved the 2020 Amendment Visualize 2045, the long-range transportation plan for the National Capital Region, and the FY 2021-2024 Transportation Improvement Program (TIP). On May 27, 2020, FHWA and FTA found that Visualize 2045 and the FY 2021-2024 TIP conform to the region's State Implementation Plans.

On March 18, 2020, the TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certified that the metropolitan transportation planning process being conducted by the TPB is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable federal metropolitan planning requirements as described under 23 CFR 450.336. The Self-Certification Statement is signed by the three state DOTs and the TPB.

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

The TPB will continue its rich tradition of coordinating with neighboring MPOs and with those MPOs with which it shares DOTs. The TPB will not only continue to coordinate but will look to enhance all its coordination opportunities. TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. The TPB is an active participant and a voting member of the Virginia Association of Metropolitan Planning Organizations (VAMPO). A TPB staff member served as the VAMPO Vice Chair in FY 2021.

THE CLEAN AIR ACT

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

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

² "Transportation Conformity Regulations as of April 2012" (U.S. Environmental Protection Agency, April 2012), https://www.fhwa.dot.gov/environment/air_quality/conformity/laws_and_regs/rule.cfm.

TITLE VI AND ENVIRONMENTAL JUSTICE: ENSURING NON-DISCRIMINATION

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

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

Federal Requirements for Performance-Based Planning and Programming

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

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

description of the anticipated effect of the TIP toward achieving the performance targets set in the plan. The approved plan and TIP are compliant with these requirements.

Regional Planning Goals

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

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

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

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

In 2017, the TPB established the Long-Range Plan Task Force, who engaged in a sketch planning effort to identify initiatives that could help the region achieve these goals. At that time, TPB Members had decided that the previous long-range plan did not show satisfactory performance compared to current conditions, nor did it bring us close enough to reach these regional planning goals. In December 2017 and January 2018, the TPB endorsed seven aspirational initiatives recommended by the Long-Range Plan Task Force which have potential to significantly improve the performance of the region's transportation system compared to current plans and programs. These seven aspirational initiatives are included in Visualize 2045, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals.

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

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

Responsibilities for Transportation Planning

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

The TPB is composed of representatives from the 24 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments (COG), the three state-level transportation agencies,³ the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

The TPB also serves as the transportation policy committee of COG. This relationship serves to ensure that transportation planning is integrated with comprehensive metropolitan planning and development and is responsive to the needs of the local governments in the area. Figure 1 lists the

³ The District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT).

jurisdictions and organizations represented on the TPB and its technical committees and subcommittees. Figure 2 shows the geographic location of each of the local member jurisdictions and urbanized areas (UZA).

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

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

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

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

Nonattainment area and is also a member of the new Southern Maryland MPO. The agreement between the three parties was signed in January 2016.

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

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

VIRGINIA

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

MARYLAND

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

DISTRICT OF COLUMBIA

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

REGIONAL, FEDERAL, AND PRIVATE SECTOR

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

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

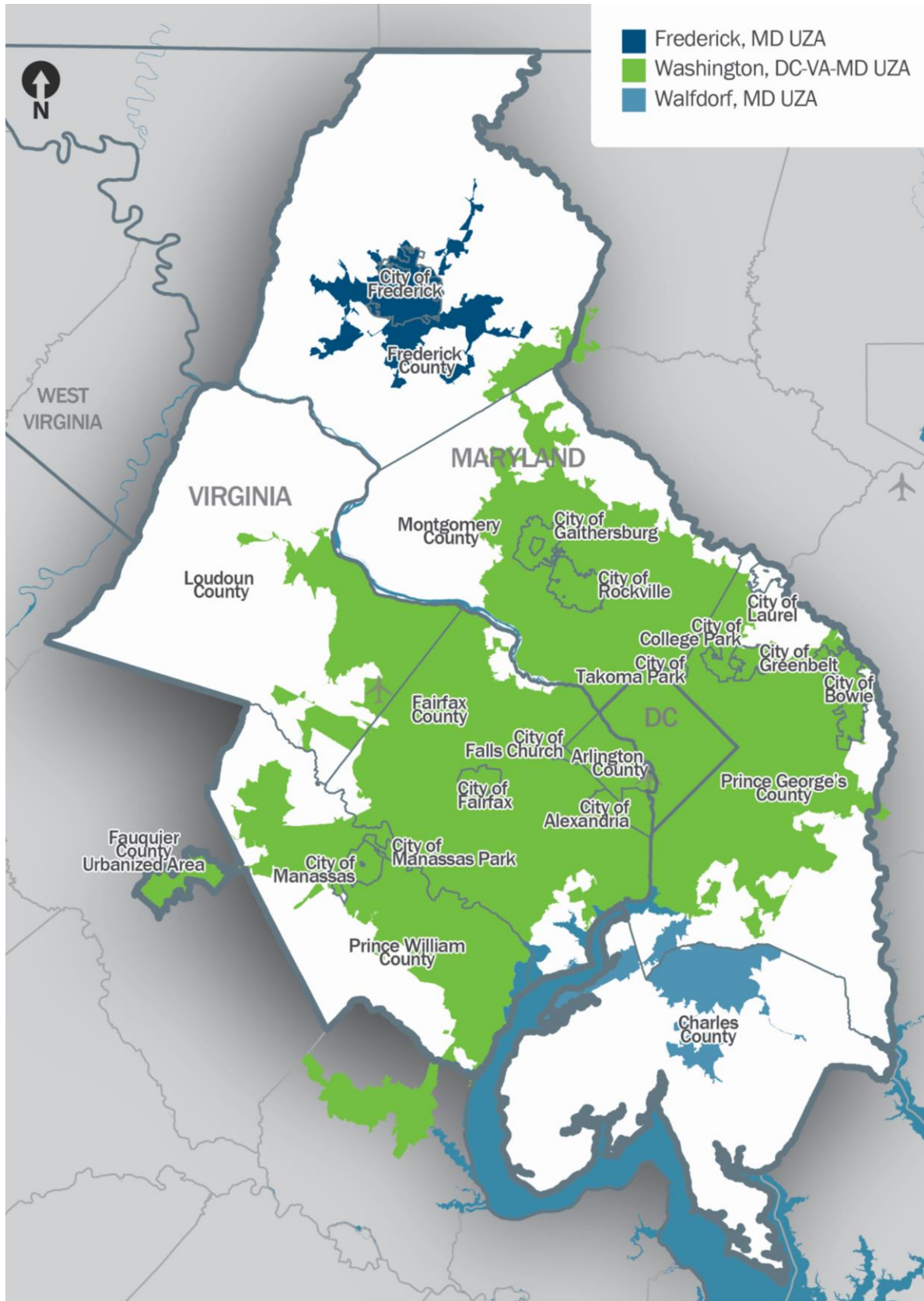


Figure 3: Transportation Planning and Programming Responsibilities

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

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

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
REGIONAL			
Station Area Plans (multiple stations)	WMATA	Ongoing	Plans
Station Access Studies (multiple stations)	WMATA	Ongoing	Plans
Station Capacity Studies	WMATA	Ongoing	Plans
Annual Bus Line Study	WMATA	Ongoing	Study
Bus Service Evaluation Studies	WMATA	Ongoing	Studies
Shepherd Parkway Study	WMATA	2022-2023	Study
Purple Line/Bus Connections	WMATA	2022	Study
Bus Hazards Identification Study	WMATA	2022-2023	Study
Bus Station Operations Safety Plans	WMATA	Ongoing	Plan
Bus Network Redesign	WMATA	2021-2024	Plan
New Bus Operating Division Feasibility Study – Silver Spring	WMATA	2022-2023	Study
On-Demand Transit Study	WMATA	2023	Study
Blue/Orange/Silver Corridor NEPA/Project Development	WMATA	2022-2024	NEPA
SmarTOD (TOD planning online tool)	WMATA	2022	Model/Data tool
Bicycle and Pedestrian Access Blueprint	WMATA	2021	Plan
Station Mode-of-Access Targets	WMATA	2021-2022	Plan
TOD Strategic Plans	WMATA	2023	Plan
Bus-Oriented Development Study	WMATA	2022	Study

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

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
Customer Segmentation Analysis	WMATA	2022	Study
Customer Experience Design Guidelines	WMATA	2023	Plan
Resilience Implementation Strategy	WMATA	2023	Plan
Electric Bus Alternatives Pilot	WMATA	2022-2023	Study, NEP scoping
MARYLAND			
MD 3 Widening/Upgrade Study (US 50 to MD 32)	MDOT SHA	On-hold	DEIS
MD 5 Transportation Study (I-95/I-495 to US 301)	MDOT SHA	On-hold	DEIS
MD 28/MD 198 Corridor Study (MD 97 to I-95)	MDOT SHA	2021	Plan/Report
US 15/US 40 Frederick Freeway Study	MDOT SHA	On-hold	CE
US 301 South Corridor Transportation Study (I-595/US 50 to Potomac River)	MDOT SHA, Charles County	On-hold	TBD
US 301 Waldorf Study (TB to South of Waldorf)	MDOT/SHA, Charles County	On-hold	TBD
TOD Planning for the Purple Line Project	UMD/MDOT MTA	2022	TBD
DISTRICT OF COLUMBIA			
DC Streetcar – Benning Rd Ext Environmental	DDOT, FTA, FHWA	2020	EA
Benning Rd Reconstruction & Streetcar	DDOT	2021	Design
Florida Avenue NE Study	DDOT	2022	Construction
East End Bike Lane Study	DDOT	2020	Design

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

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
New York Avenue Streetscape and Trail	DDOT	2021	Study
20 th & 21 st Streets NW Protected Bike Lanes	DDOT	2021	Installation
Pennsylvania Avenue West of the White House	DDOT	2020	Design
K Street Transitway	DDOT	2021	Design
Long-Term Safety & Geometric Improvements	DDOT	2021	Study
Decongestion Pricing Study	DCST/DDOT	2021	Study
Connecticut Avenue Multimodal	DDOT	2021	Study
moveDC	DDOT	2021	Plan
Bus Priority Plan	DDOT	2021	Plan
DC Circulator Sustainability Plan	DDOT	2020	Plan
DC Circulator South Capitol Street Facility Improvement	DDOT	2020	Design
DC Circulator Transit Development Plan Update	DDOT	2020	Plan
MLK at Good Hope Road Safety and Connectivity Study	DDOT	2021	Environmental Documentation
Alabama Avenue	DDOT	2021	Design
New York Avenue Streetscape and Reconstruction	DDOT	2021	Environmental Design
Tenleytown Multimodal	DDOT	2021	Design
Van Ness Commercial	DDOT	2021	Design
Connecticut Avenue Reversible Lane and Operations Study	DDOT	2021	Design

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

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
VIRGINIA			
Route 28 Corridor Environmental Documentation	Prince William County / VDOT	Ongoing	EA/FONSI
I-495 NEXT Express Lanes Extension to GWMP in vicinity of the American Legion Bridge	VDOT	Ongoing	NEPA Study/EA/FONSI
Arlington Master Transportation Plan Bike Element Update	Arlington County		Plan
Rosslyn Street Network Study	Arlington County		Study
Courthouse Square Shared Streets Study	Arlington County		Study
Wilson Blvd. Road Diet Follow-up Study	Arlington County	On hold	Study
Public Open Spaces Master Plan	Arlington County		Plan
Arlington General Land Use Plan Amendment Study	Arlington County		Study
Four Mile Run Valley Area Study	Arlington County		Study
Lee Highway Corridor Study	Arlington County		Study
Route 28/Dulles Toll Road/Dulles Greenway Traffic Operations & Safety Study	VDOT	Ongoing	Study
I-95 Corridor Improvement Study	VDOT	Ongoing	Study
STARS Route 50 Corridor Improvement Study - From Route 120 (Glebe Road) to Route 6622 (Filmore Street)	VDOT	Ongoing	Report
STARS Route 50 Fairfax County – From Route 2338 (Jaguar Trail) to Route 613 (Wilson Blvd)	VDOT	Ongoing	Report
Shreve Road Safety and Operational Study	VDOT	2021	Report

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

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
Route 1/Russell Road Interchange Study	VDOT	2021	Report
Fairfax County Parkway/Franconia – Springfield Parkway – Alternatives Analysis & Long-Term Planning Study	Fairfax County/VDOT	2020	Study
I-495/American Legion Bride Transit/TDM Study	DRPT	2020	Study
Springfield to Quantico Enhanced Public Transportation Feasibility Study	DRPT	2021	Study
STARS Route 123/I-95 Safety and Operational Study	VDOT	Ongoing	Report
STARS Route 123/Old Bridge Road Safety and Operational Study	VDOT	Ongoing	Report
STARS Route 123/U.S. 1 Safety and Operational Study	VDOT	Ongoing	Report
STARS Route 234 from Battleview Pkwy to Godwin Road Safety and Operational Study	VDOT	Ongoing	Report
STARS Route 236 from I-495 to I-395 Safety and Operational Study	VDOT	Ongoing	Report
STARS Route 50 from Route 28 to Stringfellow Road Safety and Operational Study (Phase 2 – Chantilly)	VDOT	Ongoing	Report
STARS Route 7 from Plaza Street to Fort Evans Road Operational Study	VDOT	Ongoing	Report

FY 2022 Accomplishments

In FY 2022, the TPB completed the following activities:

1. *FY 2022 UPWP: TPB approval March 17, 2021; USDOT approval May 13, 2021*
2. *Conducted major activities to develop the update to Visualize 2045 throughout the fiscal year*
3. *Finalized inputs to the Visualize 2045 Constrained Element, Air Quality Conformity analysis, and TIP, with board approval (July 2021)*
4. *Conducted technical analysis to support Air Quality Conformity determination and to produce the performance analysis for the Visualize 2045 plan update (throughout the FY, more detail below)*
5. *Produced performance measures for inclusion in plan (Dec 2021- March 2022)*
6. *Finalized Voices of the Region public outreach event, 'Aspiration to Implementation', published summary reports for this event and for the Voices of the Region Focus Groups, drafted Story Map to share results of all outreach. Incorporated findings in update to Visualize 2045*
7. *Draft majority of plan content and work with consultant team to graphically design plan*
8. *Drafted plan appendices*
9. *Maintained and updated Visualize2045.org website*
10. *Coordinated with the TPB, TPB Technical Committee and numerous TPB and COG subcommittees, as well as other stakeholders, on plan development and outreach*
11. *Updated data for infographics and animated videos*
12. *Incorporated technical members responses to regional and federal policy questions into the plan document.*
13. *Updated the Visualize 2045 Environmental Consultation and Mitigation map with new data*
14. *Integrated equity considerations for regional transportation planning into the content of plan*
15. *Published TPB Resiliency Study and Inventory of TPB member resiliency planning activities*
16. *Publish draft Air Quality Conformity Determination, plan and TIP documents, conduct 30-day comment period on draft documents and summarize comments for TPB (Spring 2022), move plan toward June 2022 approval.*

17. *State of Public Transportation Report*
18. *Regional Bicycle and Pedestrian Plan update*
19. *Performance Based Planning and Programming*
 - a. *Highway Safety Targets set January 2022*
 - b. *Transit Safety Targets set November 2021*
20. *In Depth Analysis of Topics Requested from the Regional Travel Survey, periodic presentations throughout FY 2022*
21. *Travel Monitoring Snapshot monthly report, ongoing throughout FY 2022*
22. *Interactive web mapping tool of high-capacity transit and Equity Emphasis Areas in the region, October 2021 with ongoing enhancements.*
23. *Travel Trends Dashboard, ongoing development throughout FY 2022*
24. *Regional Ground Access Forecasts, December 2021*
25. *COVID-19 regional transportation impacts analysis, ongoing throughout FY 2022*
26. *Workplan for Round 10 Cooperative Forecasts, December 2021*
27. *Census 2020 report, October 2021*

- 28. Multifamily housing Report, December 2021
- 29. Travel Model Employment Adjustment Factors, June 2022
- 30. Regional Connected/Autonomous Vehicles Principles, adopted January 2022
- 31. 2022 Update of the Regional Bicycle and Pedestrian Plan, approved Spring 2022
- 32. Network development
 - a. Developed travel demand forecasting model inputs (transportation networks, land use and other input files) for the following:
 - i. Air quality conformity analysis of the 2022 update of the LRTP and TIP: Years 2021, 2023, 2025, 2030, 2040, and 2045.
 - ii. Air quality State Implementation Plans (SIP) for 2015 Ozone NAAQS: Years 2017 and 2020.
 - iii. Gen3 Travel Model: Years 2018 and 2045.
 - b. Yin, Jim. "Recent Bugfixes and Enhancements to COGTools." Memorandum, December 15, 2021.
- 33. Model development
 - a. Continued support of COG's two production-use regional travel demand forecasting models (Gen2/Ver. 2.3.78 and Gen2/Ver. 2.4), including
 - i. Seifu, Meseret, and Sanghyeon Ko. "Year-2018 Validation of TPB Version 2.4 Travel Model." Memorandum, August 17, 2021.
 - ii. Xie, Feng. "Select-Link Analysis for TPB's Version 2.4 Travel Demand Model." Memorandum, December 7, 2021.
 - iii. Ko, Sanghyeon, and Feng Xie. "Analysis of Fare-Free Scenarios for the Metropolitan Washington Region." Memorandum, January 18, 2022.
 - b. Continued three-year consultant assistance project to develop the TPB's next-generation travel demand model, an activity-based model (ABM), known as the Gen3 Travel Model. The Gen3, Phase 1 (prototype) Model was delivered to COG staff by the consultant in Jan. 2022, for a year of testing. The Gen3, Phase 2 (production-use) Model is due to COG staff in spring/summer 2023. Staff continued to manage consultant (RSG) developing the Gen3 Model. Staff reviewed and provided feedback on consultant deliverables. Below are some documents:
 - i. RSG. MWCOCG Population Synthesizer. Final Report. Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, August 4, 2021.
 - ii. Ngo, Ray. "Reweighting of the Merged 2017/2018 Regional Travel Survey and 2018/2019 Maryland Travel Survey Using PopulationSim." Memorandum, August 17, 2021.
 - iii. RSG. Gen3 Data Development. Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, December 29, 2021.
 - iv. RSG. Tour Mode and Destination Choice Model Estimation. Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, January 19, 2022.
- 34. Mobile emissions planning activities
 - a. An Air Quality Conformity (AQC) analysis of the LRTP and TIP is conducted at least every four years when there is a quadrennial update of the LRTP. In FY 2022, staff conducted the 2022 update of Visualize 2045. Staff also analyzed motor vehicle registration data, also known as vehicle identification number (VIN) data, which was used as part of the input data for the mobile emissions modeling done using the

- EPA's MOVES model. Travel model runs and mobile emission model runs were conducted for 2021, 2023, 2025, 2030, 2040, and 2045.
- b. *TPB Climate Change Mitigation Study of 2021 (CCMS). This study spanned two fiscal years (FY 21 and FY 22). Major FY 22 deliverables:*
 - i. *ICF. TPB Climate Change Mitigation Study of 2021: A Review of Climate Action Plans and Literature on Transportation Greenhouse Gas Emissions Reduction Strategies and Their Effectiveness. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, July 8, 2021.*
 - ii. *ICF. TPB Climate Change Mitigation Study of 2021: Task 4 Technical Memo: Scenarios and Associated Greenhouse Gas Reduction Actions. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, August 25, 2021.*
 - iii. *ICF. TPB Climate Change Mitigation Study of 2021: Task 5 Technical Documentation: Selection of Modeling Tools and Analysis Approach. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 5, 2021.*
 - iv. *ICF, Fehr & Peers, and Gallop Corporation. TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings. Final Report. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022.*
 - v. *TPB Climate Change Mitigation Study of 2021: Technical Appendix. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022.*
 - c. *Developed Ozone On-Road Mobile Emissions Inventories. Prepared for the 2015 Ozone National Ambient Air Quality Standards (NAAQS) 2017 Base Year for the Washington, DC-MD-VA Non-Attainment Area.*
 - d. *Greenhouse Gas Emissions Inventories for the 2020 GHG Inventory (forthcoming, June 2022).*
 - e. *Estimated the emissions savings from Car Free Day 2021.*
 - f. *Developed joint letters:*
 - i. *MWAQC, CEEPC, and TPB. Letter to EPA. "Support for the Proposed Rule to Revise Existing National Greenhouse Gas Emissions Standards for Passenger Cars and Light Trucks through Model Year 2026; Docket ID No. EPA-HQ-OAR-2021-0208." September 22, 2021.*
 - ii. *MWAQC, CEEPC, and TPB. Letter to NHTSA. "Support for the Proposed Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks; Docket ID No. NHTSA-2021-0053." October 18, 2021*
 - g. *Kept abreast of developments of the Transportation and Climate Initiative (TCI) of the Northeast and Mid-Atlantic States.*
35. *Technical assistance to state DOTs and regional transit agencies as part of the UPWP Technical Assistance program.*

FY 2023 Regional Planning Priorities

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

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

In 2010, the TPB joined MWCOC's action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change. Over the last decade the TPB completed three studies to evaluate strategies to address these targets, including the What Would It Take? analysis,⁴ the Multisector Working Group study,⁵ and the TPB Climate Change Mitigation Study (CCMS) of 2021.⁶ These three studies identified various types of projects, programs, and policies that have the greatest potential to reduce GHG emissions from the on-road, transportation sector. In October 2020, the TPB endorsed new, interim, non-sector specific GHG reduction goals and new climate resiliency goals. These include a 2030 interim, regional, non-sector specific GHG reduction goal of 50% below 2005 levels by 2030; the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and the need to incorporate equity principles and expand education on climate change into CEEPC, COG and TPB members' actions to reach the climate mitigation and resiliency goals. This will require many changes, such as an increase in the share of the vehicle fleet that is zero emissions and a decrease in per-capita vehicle miles traveled (VMT) to effect an associated decrease in on-road vehicle emissions in Visualize 2045. In November 2021, the TPB published results of its TPB Resiliency Study, including a white paper on regional transportation planning for resiliency and an inventory of current TPB member resiliency planning activities. The TPB will use this information as it implements future planning activities for transportation resiliency. A new Task 3.10, Resiliency Planning, has been added to the UPWP, to focus and augment the TPB's climate and natural hazards resiliency planning activities. Also, on the topic of climate change planning, following up on the TPB Climate Change Mitigation

⁴ Monica Bansal and Erin Morrow, "What Would It Take? Transportation and Climate Change in the National Capital Region," Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, May 18, 2010), <http://www.mwcog.org/uploads/pub-documents/qF5eXVw20110617114503.pdf>.

⁵ ICF International, "Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region," Final Technical Report (Metropolitan Washington Council of Governments, January 31, 2016), <https://www.mwcog.org/file.aspx?D=Uj%2f0vKporwCjlofmfR2gk7ay5EmB0b9a4Uhr7cKKQig%3d&A=ITSlgZNd01uWwMHJVzfvU1WlPhZ9lDhMGqWIEQsf9CM%3d>.

⁶ ICF, Fehr & Peers, and Gallop Corporation, "TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings," Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022), <https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/>.

Study, the TPB now intends to move forward with implementation plans for attaining the region's 2030 GHG reduction goals.

EQUITY AND JUSTICE⁴⁰ IN TRANSPORTATION PLANNING

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

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

- TPB staff have participated in equity discussions and training.
- Asking questions in surveys that inform regional planning on issues of equity
- Developing performance measures and other analysis that inform planning for a more equitable region
- Incorporating equity considerations into TPB studies on climate mitigation and resilience, transit, and safety
- The TPB's Bicycle and Pedestrian plan identifies improvements and policies to encourage more walking and biking.
- The Access for All Advisory Committee provides input to the TPB on projects, programs, and services that are important to low-income individuals, minority communities, and persons with disabilities. The TPB has identified connectivity gaps in accessing essential services for older adults, people with disabilities, and those with low incomes in its Coordinated Human Service Transportation Plan, adopted by the TPB in December 2018. These unmet transportation needs are used to develop priorities for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities grant program. COG serves as the designated recipient for this program in the Washington DC-VA-MD Urbanized Area and the TPB solicits and selects the projects, which provide key access to essential services such as health care, education, employment, and recreation
- For the update to Visualize 2045, the TPB's long-range transportation plan:
 - TPB staff are incorporating equity considerations throughout the plan, including amplifying equity discussions and perspectives throughout the chapters of Visualize 2045 as well as the voice of under-represented/historically disadvantaged groups in the Voices of the Region public outreach
 - TPB staff conducted focus groups to discuss equity issues in transportation.

- In FY 2016, an expanded analysis of the long-range transportation plan identified potentially vulnerable populations. Areas containing such populations are called Equity Emphasis Areas. Like past plans, the federally required environmental justice (EJ) analysis will be conducted after approval of the plan. Staff intend to update the Equity Emphasis Areas (EEAs) using 2020 census data in 2022, when all new census data required for the analysis is available, prior to conducting the EJ analysis for the updated plan.
- Information was provided regarding as to which projects in the constrained element are in an EEA or connect an EEA to an Activity Center, as well as narrative descriptions provided by the project sponsors about equity considerations in planning for each project in the constrained element. Funding totals for this subset of plan projects will be documented in the plan.

COMPLETE STREETS AND SAFETY

TPB Resolution R3-2021, adopted in July of 2020, reaffirmed and codified the board’s resolve to dramatically reduce the number of people killed and injured on the Region’s roadways. Based on the findings of a regional roadway safety study commissioned by the TPB in 2019, the resolution urges TPB member jurisdictions and agencies to reaffirm road user safety as a top priority and to prioritize the implementation of projects, programs, and policies to reduce the number of fatal and serious injury crashes on the Region’s roadways. The resolution also established and funded an ongoing Regional Safety Program at a level of \$250,000 per fiscal year to provide short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues; this program will enter its third year in FY 2023.

PUBLIC INVOLVEMENT

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

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

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

opportunities for residents and other interested agencies to be involved in the metropolitan transportation planning process.

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

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

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

FEDERAL LAND MANAGEMENT AGENCY (FLMA) COORDINATION

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

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

PLANNING AND ENVIRONMENT LINKAGES (PEL)

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

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

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

A new interactive map provides a regional-level resource to inform the relationship between the transportation and environmental concerns. As of February 2022, this map is being revised to reflect the Visualize 2045 update. It will be available online at: <https://visualize2045.org/future-factor/climate-resiliency-and-environmental-health/>.

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

DATA IN TRANSPORTATION PLANNING

Data management activities are carried out under Task 7.2 (Data Management and Visualizations). This activity entails developing and supporting transportation data management procedures and systems and publishing findings from research through digital reporting and data visualization products. This includes hosting and managing data collected and compiled under this task as well as across numerous programs. It also entails developing visualizations of these data, such as dashboards and interactive maps, as part of research and analysis activities. TPB completed an evaluation of Big Data and its potential to support planning and analysis across multiple programs. As an outcome of this study, TPB intends to acquire Big Data products as an ongoing investment in emerging and important Big Data sources that have great potential to support cross-program regional transportation planning, understanding, and decision-making. The Data Management and Visualization task also supports the continued development and maintenance of the Regional Transportation Clearinghouse (RTDC), which serves as a one-stop portal for staff and regional partners to access important regional datasets. Over the years, staff has collected transportation data from various sources, primarily member jurisdictions, state agencies, and transit authorities. The data have been organized and presented in the RTDC in an open format to improve access and data sharing between TPB members and other users in the region. Examples of data include traffic counts, transit, land use forecasts, bicycle and pedestrian, demographic and socioeconomic, bridge, pavement, and related system performance data, aviation, and roads, highways, and networks.

PERFORMANCE-BASED PLANNING AND PROGRAMMING

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

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

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

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

REGIONAL POLICY FRAMEWORK AND PRIORITIES

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

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

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

PROMOTE VISUALIZE 2045 ASPIRATIONAL INITIATIVES

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

- Improve walk and bike access to transit – Staff developed and refined a network analysis to identify walksheds around high-capacity transit stations. Staff have shared with various committees the online 'walksheds analysis' tool that can be used by anyone in the region. Staff is conducting outreach to technical staff at the local jurisdictions.
- Complete the National Capital Regional Trail Network – Staff implemented a work program for expanding the regional trail network to cover the entire TPB region, as a network.
- Provide more telecommuting and other options for commuting – Commuter Connections Program launched the IncenTrip app on August 28, 2020. Staff also conducted other TDM related activities.

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

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

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

REGIONAL COORDINATION BEYOND TRADITIONAL BOUNDARIES

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

The TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. The Commonwealth of Virginia General Assembly established the Virginia Association of Metropolitan Planning Organizations (VAMPO) effective July 1, 2009, through House Joint Resolution No. 756 to provide education, information and opportunities for cooperation among Virginia's Metropolitan Planning Organizations and among state, federal and community officials. The TPB is an active participant and a voting member of VAMPO. VAMPO's mission is "Moving Virginia forward by enhancing, promoting, and supporting the regional transportation planning process of the Commonwealth's MPOs." A TPB staff member currently serves as the Vice Chairman of VAMPO.

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

Figure 5: Selected FY 2023 UPWP Work Activities and Planning Policy Focus Areas⁷

No.	UPWP Work Activities	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Comprehensive Multimodal System	Emerging Mobility and Technology	Resiliency / Sustainability	Equity	Land Use	Mobility/ Reliability	Operational Efficiency	Safety
1	Transportation Land Use Connections Program (Task 9.4)	✓	✓	✓			✓	✓	✓		
2	Transportation Alternatives Set Aside Program (Task 9.3)	✓	✓	✓			✓	✓	✓		
3	Enhanced Mobility Grant Program (Task 9.1)	✓		✓			✓		✓		
4	Regional Roadway Safety Program (Task 9.2)				✓		✓		✓	✓	✓
5	Transit Within Reach Program (Task 11)	✓	✓	✓			✓	✓	✓		
6	Regional Air Quality Conformity Analysis (Task 6.1)		✓			✓	✓				
7	Visualize 2045 Plan Performance Measure Dashboard (Task 1.3)	✓	✓	✓		✓	✓	✓	✓		
8	Visualize 2045: Update EEs with new data and conduct the federally required Environmental Justice (EJ) analysis on the approved 2022 plan. (Task 1.2)	✓	✓	✓	✓		✓		✓		✓
9	Initiate update to Visualize 2045 (Task 1.3)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
10	Complete equity product to support regional planning (Task 1.2 & 1.)						✓				
11	Resiliency - Coordination, Phase II study and interactive map (Task 3.10)		✓			✓	✓				✓
12	State of Public Transportation Report (Task 3.7)	✓		✓	✓	✓	✓		✓	✓	✓

⁷ Excludes regular committee meetings that provide input and oversight of all the activities of the TPB.

No.	UPWP Work Activities	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Comprehensive Multimodal System	Emerging Mobility and Technology	Resiliency / Sustainability	Equity	Land Use	Mobility/ Reliability	Operational Efficiency	Safety
13	National Capital Trail Network Update (Task 3.6)	✓				✓	✓	✓	✓		✓
14	Implementation of Climate Change Mitigation Strategies (Task 6.2)		✓	✓		✓	✓	✓	✓	✓	
15	Travel Demand Forecasting: Production-Use & Developmental Models (Task 5.2)	✓	✓	✓		✓	✓	✓	✓		
16	Mobile Emissions Inventory and Planning (Task 6.2)		✓			✓	✓			✓	
17	Performance-Based Planning and Programming Analysis and Target Setting (Task 3.1) and Congestion Management Process (Task 3.2)		✓	✓	✓	✓			✓	✓	✓
18	Connected and Automated Vehicles Forums and Planning Following Principles Development (Task 3.3)		✓	✓	✓	✓	✓		✓	✓	✓
19	Regional Intelligent Transportation Systems (ITS) Architecture (Task 3.3)			✓	✓				✓	✓	✓
20	Bicycle and Pedestrian Planning Professional Development/Best Practices Forums (Task 3.6)	✓		✓	✓	✓	✓				✓
21	Freight Plan Update (Task 3.8)	✓		✓	✓	✓	✓	✓	✓	✓	✓
22	Transit Private Providers Forum (Task 3.7)			✓					✓		
23	Travel Surveys and Travel Trends Analysis, Studies and Research, Data Management, and Visualizations (Tasks 7.1 and 7.2)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
24	Coordination of land use and regional transportation planning, including Cooperative Forecasts (Task 8.1)	✓	✓	✓	✓	✓	✓	✓	✓		
25	Technical Assistance Program (Task 11)	✓		✓	✓		✓	✓	✓		✓

Federal Metropolitan Planning Provisions

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

II. PROPOSED FY 2023 TPB WORK PROGRAM AND BUDGET

Program Structure

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

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

1. LONG-RANGE TRANSPORTATION PLANNING

The first major activity, **Long-Range Transportation Planning**, includes activities related to the update of Visualize 2045, activities to maintain federal compliance, and activities to implement policy board directed activities. Visualize 2045 identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. Visualize 2045 was approved in October 2018 and amended in March 2020, and strategic implementation including a focus on the aspirational element will continue. Additional analysis to support and enhance plan components and other federal requirements will be undertaken as necessary. The 2022 quadrennial update of the plan will be completed in FY 2022.

2. TRANSPORTATION IMPROVEMENT PROGRAM

The second major activity, the **Transportation Improvement Program (TIP)**, provides support to update, amend, modify, and enhance the TPB’s TIP. In FY 2019, TPB procured a consultant to develop a new iTIP Database, called Project InfoTrak, which provides a complete upgrade and overhaul to the project database information system. In FY 2023, work continues to refine and transition to a new long-range transportation plan, TIP project, and conformity record database, including a GIS database.

3. PLANNING ELEMENTS

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

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

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

4. PUBLIC PARTICIPATION

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

5. TRAVEL FORECASTING

The fifth major activity, **Travel Forecasting**, consists of developing, maintaining, supporting, and improving the TPB's travel demand forecasting methods. Methods can range from tactical models, such as the TPB's regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models. This work activity includes preparing the inputs, such as transportation networks, for the regional travel demand model and also includes developmental work, both to improve the production-use travel model and also to develop the next version of the regional travel model, such as the TPB's next-generation travel model, an activity-based travel model (ABM), known as the Generation 3, or Gen3, Model, which is being developed with consultant assistance during a three-and-a-half-year period, from FY 20 through FY 23.

6. MOBILE EMISSIONS PLANNING

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

air quality conformity analysis of the LRTP and TIP as well as related technical work supporting state environmental planning activities.

7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

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

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

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

9. MOBILITY AND ENHANCEMENT PROGRAMS

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

10. TPB MANAGEMENT AND SUPPORT

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

11. TECHNICAL ASSISTANCE PROGRAM

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

CONTINUOUS AIRPORT SYSTEM PLANNING (CASP)

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

Work Activity Budgets

The funding level for the TPB's FY 2023 Basic Work Program is assumed to be similar to the FY 2022 level. The proposed budget levels for the 11 activities by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 1 on the next page. The proposed expenditures for each of these 11 tasks are identified in Table 2. A detailed breakdown of staffing, consultant costs, and other budgetary requirements is provided in Table 3. The TPB committee structure is shown in Figure 6. The TPB committee or sub-committee responsible for the activities listed in Figure 7 are shown under the descriptions for each task in Section III. Figure 8 illustrates the relationship between and among the TPB work activities.

Table 1: Revenue - FY 2023 TPB Proposed Funding by Federal, State, and Local Sources
(July 1, 2022 to June 30, 2023)

	FTA SECT 5303	FHWA PL FUNDS	OTHER CASP & SPR	
	80% FED & 20% STATE/ LOCAL	80% FED & 20% STATE/ LOCAL	90% FAA & LOCAL 10% SPR 80% FHWA & LOCAL 20%	TOTALS
DDOT ALLOCATIONS				
NEW FY 2023	\$615,909	\$2,378,018		\$2,993,927
PRIOR UNEXPENDED	\$144,862	\$636,919		\$781,781
CARRYOVER FY 2022	\$41,683	\$290,247		\$331,930
SUBTOTAL - DC	\$802,454	\$3,305,184		\$4,107,638
MDOT ALLOCATIONS				
NEW FY 2023	\$1,400,744	\$3,992,606		\$5,393,350
PRIOR UNEXPENDED	\$409,627	\$1,115,690		\$1,525,317
CARRYOVER FY 2022	\$94,800	\$487,315		\$582,115
SUBTOTAL - MD	\$1,905,171	\$5,595,611		\$7,500,782
VDRPT & VDOT ALLOCATIONS				
NEW FY 2023	\$1,160,155	\$3,530,706		\$4,690,861
PRIOR UNEXPENDED	\$342,417	\$948,549		\$1,290,966
CARRYOVER FY 2022	\$78,517	\$430,938		\$509,455
SUBTOTAL - VA	\$1,581,089	\$4,910,193		\$6,491,282
TOTAL FHWA/FTA FUNDING ALLOCATIONS				
NEW FY 2023	\$3,176,808	\$9,901,330		\$13,078,138
PRIOR UNEXPENDED	\$896,906	\$2,701,158		\$3,598,064
CARRYOVER FY 2022	\$215,000	\$1,208,500		\$1,423,500
SUB-TOTAL - FHWA-FTA	\$4,288,714	\$13,810,988		\$18,099,702
TOTAL BASIC UPWP	\$4,288,714	\$13,810,988		\$18,099,702
FAA - CASP PROGRAM			\$629,030	\$629,030
State Planning & Research (SPR)			\$245,721	\$245,721
GRAND TOTAL UPWP	\$4,288,714	\$13,810,988	\$874,751	\$18,974,453

1. "New FY2023" funding amounts from DDOT and VDOT are at FY 2022 levels and will be updated.

2. "Prior Unexpended" funding amounts are yet to be confirmed by funding agencies and may change.

3. "Carryover FY2022 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2022 UPWP, that are not anticipated to be spent in FY 2022. As such these funds will be carried over from FY 2022 to be used to perform Core program and Tech. Assistance activities in FY 2023.

Table 2: FY 2023 UPWP Expenditures

WORK ACTIVITY	FY 2023 TOTAL COST ESTIMATE
CORE PROGRAMS	
1. Long-Range Transportation Planning	\$1,122,781
2. Transportation Improvement Program	\$428,465
3. Planning Elements	\$2,900,629
4. Public Participation	\$913,277
5. Travel Forecasting	\$3,364,640
6. Mobile Emissions Planning	\$2,264,346
7. Transportation Research and Data Programs	\$2,358,184
8. Regional Land Use and Transportation Planning Coordination	\$1,165,429
9. Mobility Enhancement Programs (EM, TLC, TAP, RSP) ¹	\$1,082,499
10. TPB Management and Support	\$913,102
Sub-total: Core Program	\$16,513,352
11. TECHNICAL ASSISTANCE	
A. District of Columbia	\$274,756
B. Maryland	\$483,305
C. Virginia	\$422,679
D. Public Transportation ²	\$405,608
Sub-total: Technical Assistance Program	\$1,586,350
Total - Basic UPWP	\$18,099,702
AIR SYSTEMS PLANNING	
1. Continuous Airport System Planning (CASP) ³	\$629,030
2. State Planning & Research (SPR) ⁴	\$245,721
Sub-total: CASP and SPR	\$874,751
GRAND TOTAL UPWP	\$18,974,453
<ol style="list-style-type: none"> 1. Includes \$75,000 in carry over state Technical Assistance funding from FY 2022 for RSP projects started in FY 2022 and to be completed in FY 2023. 2. Includes \$215,000 of FY 22 funding carried over for the biennial TWR program (\$125,000) and to complete the HCT mapping project (\$90,000) in FY 2023 3. CASP work activities are based on anticipated FAA grants to conduct airport ground access planning as part of CASP program. 4. SPR program activities are funded through a separate grant from the District of Columbia's Department of Transportation to assist in DDOT's HPMS program. 	

Table 3: TPB FY 2023 Work Program by Funding Sources

UPWP - Work Activity	COG Labor Cost		Total COG Staff	COG Labor Fringe Cost	Supplemental Labor		Total Labor & Fringe Cost	Total Indirect Cost	Direct Costs (Implementation)			Total Prgrm. (Implmntn.) Direct Cost	Grand Total Cost
	DTP Staff	Other Staff			Interns	Temps			Sftwre, Data, PC	Studies Programs	Other Costs		
	CORE PROGRAMS												
1. Long-Range Transportation Planning	\$459,999	\$0	\$459,999	\$105,478	\$0	\$0	\$565,476	\$295,405	\$5,000	\$250,000	\$6,900	\$261,900	\$1,122,781
2. Transportation Improvement Program	\$121,542	\$0	\$121,542	\$27,870	\$0	\$0	\$149,412	\$78,053	\$200,000	\$0	\$1,000	\$201,000	\$428,465
3. Planning Elements	\$1,039,733	\$59,275	\$1,099,008	\$252,003	\$0	\$0	\$1,351,011	\$705,768	\$12,500	\$775,000	\$56,350	\$843,850	\$2,900,629
4. Public Participation	\$385,403	\$0	\$385,403	\$88,373	\$0	\$0	\$473,776	\$247,501	\$2,000	\$90,000	\$100,000	\$192,000	\$913,277
5. Travel Forecasting	\$1,074,088	\$0	\$1,074,088	\$246,288	\$0	\$0	\$1,320,376	\$689,764	\$435,000	\$821,000	\$98,500	\$1,354,500	\$3,364,640
6. Mobile Emissions Planning	\$939,502	\$98,093	\$1,037,595	\$237,921	\$0	\$0	\$1,275,516	\$666,330	\$64,000	\$165,000	\$93,500	\$322,500	\$2,264,346
7. Transportation Research and Data Progr	\$798,869	\$0	\$798,869	\$183,181	\$0	\$0	\$982,049	\$513,023	\$388,112	\$425,000	\$50,000	\$863,112	\$2,358,184
8. Regional Land Use and Transportation Planning Coordination	\$239,106	\$260,459	\$499,565	\$114,550	\$0	\$0	\$614,115	\$320,814	\$75,000	\$100,000	\$55,500	\$230,500	\$1,165,429
9. Mobility Enhancement Programs	\$211,452	\$46,364	\$257,816	\$59,117	\$0	\$0	\$316,933	\$165,566	\$1,000	\$597,500	\$1,500	\$600,000	\$1,082,499
10. TPB Support and Management	\$305,213	\$0	\$305,213	\$69,985	\$0	\$0	\$375,198	\$196,003	\$1,500	\$124,101	\$216,300	\$341,901	\$913,101
UPWP Core Program Total	\$5,574,907	\$464,191	\$6,039,098	\$1,384,765	\$0	\$0	\$7,423,863	\$3,878,226	\$1,184,112	\$3,347,601	\$679,550	\$5,211,263	\$16,513,353
TECHNICAL ASSISTANCE PROGRAM													
A. District of Columbia	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$30,000	\$232,936	\$262,936	\$274,756
B. Maryland	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$195,000	\$276,485	\$471,485	\$483,305
C. Virginia	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$175,000	\$235,860	\$410,860	\$422,679
D. Public Transportation	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$340,000	\$53,789	\$393,789	\$405,608
Technical Assistance Program Total	\$25,263	\$0	\$25,263	\$5,793	\$0	\$0	\$31,056	\$16,224	\$0	\$740,000	\$799,070	\$1,539,070	\$1,586,350
Total Basic Program	\$5,600,170	\$464,191	\$6,064,361	\$1,390,558	\$0	\$0	\$7,454,919	\$3,894,450	\$1,184,112	\$4,087,601	\$1,478,620	\$6,750,333	\$18,099,702
OTHER PROGRAMS													
Continuous Air Systems Planning	\$140,030	\$0	\$140,030	\$32,109	\$0	\$0	\$172,139	\$89,925	\$0	\$235,000	\$131,966	\$366,966	\$629,030
State Planning & Research Program (DC)	\$80,141	\$0	\$80,141	\$18,376	\$0	\$0	\$98,517	\$51,466	\$0	\$95,738	\$0	\$95,738	\$245,721
GRAND TOTAL	\$5,740,200	\$464,191	\$6,204,391	\$1,422,667	\$0	\$0	\$7,627,058	\$3,984,375	\$1,184,112	\$4,322,601	\$1,610,586	\$7,117,299	\$18,974,453

Figure 6: Major Components of UPWP Work Activities

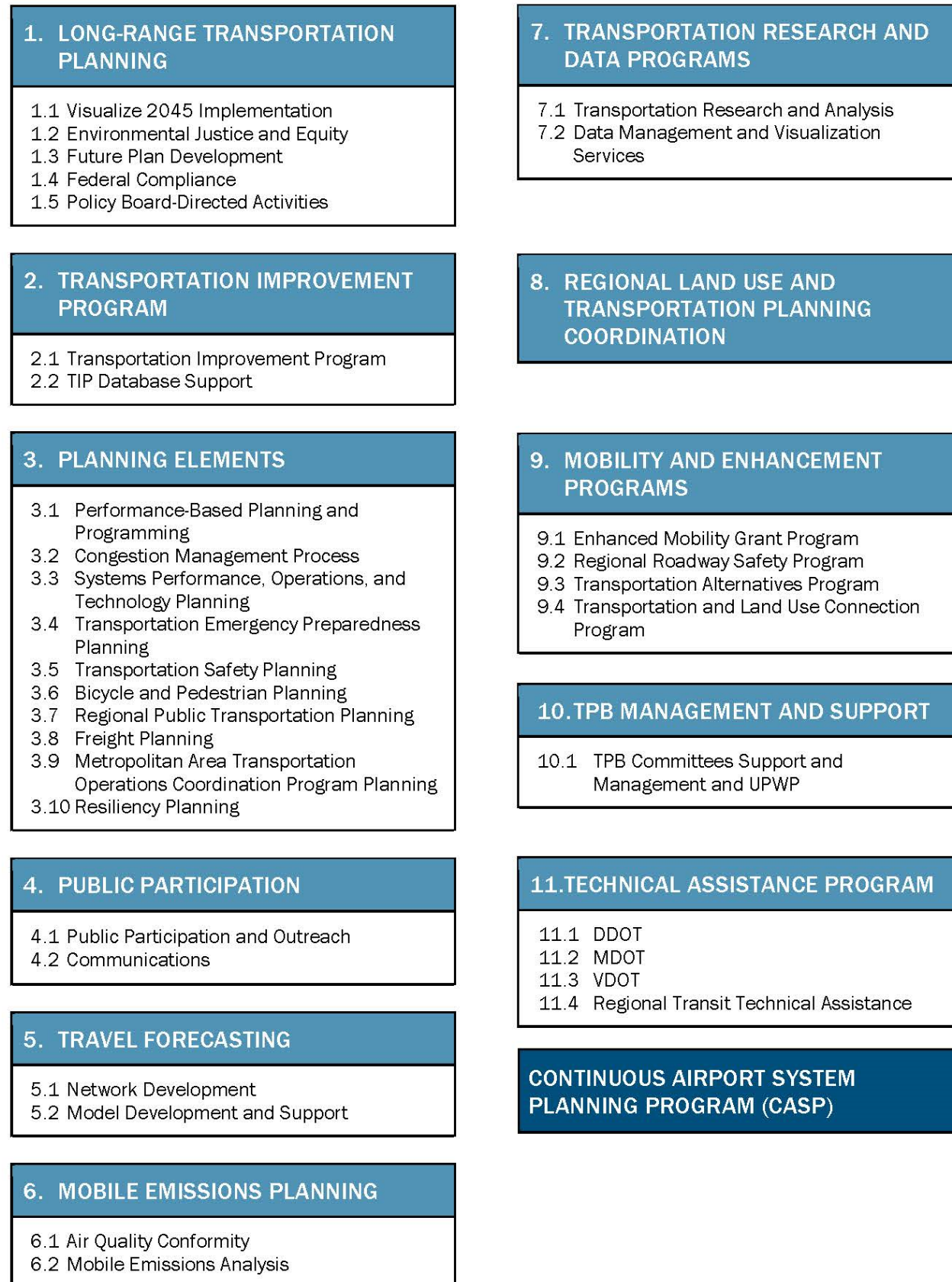


Figure 7: TPB Committee Structure

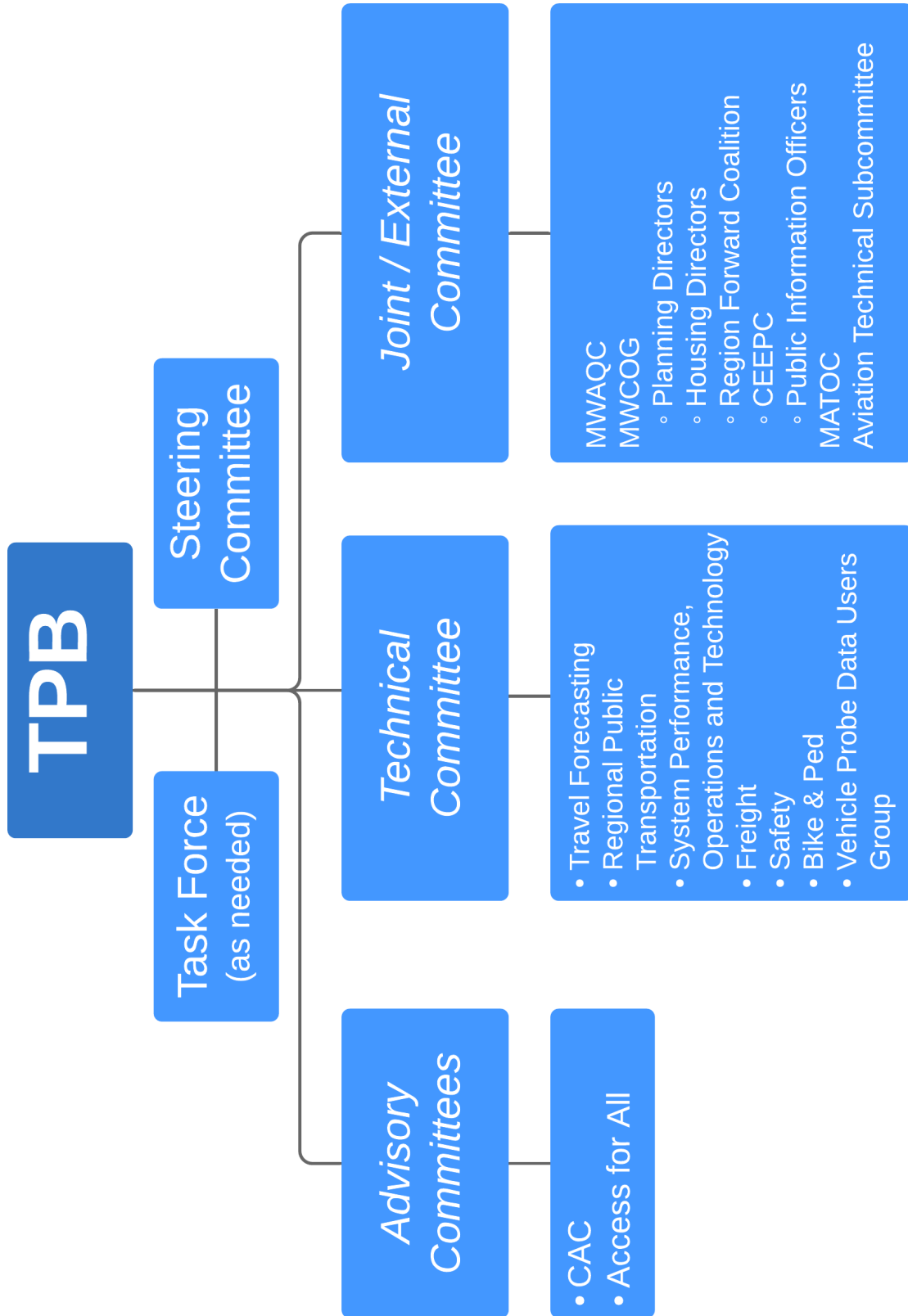
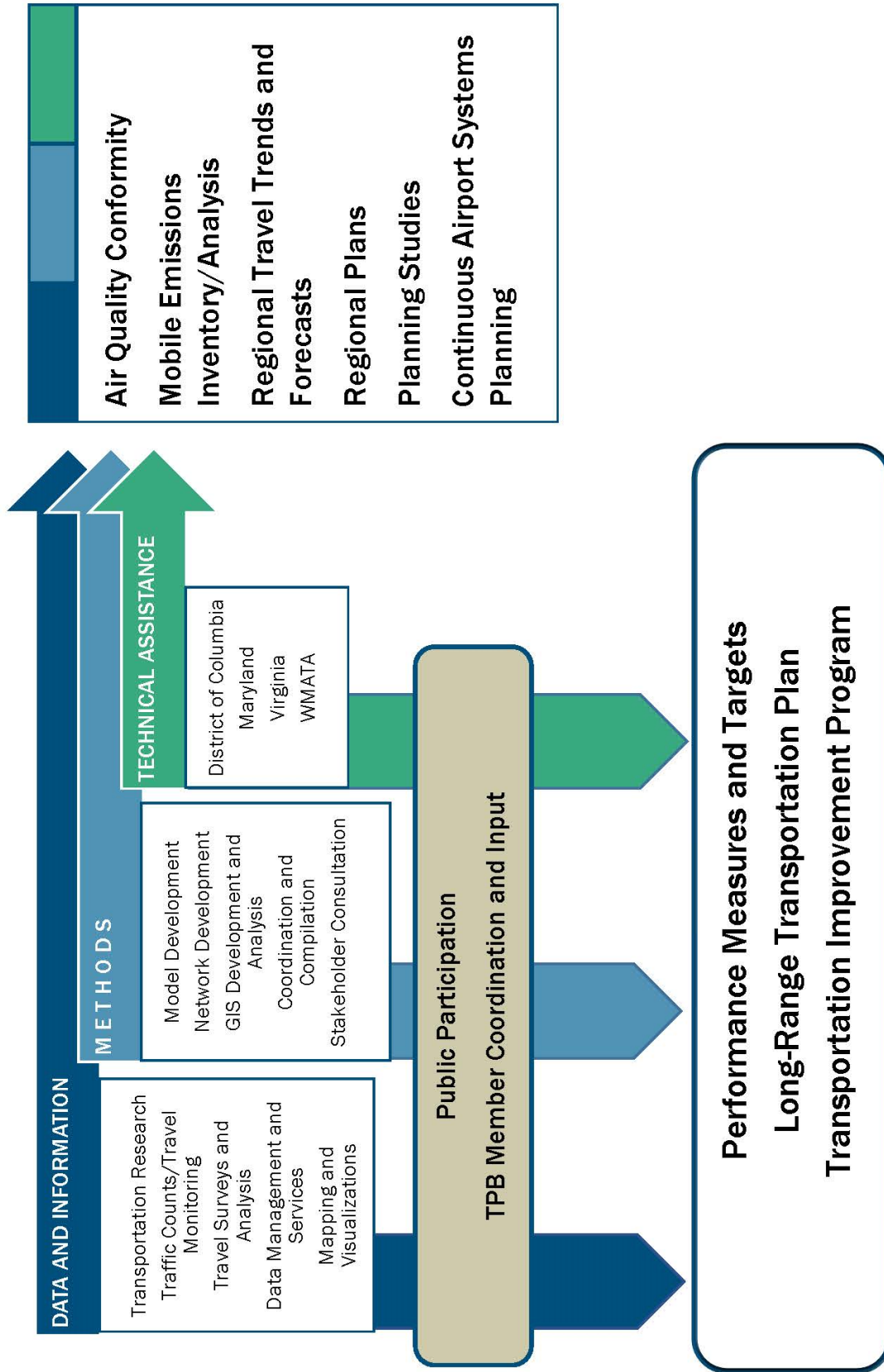


Figure 8: Overview of Planning Products and Supporting Processes



III. MAJOR WORK ACTIVITIES

1. Long-Range Transportation Planning

OVERSIGHT

TPB Technical Committee

MAJOR PRODUCTS

- Initiate the next long-range plan update
- Conduct supporting analysis for the plan
- Plan implementation
- Update Equity Emphasis Areas and Conduct Environmental Justice analysis

TOTAL COST ESTIMATE

\$

1.1 VISUALIZE 2045 IMPLEMENTATION

Visualize 2045 (2018) is the federally required long-range transportation plan for the National Capital Region. It identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. The plan was approved in October 2018 and this activity describes work to support implementation and the Visualize 2045 activities related to the 2022 update. An interim plan update is anticipated to begin in FY 2023.

- Conduct general coordination and outreach to members to help members understand and implement the approved plan and the priority strategies supported by the TPB.
- Provide opportunities for consideration, coordination, and collaborative enhancement of Visualize 2045.
- Conduct analysis as necessary to support the Aspirational Initiatives and other TPB priorities.

1.2 ENVIRONMENTAL JUSTICE AND EQUITY

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

- Coordinate with TPB public participation staff to improve data collection regarding disadvantaged populations.
- Provide analysis and support for other equity-related activities.
- Communicate equity findings from analysis and outreach activities.
- Update the Equity Emphasis Areas (EEAs) with new data and conduct the federally required Environmental Justice (EJ) analysis on the approved 2022 plan.

1.3 FUTURE PLAN DEVELOPMENT

To support development of the next plan, following approval of the 2022 plan, TPB staff will also undertake other activities to advance the development of the next long-range transportation plan.

- Communicate to the Board and other stakeholders the key planning activities for the next plan update – the interim update of Visualize 2045 in 2024. This update will take place over two fiscal years.
- Produce a Visualize 2045 dashboard (See Task 7 Visualization Services for more detail).
- Conduct coordination across all tasks to support plan development.
- Conduct planning and coordination activities related to Performance-Based Planning and Programming (PBPP) and the federal planning factors (See Task 3 for more detail).

1.4 FEDERAL COMPLIANCE

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

- Prepare for and participate in Federal Certification review process (spring 2023).
- Track, research, and respond to all federal activities and regulations that impact the metropolitan transportation planning process.

1.5 POLICY BOARD-DIRECTED ACTIVITIES

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

- Support implementation of TPB Resolution R4-2022 that focuses on building transit-oriented communities throughout the region around High-Capacity Transit (HCT) station areas using Equity Emphasis Areas as a key planning concept and tool to inform decision making and action.
- Support planning activities responsive to the TPB resolution R8-2021 endorsing the 2030 regional goals to reduce greenhouse gasses and be a climate-ready region. Conduct transportation planning activities and collaborate with COG and member jurisdictions, as appropriate, to advance actions to improve equity and resiliency, and take actions, within the on-road sector, to mitigate/adapt to the impacts of climate change.
- Consider equity in the development of all products, as directed by TPB Resolution R1-2021, which requires all TPB activities to be conducted with an “equity lens.”
- Carry out additional activities as directed by the TPB.

2. Transportation Improvement Program

OVERSIGHT

TPB Technical Committee

MAJOR PRODUCTS

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

TOTAL COST ESTIMATE

\$

2.1 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule in the next six years for distributing federal, state, and local funds for state and local transportation projects. This activity will encompass the following work tasks in FY 2023:

TIP Programming

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.
- Develop a revised version of Appendix A to the Technical Inputs Solicitation document that acts as a comprehensive user manual for TPB staff, member agency staff and federal partners.
- Enhance documentation of the TIP with additional analysis as a part of the long-range transportation plan/TIP publications and the Visualize 2045 web site.
- Provide public access to long-range transportation 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.

Performance Based Planning and Programming

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

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

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

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

2.2 TIP DATABASE SUPPORT

In FY 2019, TPB procured a consultant to develop a new iTIP Database which provides a complete upgrade and overhaul to the project database information system. This new system will integrate current functionality into one enhanced, unified, user-friendly, customizable system that can be branded with COG and TPB styles. The system will have the ability to add or change fields, forms, queries and reports to respond to data requests or changes to requirements in the future. GIS mapping of projects will be integrated into the system, which will allow for data to be exported and used in other ArcGIS applications. The system will allow the many data input users to provide automated data transfers to the extent possible. Database versioning or some other means will be used to provide access to data in various states of input and approval without duplicating data. The system will include searchable data sets for the public, TPB members, federal approval agencies, and other stakeholders to query and interact with using maps, reports and charts. These are the work activities that will be undertaken to support this task.

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

3. Planning Elements

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL COST ESTIMATE	\$

3.1 PERFORMANCE-BASED PLANNING AND PROGRAMMING

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

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

- Develop data and reports for the TPB's setting and tracking of federally specified regional 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 safety targets.
- Set new four-year targets in the areas of pavement and bridge condition and highway system performance (travel time reliability, non-SOV mode, and CMAQ emissions reductions) in coordination with State DOTs.
- Report on performance in relation to previously set targets, as required.
- Support TPB as it reviews data and sets required targets.

3.2 CONGESTION MANAGEMENT PROCESS

OVERSIGHT

Systems Performance, Operations, and Technology Subcommittee (SPOTS)

MAJOR PRODUCTS

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

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

This task includes:

- Compile information and undertake analysis for the development of major CMP components, including sourcing and applying “big data”.
- 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 or roadway improvement, or examining short- to mid-range trends, such as for impacts of the COVID-19 pandemic, on an as-needed basis.
- Support the Vehicle Probe Data Users Group (VPDUG) in its role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions.

3.3 SYSTEMS PERFORMANCE, OPERATIONS, AND TECHNOLOGY PLANNING

OVERSIGHT

Systems Performance, Operations, and Technology Subcommittee (SPOTS)

MAJOR PRODUCTS

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

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

This task includes:

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

3.4 TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

OVERSIGHT

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

MAJOR PRODUCTS

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

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

This task includes:

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

3.5 TRANSPORTATION SAFETY PLANNING

OVERSIGHT

TPB Transportation Safety Subcommittee

MAJOR PRODUCTS

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

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

This task includes:

- Conduct regional roadway safety planning in a manner that emphasizes equity, including information gathering and sharing as well as subcommittee briefings and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Support engineering, education, and enforcement strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region, including consideration of equity.
- Compile and analyze regional crash data to produce updated roadway safety performance measures and coordinate with member states to develop federally required regional roadway safety targets.
- Update the crash data analysis from the FY 2020 – FY 2021 regional safety study to develop new charts, graphs, and tables that include CY 2018 through CY 2021 data; produce one or more summary memorandums/presentations for the TPB and the TPB Technical Committee regarding the findings. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/outperform the region's PBPP targets.
- Participate in and coordinate with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.
- Coordinate regional transportation safety planning with the Regional Roadway Safety Program undertaken in Task 9.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (the Street Smart campaign itself is supported by funding outside the UPWP).
- Conduct one or more workshops, targeting member agency staff, regarding transportation/roadway safety.
- Support the Transportation Safety Subcommittee in its coordination and advisory roles.

3.6 BICYCLE AND PEDESTRIAN PLANNING

OVERSIGHT

TPB Regional Bicycle and Pedestrian Subcommittee

MAJOR PRODUCTS

- Updated National Capital Trail Network map
- Regional outreach workshops

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

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

3.7 REGIONAL PUBLIC TRANSPORTATION PLANNING

OVERSIGHT

TPB Regional Public Transportation Subcommittee

MAJOR PRODUCTS

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

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

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

- 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.
- Conduct a regional survey gathering usage information on inter-city buses, commuter buses, rail transit, and commuter rail, to advise regional planning and coordination.
- Address Bus Rapid Transit (BRT) planning and coordination as part of regional public transportation planning activities.
- Address TPB-related recommendations from the 2019 regional Bus Transformation Project as part of regional public transportation planning activities.
- Produce an annual report on the “State of Public Transportation.”
- Provide support to private providers of transportation in the region, including organizing the annual Private Providers Annual Transit Forum.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the Regional Public Transportation Subcommittee in its coordination and advisory roles.

3.8 FREIGHT PLANNING

OVERSIGHT

TPB Freight Subcommittee

MAJOR PRODUCTS

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

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

This task includes:

- Conduct regional planning regarding freight and goods movement activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- Develop and publish an updated Regional Freight Plan.
- Compile and analyze data to support regional freight planning.
- Conduct a symposium/workshop on the topic of curbside management in the National Capital Region, across fields of planning for freight, safety, public transportation, and related areas.
- Coordinate with relevant jurisdictions and committees on regional rail issues.
- Address federal requirements related to regional freight transportation planning, including PBPP measures and targets.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the TPB Freight Subcommittee in its coordination and advisory roles.

3.9 METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

OVERSIGHT

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

MAJOR PRODUCTS

- **MATOC Steering Committee Materials**

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

This task includes:

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

3.10 RESILIENCY PLANNING

OVERSIGHT

TPB Technical Committee

MAJOR PRODUCTS

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

This task (new as a stand-alone task for FY 2023) addresses planning for the resiliency of the region’s transportation system, particularly regarding climate impacts, and coordinating with various state and local resiliency planning efforts. Planning for transportation resiliency and reliability is one of the federal Planning Factors, as well as one of TPB’s policy priorities. Work will follow and expand upon the TPB Transportation Resiliency Study [Phase I] completed in FY 2022, building upon the planning and capital-programming activities that the TPB member agencies and select partners are undertaking to prepare for the transportation system to be resilient in the face of natural disasters. Among topics of focus will be regional vulnerabilities to natural hazards, strategies for resilience, ensuring equity in resiliency planning, and MPO roles in resilience planning efforts.

This task includes:

- Develop a regional interactive map, using data provided by previous COG studies, that layers major resiliency hazards, to inform future planning and programming.

- Conduct a TPB Transportation Resiliency Study (Phase II), to expand upon the Phase I study completed in FY 2022, informing future planning and programming.
- Convene a temporary working group to guide current resiliency planning activities, to identify and engage stakeholders and member agency participants in this new regional planning task.
- Conduct one or more regional resiliency planning or training, outreach, or professional development forums to strengthen regional awareness.

4. Public Participation

OVERSIGHT

Transportation Planning Board

MAJOR PRODUCTS

- Public comment solicited and documented
- Materials and activities for public participation related to Visualize 2045
- CAC and AFA Committee reports
- Evaluation of Public Participation activities
- Conduct the 19th session of the Community Leadership Institute
- Information dissemination through the website, social media, and printed documents
- Communication support for all Tasks

TOTAL COST ESTIMATE

\$

4.1 PUBLIC PARTICIPATION AND OUTREACH

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

- Conduct public involvement activities 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. All such public involvement activities will be developed and implemented with consideration given to an equity perspective, as directed by TPB Resolution R1-2021, which called for equity, as a foundational principle, to be woven into all of the TPB's work.
- Provide regular opportunities for comment on TPB activities and products, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of key TPB plans and programs.
- Conduct an evaluation of all Public Participation activities.
- Conduct outreach to support updates to Visualize 2045.
- Conduct public involvement activities in the fall of 2022 following up on the update to Visualize 2045. These activities will share information about work that the TPB and its members have done to implement policy elements of the long-range transportation plan.
- Initiate follow up survey to the Voices of the Region survey and focus group activities.

- 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.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of traditionally underserved communities, including low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults as the TPB's primary strategy for engaging traditionally underserved population groups in the planning process and for providing guidance on Human Service Transportation Program activities. Feedback from the AFA Committee on transportation plans, projects, programs, services, and issues that are important to the communities the AFA represents will be shared with the TPB.
- Conduct training activities, as needed, to help community leaders learn how to get more actively involved in transportation decision making in the Washington region.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12898 Environmental Justice.

4.2 COMMUNICATIONS

This activity will encompass the following work tasks:

- Develop written and visual materials to spread information about regional transportation planning issues, explain how transportation decision-making works, and engage the public.
- Support staff as they develop meeting materials and publications to communicate information developed in other tasks in the UPWP.
- Produce content for the TPB News, 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

OVERSIGHT

TPB Travel Forecasting Subcommittee

MAJOR PRODUCTS

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

TOTAL COST ESTIMATE

\$

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

5.1 NETWORK DEVELOPMENT

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

Planned tasks for FY 2023:

- 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 is typically a recent year, but the choice of year can be influenced by factors such as COVID-19-related disruptions.
- Produce a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model, in support of transportation planning studies, air quality studies, scenario studies, project-planning studies, and mobile emissions planning work. Mobile emissions planning includes conducting the air quality conformity (AQC) analysis of the TPB's Long-Range Transportation Plan (LRTP), providing transportation-related information for the development of State Implementation Plans

- (SIPs) for attaining or maintaining air pollution standards, and conducting greenhouse gas (GHG) planning studies. 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. As we transition from the aggregate, trip-based travel model (Gen2/Ver. 2.3) to the disaggregate, activity-based travel model (Gen3), transit networks will transition from having two time-of-day periods (peak and off-peak) to four time-of-day periods (AM peak, midday, PM peak, and nighttime).
 - Maintain and update network development documentation, such as the COGTools User's Guide and the highway and transit network report.
 - Respond to network-related technical data requests.

5.2 MODEL DEVELOPMENT AND SUPPORT

Develop, maintain, support, and improve the TPB’s travel demand forecasting methods. Methods can range from tactical models, such as the TPB’s regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models. Regarding tactical models, the TPB regional travel demand forecasting methods include both the production-use and developmental travel models. Examples of production-use travel models include the aggregate, trip-based travel models (TBMs, also known as four-step models, or FSMs), such as the Gen2/Ver. 2.3 Travel Model or the Gen2/Ver. 2.4 Travel Model. An example of a developmental TPB travel model is the Generation 3, or Gen3, Travel Model, a disaggregate, activity-based travel model (ABM), being developed with consultant assistance, which will make use of the open-source ActivitySim software package. The Gen3 Model is being developed during a three-and-a-half-year period, from FY 20 through FY 23. Regarding strategic models, TPB staff plans to continue exploring the use of strategic planning models, such as RSPM and VisionEval. The Model Development and Support work activity also includes related tasks such as data collection, research, and interfacing with travel demand modeling staff at peer MPOs.

Planned tasks for FY 2023:

- Staff the TPB Travel Forecasting Subcommittee (TFS).
- Support both internal and external users of the TPB’s production-use travel demand forecasting models (e.g., the Gen2/Ver. 2.3 Model and the Gen2/Ver. 2.4 Model).
- Maintain, update, and implement a strategic plan for model development that directs the model development activities from a long-term perspective to support regional transportation planning.
- 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, a disaggregate, activity-based travel model (ABM), to be known as the Generation 3, or Gen3, Travel Model. The Gen3 Model is to be implemented in both the open-source ActivitySim software platform and Bentley Cube

software. Model development is planned to last about three and a half years, from FY 2020 to FY 2023. Development will occur via two main phases. Phase 1 of the Gen3 Model is planned to conclude in February 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 of the Gen3 Model is planned to run from March 2022 (FY 22) through approximately June 2023 (end of FY 23), though, as of February 2022, the schedule for Phase 2 is still being developed with the consultant. The goal of Phase 2 is to obtain a travel model that is calibrated, validated, and 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 (TOBS) to ensure that the surveys: 1) Are largely consistent across agencies; 2) Provide transit agencies the customer satisfaction and Title VI demographic information that transit agencies need to carry out their mission; and 3) Provide COG/TPB staff the data needed to estimate, calibrate, and validate regional travel demand models, which end up being used by COG and many other agencies in the metropolitan Washington region. This effort would be coordinated with other DTP teams, the TPB Travel Forecasting Subcommittee, and the TPB Regional Public Transportation Subcommittee (see Task #3, “Planning Elements”).
- Attend the ActivitySim consortium meetings, representing MWCOG, and coordinate with other member agencies, including MPOs, state DOTs and other transportation agencies, on the maintenance and development of ActivitySim, the underlying software of the Gen3 Travel Model. COG is the tenth agency to join this consortium that operates as a pooled funding mechanism.⁸
- Keep abreast of best practices in travel demand modeling.
- Develop knowledge of, and provide support for other DTP staff, in the use of strategic planning models, such as sketch and scenario planning models (e.g., VisionEval and RSPM). Coordinate with DTP’s Planning Data & Research Team.
- Respond to travel-model related technical data requests from consultants, state/local agencies, and academics.
- Working with COG’s Office of Information Technology (IT), acquire and maintain the hardware and software needed to apply the regional travel demand model. Assist IT with testing related to the planned agency-wide transition into cloud computing.

⁸ “ActivitySim: An Open Platform for Activity-Based Travel Modeling,” GitHub, September 14, 2021, <https://activitysim.github.io/>.

6. Mobile Emissions Planning

OVERSIGHT

TPB Technical Committee in consultation with MWAQC

MAJOR PRODUCTS

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

TOTAL COST ESTIMATE

\$

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

6.1 AIR QUALITY CONFORMITY

The 1990 Clean Air Act Amendments require MPOs to conduct detailed systems-level technical analyses to demonstrate that future mobile source emissions resulting from the region's plans and programs comply with federally approved motor vehicle emissions budgets. This task supports the air quality conformity analyses and other air quality modelling to comply with federal regulations. This activity will encompass the following work tasks in FY 2023:

- Continue technical tasks related to the air quality conformity analysis of the TPB's 2022 update of the Long-Range Transportation Plan (LRTP), which is the quadrennial update.
- Provide technical support for activities related to the TPB's 2024 LRTP interim update.
- Provide technical travel demand and mobile emissions modeling support for any off-cycle AQC analysis, if requested by implementing agencies. This task may be funded from Technical Assistance accounts.
- Keep abreast of federal requirements related to air quality conformity determinations and the EPA's Motor Vehicle Emission Simulator (MOVES) software, including the latest version, MOVES3.
- Continue working to incorporate Performance-Based Planning and Programming (PBPP) requirements pertaining to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program into the planning process as it relates to the adopted LRTP.
- Maintain communication and consultation among transportation agencies, air agencies, and the public regarding air-quality-related matters in the region.

6.2 MOBILE EMISSIONS ANALYSIS

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

- Support development of an Attainment/Maintenance State Implementation Plan (SIP) to address requirements of the 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 (NO_x).
- 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 MOVES software, in consultation with regional environmental and transportation agency partners.
- Provide technical support to COG/DEP staff regarding regional climate change planning activities.
- Keep abreast of MOVES updates and best practices.
- Conduct sensitivity tests of any new MOVES mobile emissions modeling software that may be released by EPA (e.g., MOVES3).
- 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. Transportation Research and Data Programs

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL COST ESTIMATE	\$

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

7.1 TRANSPORTATION RESEARCH AND ANALYSIS

OVERSIGHT	TPB Travel Forecasting Subcommittee
MAJOR PRODUCTS	<ul style="list-style-type: none">• Presentations, visualizations, and information reports• Workplan, survey data files, and documentation for travel surveys• Technical Support

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

This activity will encompass the following in FY 2023:

- Conduct focused travel surveys and provide cross-program coordination support for all survey efforts. Survey activities in this task may include one or more surveys to measure and understand post-pandemic travel patterns and behavior in the region.
- Provide briefings to the TPB, TPB Technical Committee, the Travel Forecasting Subcommittee, and other subcommittee and stakeholders, as appropriate, on analysis and findings of travel surveys and travel survey research, including comprehensive analysis of multiple surveys and the overall regional story they tell of travel in the region.
- Provide survey analysis support for development of the Visualize 2045 Update, including “deep dive” analysis of the 2017-2018 COG/TPB Regional Travel Survey (RTS) and 2019 panel survey, among others.
- Identify and obtain appropriate data on regional travel behavior that has occurred and continues to occur during the COVID-19 pandemic period.
- Conduct detailed analysis of the RTS, panel survey, State of the Commute Survey, Employer Survey, and applicable data from the pandemic period to analyze and build a baseline

understanding of how regional travel was changed as a result of the pandemic and what new trends and behaviors can be observed.

- Respond to inquiries from state and local government staff, survey participants, and the media concerning research, analysis, and findings developed in this task.
- Provide cross-program support to research and analysis efforts and incorporate resulting data into department transportation data products and visualizations.
- Enhance 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 1) developing methodologies for more robust travel trends research and analysis, 2) developing user-friendly information reports/products, 3) leveraging appropriate data sources from partner agencies and other external sources, 4) identifying and establishing a base set of data that can be refreshed and updated on a regular basis, and 5) making more frequent presentations to the TPB, TPB Technical Committee, and other committees and subcommittees, as appropriate, to promote ongoing awareness and understanding of the latest travel trends and their implication for regional transportation planning.
- Conduct “deep dive” research and analysis on 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, Cooperative Forecasts, and Big Data that may 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.
- Acquire Big Data to support travel trends and travel behavior analysis as well as supporting the estimating, calibrating, and validating the regional travel demand model (see Task #5, “Travel Forecasting”).
- Provide 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.
- Perform 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 regional transportation planning practice and build staff technical capabilities to test and apply scenario planning tools in transportation planning studies and analyses.

7.2 DATA MANAGEMENT AND VISUALIZATION SERVICES

OVERSIGHT

TPB Technical Committee

MAJOR PRODUCTS

- **Travel monitoring datasets to support PBPP and Gen3 modeling requirements**
- **Travel trends and dashboard and visualizations**
- **Technical reports/memoranda**
- **Presentations**

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

During FY 2023, key activities will also include:

- Update traffic volume data in the Regional Transportation Data Clearinghouse (RTDC) 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 RTDC transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies such as the Ride-On, The Bus, ART, DASH and the Fairfax Connector, etc..
- 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 (see Task #5, “Travel Forecasting”).
- Update freeway and arterial road speed and level of service data, when available.
- Update RTDC highway network bridge and pavement condition data from most current National Bridge Inventory and Highway Performance Management System (HPMS) databases.
- Add updated Cooperative Forecasting data by TAZ to the RTDC.
- Conduct cross-program and/or cross-department coordination to identify opportunities to integrate additional datasets into the travel monitoring dashboard (see Visualization Services below) or other visualization products.
- Integrate data and products to be consistent across program areas to ensure consistency when presenting to TPB’s stakeholders/audience.
- Distribute RTDC 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.
- Evaluate new data management techniques and software that may be considered for future applications in transportation research.
- Develop and maintain user-friendly and convenient travel trends information and visualizations, including a web-based dashboard that consolidates various regional transportation-related data and information products.

- Provide 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.
- Provide ongoing support and updates for existing products (e.g. “major projects map” and dashboard for Visualize 2045).
- Collaborate with other TPB staff on the development of new spatial data products that will enhance the visibility of TPB’s programs and planning activities to TPB’s stakeholders/audience.
- 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

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

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

8.1 REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

OVERSIGHT	TPB Technical Committee
MAJOR PRODUCTS	<ul style="list-style-type: none">• Updated Cooperative Forecasting land activity forecasts and documentation• Analysis of Activity Center and High Capacity Transit Station area historic trends and forecasts• Presentations, visualizations, and information reports• Technical support• Annual Baseline Employment Guidance

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

- Support initiatives of COG Board of Directors and the TPB on matters related to the coordination and analysis of regional transportation and land use planning to support important regional policy discussions and decisions. This may entail analyzing the relationship between regional land use and transportation using a variety of analytical tools. These may include the use of scenario planning tools 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.
- Develop and publish analyses and user-friendly visualizations and tools of land use, demographic, socioeconomic, and other applicable data to support the TPB’s initiative to optimize high-capacity transit areas (HCTs) and elevating Equity Emphasis Areas (EEAs) in its planning program.

- 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. This includes supporting Visualize 2045 performance analysis, baseline (existing conditions), and developing supporting graphics and visualizations to convey complex land use and transportation planning concepts to myriad stakeholders.
- Support the COG Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region.
- 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 (CFDS) to enhance and improve the quality of small area (TAZ-level) employment, population, and employment data.
- Work with the CFDS and the PDTAC to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts.
- Work with the CFDS and the region's Planning Directors to develop updated growth forecasts at the regional and TAZ level.
- Conduct activities to complete the next major Cooperative Forecasting update (Round 10). Activities may include, among others, 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.
- 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 the 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 CFDS to analyze results and implications of the 2020 Census and other applicable baseline data sources for use in developing future updates to and assumptions in the Cooperative Forecasts. Continue to provide regular seminars and trainings on accessing and analyzing Census data 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 System (REMS) reports, the annual "Commercial Development Indicators," the "Multi-family Rental Housing Construction" report,

and economic and demographic data tables to be included in the Region Forward work program.

- Commence work to update the map of Regional Activity Centers.
- Use TPB transportation planning data to update information for the approved COG Region Forward Targets and Indicators.

9. Mobility and Enhancement Programs

OVERSIGHT

TPB Technical Committee

MAJOR PRODUCTS

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

TOTAL COST ESTIMATE

\$

The TPB solicits and selects projects for the following three programs. This activity will encompass the following work tasks in FY 2023:

9.1 ENHANCED MOBILITY GRANT PROGRAM

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

- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan to provide an array of transportation services and options to older adults and people with disabilities.
- Finalize the next required update of the Coordinated Plan and seek TPB approval in fiscal year 2023, by December 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.

9.2 REGIONAL ROADWAY SAFETY PROGRAM

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

- Conduct a regional program that provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that

address roadway safety issues, including studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious injury crashes on the region's roadways.

- Fund approximately three to eight new technical assistance planning projects, or project design efforts to achieve 30% completion at a level between \$30,000 and \$80,000 each, supported by UPWP core funding plus portions of the DDOT, MDOT, and VDOT Technical Assistance Programs (and potentially more projects if additional funding is provided by state or local agencies). Also complete five technical assistance planning projects or project design efforts that were begun in FY 2022, whose completion needed to be extended into FY 2023.
- Develop tools and activities to facilitate regional learning about roadway safety issues among TPB member jurisdictions through regional peer exchange.
- Provide staff support for project proposal solicitation, review, and conduct.

9.3 TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

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

9.4 TRANSPORTATION LAND USE CONNECTION PROGRAM

The TLC Program offers short term consultant technical assistance to local jurisdictions to advance planning activities that strengthen the connection between local land use and transportation planning. This activity will encompass the following work tasks in FY 2022:

- 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. 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 TAFAs concepts and maps in July 2020.

10. TPB Management and Support

OVERSIGHT

Transportation Planning Board

MAJOR PRODUCTS

- Materials for the meetings of the TPB, Steering Committee, Technical Committee, and State Technical Working Group
- Responses to information requests from elected officials, federal agencies, and media
- Participation in external meetings related to the TPB work program
- FY 2023 UPWP

TOTAL COST ESTIMATE

\$

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

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

TPB Committee Support and Management and UPWP

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

- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the state transportation agencies, the TPB Technical Committee, the TPB 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 2024 UPWP.

11. Technical Assistance

This TPB work program activity responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of technical work tasks in which TPB-developed tools, techniques, data, and capabilities are used to support DDOT, MDOT, VDOT, and regional transit agencies' sub-area planning, travel monitoring, travel modeling, and data collection efforts related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2023 funding in the basic work program. The funding level for each state is an agreed-upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for regional transit is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and regional transit agency representatives and TPB staff. Specific technical assistance projects and work activities falling within the broad categories identified in this section are identified and coordinated through consultation with state departments of transportation and regional transit agencies throughout the fiscal year.

11.A. DISTRICT DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE \$

1. Program Development, Data Requests and Miscellaneous Services

MAJOR PRODUCT Specific scopes of work, on-going activity

TOTAL COST ESTIMATE \$ TBD

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

2. Regional Safety Program

MAJOR PRODUCTS

- Work products in support of Regional Safety Program described in Task 9.2
To be completed by June 2023

TOTAL COST ESTIMATE \$ TBD

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

3. Transportation / Land Use Connections Program

MAJOR PRODUCTS

- **TLC Technical Assistance awards, technical reports from contractors,
To be completed by June 2023**

TOTAL COST ESTIMATE

\$ TBD

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

4. Other Tasks to Be Defined

TOTAL COST ESTIMATE

\$ TBD

This work element is established to respond to requests by DDOT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization received from DDOT in FY 2023.

11.B. MARYLAND DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE \$

1. Program Development, Data Requests and Miscellaneous Services

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

TOTAL COST ESTIMATE \$ TBD

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

2. Project Planning, Feasibility, and Special Studies

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

TOTAL COST ESTIMATE \$ TBD

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

3. Transportation / Land Use Connections Program

MAJOR PRODUCTS

- **TLC Technical Assistance awards, technical reports from contractors,
To be completed by June 2023**

TOTAL COST ESTIMATE

\$ TBD

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

4. Regional Safety Program

MAJOR PRODUCTS

- **Work products in support of Regional Safety Program described in Task 9.2,
To be completed by June 2023**

TOTAL COST ESTIMATE

\$ TBD

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

5. Other Tasks to be defined

TOTAL COST ESTIMATE

\$ TBD

This work element is established to respond to requests by MDOT and SHA for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from MDOT and MDSHA in FY 2023.

11.C. VIRGINIA DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE \$

1. Program Development, Data Requests, and Miscellaneous Services

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

TOTAL COST ESTIMATE \$ TBD

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

2. Travel Monitoring and Survey

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

TOTAL COST ESTIMATE \$ TBD

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

3. Travel Demand Modeling

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

TOTAL COST ESTIMATE \$ TBD

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

4. Transportation / Land Use Connections Program

MAJOR PRODUCTS

- **TLC Technical Assistance awards, technical reports from contractors, To be completed by June 2023**

TOTAL COST ESTIMATE

\$ TBD

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

5. Regional Safety Program

MAJOR PRODUCTS

- **Work products in support of Regional Safety Program described in Task 9.2, To be completed by June 2023**

TOTAL COST ESTIMATE

\$ TBD

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

6. Other Tasks to be Defined

TOTAL COST ESTIMATE

\$ TBD

This work element is established to respond to requests by VDOT and VDRPT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from VDOT and VDRPT in FY 2022.

11.D. REGIONAL TRANSIT TECHNICAL ASSISTANCE

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE \$

1. Program Development, Data Requests and Miscellaneous Services

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

TOTAL COST ESTIMATE \$ TBD

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

2. Transit Within Reach Program

MAJOR PRODUCTS • Technical Assistance awards, technical reports from contractors,
To be completed by June 2023

TOTAL COST ESTIMATE \$ TBD

The Transit within Reach program will offer short-term consultant technical assistance to advance design projects to improve bike and walk connections to TPB Transit Access Focus Areas. The program will feature a competitive solicitation process to select qualifying projects to be funded.

3. High-Capacity Transit Map

MAJOR PRODUCTS • High-capacity Transit Map graphic,
To be completed by June 2023

TOTAL COST ESTIMATE \$ TBD

An aesthetically pleasing regional high-capacity transit (HCT) map that is mode specific and operator neutral will be developed for the TPB Planning Region. This project will include developing regional consensus on project inputs, including transit lines and a project definition for bus rapid transit, and using a consultant to develop a quality graphic design of an easily legible/understood schematic map. The final map, a high-resolution image, will be distributed to TPB members and stakeholders to share with the public.

4. Other Tasks to be Defined

TOTAL COST ESTIMATE \$ TBD

This work element is established to respond to requests by regional transit agencies for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific consultation with regional transit agencies in FY 2022.

Continuous Airport System Planning Program

OVERSIGHT

TPB Aviation Technical Subcommittee

MAJOR PRODUCTS

- **Conduct and Process 2021 Regional Air Passenger Survey, Phase 1**
- **Air Cargo Element Update**

TOTAL COST ESTIMATE

\$ (Not funded with federal UPWP funding)

The purpose of the CASP program is to provide a regional process that supports the planning, development, and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Air Systems Planning Region, which includes the region's three major commercial airports: Baltimore-Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. The major elements of the CASP program have now been consolidated into a reoccurring two-year cycle based on available and anticipated FAA funding. The CASP work program elements for the for FY 2023 UPWP cycle are as follows:

Conduct and Process 2022 Baltimore-Washington Regional Air Passenger Survey (APS), Phase 1

The purpose of the APS is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports—Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore-Washington International/Thurgood Marshall Airport (BWI)—and to help determine airport terminal and groundside needs. Data from the air passenger surveys provide the basis for analysis of major changes in airport use in the region. Funding for survey design, sample generation, and data collection for the 2022 Regional Air Passenger Survey will be requested from the Metropolitan Washington Airports Authority (MWAA) and the Maryland Aviation Administration (MAA) of the Maryland Department of Transportation (MDOT). The processing of the data collected in the 2022 Regional Air Passenger Survey will be carried out in this UPWP project. Specific tasks to be undertaken in Phase 1 include: (1) survey operations and data collection, (2) data editing, (3) finalizing the survey database, and (4) producing the survey General Findings Report and corresponding visualization and information products.

Air Cargo Element Update

The purpose of this project is to update the Ground Access/Air Cargo Element of the Regional Airport System Plan to examine ground accessibility for both air passengers and cargo. Maintaining ground access to the region's airports by both passengers and cargo provides significant benefits to the region's economy. However, ground access and landside congestion problems are expected to increase in the future. These ground access problems could adversely impact airport use in the Washington-Baltimore region. This update will provide an analysis of current and forecast ground access problems at Ronald Reagan Washington National, Washington Dulles International, and Baltimore-Washington International Thurgood Marshall Airports. It will analyze how current and future traffic congestion affects access to the airports by passengers and cargo. It will also look at overall conditions and demand for air cargo facilities in the region. Further, this plan element will integrate airport system ground access and facility planning into the overall regional transportation

planning process for the National Capital Region and include recommendations for improving ground access to the region's airports.

IV. PROPOSED FY 2022 STATE TRANSPORTATION AGENCY STATE PLANNING AND RESEARCH PROGRAMS (SPR)

District of Columbia Department of Transportation (DDOT)

The following presents the types of activities that DDOT uses Statewide Planning and Research Program (SPR) funding to implement.

STATE AND REGIONAL PLANNING

Develop and implement the annual State Planning and Research Program (SPR) that describes state planning activities as required under 23 CFR Part 420 Subpart A. Coordinate and manage Long-Range Transportation Planning activities related to Visualize 2045; and provide support to update, amend, modify, and enhance the TPB's Transportation Improvement (TIP) and the District's Statewide Transportation Improvement Program (STIP).

ARTS AND ACTIVATION

Review transportation zoning plans for environmental and transportation policy compliance. Provide oversight and direction for neighborhood planning efforts including development review and public space, and evaluate the impact of travel conditions on the District's multimodal transportation network.

PROJECT PLANNING

Plan and lead major capital projects to ensure project goals are met to support DDOT's long range objectives. Manage projects from feasibility and conceptual analysis to preliminary design and coordinate the implementation of ongoing transportation planning through the development of joint planning projects.

ACTIVE AND SUSTAINABLE TRANSPORTATION

Promote safe and convenient bicycling, walking, and public transit to reduce the number of motor vehicular injuries and fatalities in crashes; and ensure the safety of motor carrier operations through enforcement, regulations, and improving safety information systems and commercial motor vehicle technologies by increasing safety awareness.

PROJECT DEVELOPMENT AND ENVIRONMENT

Provide environmental oversight for all environmental and project development processes and ensure project compliance with Section 106 that meet National Environmental Policy ACT (NEPA) requirements.

DATA COLLECTION AND ANALYSIS

Maintain citywide roadway condition and asset inventory data base and ensure accurate and timely data is collected to assess pavement conditions. Collect and analyze data in support of the Highway Performance Monitoring System (HPMS).

TRAFFIC SAFETY DATA COLLECTION

Manage the I-295 and New York Avenue Weigh-in-Motion (WIM) site.

METROPOLITAN PLANNING

Describes regional transportation planning and special technical assistance projects proposed to be undertaken July 1, 2022, through June 30, 2023, by COG/TPB staff in cooperation with state and local agencies and WMATA.

PROGRAM FUNDING

The FY 2021 SPR Program funding is under development. The FY 2020 budget is \$3,280,554 (Federal = \$2,624,443.20 and District = \$656,110.80).

Maryland Department of Transportation State Highway Administration (MDOT SHA)

SYSTEMS AND PROGRAMMING

- Preparation and development of the six-year Consolidated Transportation Program (CTP) and preparation of the Annual Statewide Transportation Improvement Program (STIP)
 - Develop the FY 2022-2027 CTP.
 - Coordinate with appropriate state and local planning staffs, MPOs, and state, county, and municipal elected officials.
 - Prepare presentation materials for the Annual CTP Tour consultation with local elected officials.
 - Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C. and the FAST Act (and/or successor federal authorizing act).
 - Coordinate the STIP with the regional TIPs, CTP, and local jurisdictions' highway improvement programs.
- Regional Planning
 - Coordinate between all levels of federal, state, and local governments to ensure that transportation plans are compatible.
 - Review agency and local programs/plans via the state Clearinghouse process.
 - Coordinate and review county and municipal master plans.
 - Assess transportation impacts of proposed major development projects.
 - Work with the MPOs in modifying and adhering to their planning process.
 - Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, air quality conformity determinations, and management systems.
 - Update the Highway Needs Inventory (HNI).
 - Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
 - Review and provide input on updates to the statewide long-range plan.
 - Develop the 2022 Annual Attainment Report on Transportation System Performance.

TRAFFIC

Traffic Monitoring Program

- Monitor the characteristics of highway traffic.
- Enhance procedures to collect, process, and disseminate traffic data.
- Ensure that the traffic monitoring system meets state needs and the requirements and guidelines set forth by FHWA and AASHTO.
- Study and, as appropriate, implement methods to improve the efficiency and effectiveness of traffic monitoring through statistical analysis.
- Improve the monitoring of traffic on freeways, particularly in urban areas.
- Ensure the collection of traffic volume, classification and weight data on SHRP monitoring sites.

Highway Statistics

- Mileage – Federal-Aid System
 - Develop new Federal Functional Classification and NHS maps and mileage tables for approval and distribution.
 - Update and maintain statistical records summary tables.
- State and Local Highway, Data Collection, Analysis and Distribution
 - Solicit, receive, and process reports from local jurisdictions regarding road improvements, mileage, etc.
 - Collect, update, and maintain data used for the Universe portion of the HPMS submission.
 - Update and maintain the highway information databases to meet on-going state and federal requirements.
 - Provide data used for the update of MDOT SHA’s highway maps.

Highway Performance and Monitoring System (HPMS)

- Update the HPMS database including revisions to any data elements, maintain sample size requirements to accurately reflect system-wide conditions, and submit an updated HPMS data file and related reports and data files.

Special Studies – Preliminary Studies

- Prepare engineering and feasibility studies.
- Develop preliminary purpose and need statements.
- Develop access control plans for selected primary highway corridors.
- Prepare interstate access point approval requests.

MDOT State Highway Administration Estimated FY 2022 State Planning & Research Program Elements Supporting the Washington Area Work Program	
ITEM	AMOUNT
Systems & Programming	
CTP	\$ 271,479
Regional Planning	\$ 354,249
Traffic Monitoring Program	\$ 769,056
Highway Statistics	\$ 1,615,124
Highway Performance Monitoring System	\$ 44,454
Special Studies	\$ 332,998
TOTAL	\$ 3,387,360

Virginia Department of Transportation (VDOT)

SPR FUNDS FOR DISTRICT PLANNING ANNUAL ACTIVITIES

Metropolitan Planning Support Activities

This element represents the various activities undertaken by Northern Virginia District Planning and Investment Management staff (with support from the VDOT Central Office staff as needed) in the development and implementation of the various elements/work tasks in the MPO's FY 2020 Unified Planning Work Program (UPWP) and the annual work program of the Metropolitan Washington Air Quality Committee and the regional Climate, Energy, Environment Policy Committee. Planned work items, to be conducted mostly by in-house staff, include:

The Department's participation in all work activities associated with the work programs of the: (a) Transportation Planning Board (TPB), (b) Metropolitan Washington Air Quality Committee (MWAQC); (c) Climate Energy, Environment Policy Committee (CEEPC); and Multi-Sector Working Group on Greenhouse Gas Emissions.

Oversight of the TPB/MWCOG activities such as: development/update of the long-range transportation plan, TIP, regional air quality conformity analysis, regional Freight Plan, Congestion Management Program report, Commuter Connections program, and other regional studies undertaken by the MPO (e.g., Household Travel Survey, State of the Commute Survey, Modeling).

Regional air quality planning related activities undertaken by MWAQC and CEEPC, including: development of PM2.5 Maintenance Plan, Ground-Level Ozone NAAQS Attainment SIP, Clean Air Partners program, voluntary action to help reduce regional greenhouse gases.

Statewide Planning Support Activities

This element of the SPR work program provides for staffing within the Northern Virginia District Planning section to participate in and provide assistance to Transportation and Mobility Planning Division and other sections within the Department and the local agencies in a variety of tasks including:

Corridor and sub-area studies to identify either multi-modal or mode specific improvements to the transportation system addressing specific congestion/mobility challenges in the near-, mid-, or long-term. Examples of such studies currently underway in FY 2020 include: Assist NVTA in evaluation of significant transportation projects pursuant to HB 599; validate NVTA ratings; Fairfax County Parkway corridor Improvements; STARS Program Corridor Improvement studies; Smart Scale performance-based project prioritization and funding process.

Ongoing planning functions supported by SPR funding include:

Provide inputs and review of the findings and recommendations for the State LRP (VTRANS); assist with development and implementation of the Smart Scale Project Prioritization process;

Regular and ongoing update of the Statewide Planning System inventory and traffic forecasts;

Provide a dedicated full time Bicycle and Pedestrian Coordinator;

Provide input and review of federal functional classification updates; and

Provide assistance with General Assembly legislative impact statements and studies.

Project Development Support Activities

This element of the SPR work program represents the District Planning section staff working to:

Prepare and/or review traffic forecasts for project design (LD-104) and environmental documents (Project level conformity analysis for Noise, Air and other pollutants for NEPA documents).

Conduct and/or assist in the conduct of transportation planning studies initiated by VDOT and/or localities such as Comprehensive Plan updates, Transit Development Plan studies, corridor and sub area studies. etc.

Participate in the development and/or review of the traffic forecasts for IMR and IJR as developed for/by the VDOT PE and/or L&D sections of the District.

Review and comment on various Environmental Impact Reports received by the District as part of VDOT's role in Inter-agency consultation process.

Assist the Transportation and Land Use directors in the review and planning of project activities such as location and design of Park-and-Ride lots.

Local Planning Activities

This element outlines activities undertaken by the District Planning section staff to assist the planning activities at the locality level.

Locally prepared transportation studies: Participate in discussions on the scope of work for the conduct of Traffic Impact Analysis (TIA) reports by localities in response to proposed Comprehensive Plan/Master Plan amendment/Small Area Plans; review and comment on TIAs and/or CTIAs submitted by the localities to VDOT in part complying with the requirements of VA Code chapter 870.

Assist in the development of the transportation portion of local comprehensive/master plans as needed.

Provide transportation technical assistance to localities including in the development of travel demand models; applying travel demand model for project and/or locality planning levels.

SPR FUNDS FOR SPECIAL STUDIES TO BE CONDUCTED BY CONSULTANTS OR ENTITIES OTHER THAN DISTRICT STAFF (LIST EACH STUDY INDIVIDUALLY)

In addition to supporting staff planning activities, SPR funding is used to fund special plans and studies requiring outside consultants. This takes two different forms, depending on the size, complexity and budget of the project.

Major SPR Special Projects: These are projects that require major funding (generally over \$500,000) and time commitments and procurement of consultants. There are no current or anticipated Major SPR projects.

On-Call Consultant Plans and Studies: VDOT uses SPR funds to support routine planning projects, generally with budgets under \$500,000 and requiring consultants. VDOT procures on-call consultants for 2-year contracts and assigns the appropriate consultant team to work on District-level projects as needed. VDOT also conducts Strategically Targeted and Affordable Roadway Solutions (STARS) studies using SPR funds. STARS studies evaluate existing conditions data and

traffic forecasts and develop project alternatives to address identified needs prior to a project being submitted for implementation funding. STARS studies that will be underway in FY 22 include:

- Route 7 (East Market Street) from Plaza Street to Fort Evans Road – Leesburg, VA
- Route 50 (Lee Jackson Memorial Highway) from Route 28 to Stringfellow Road, Phase 2 – Chantilly, VA
- Route 234 (Sudley Road) from Godwin Drive to Battleview Parkway – Prince William County
- Route 236 (Little River Road) from I-495 to I-395 – Fairfax County

V. APPENDIX

Additional Tables

- Table A: Revenue - Detailed FY 2021 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2020 to June 30, 2021)

Memoranda of Understanding

- Fredericksburg Area Metropolitan Planning Organization (FAMPO)
- Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)

Table A: Revenue - Detailed FY 2022 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2022 to June 30, 2023)

	FTA			FHWA			FED	LOCAL	
	SECT 5303 80%	State 10%	Local 10%	PL FUNDS 80%	State 10%	Local 10%	CASP (FAA 90%) SPR (FHWA 80%)	CASP (10%) SPR (20%)	Totals
DDOT ALLOCATIONS									
NEW FY 2022	\$ 492,727	\$ 61,591	\$ 61,591	\$ 1,902,414	\$ 237,802	\$ 237,802			\$ 2,993,927
PRIOR UNEXPENDED	\$ 115,890	\$ 14,486	\$ 14,486	\$ 509,535	\$ 63,692	\$ 63,692			\$ 781,781
CARRYOVER FY 2021	\$ 33,346	\$ 4,168	\$ 4,168	\$ 232,198	\$ 29,025	\$ 29,025			\$ 331,930
SUBTOTAL - DC	\$ 641,963	\$ 80,245	\$ 80,245	\$ 2,644,147	\$ 330,518	\$ 330,518			\$ 4,107,638
MDOT ALLOCATIONS									
NEW FY 2022	\$1,120,595	\$140,074	\$140,074	\$ 3,194,085	\$ 399,261	\$ 399,261			\$ 5,393,350
PRIOR UNEXPENDED	\$ 327,702	\$ 40,963	\$ 40,963	\$ 892,552	\$ 111,569	\$ 111,569			\$ 1,525,317
CARRYOVER FY 2021	\$ 75,840	\$ 9,480	\$ 9,480	\$ 389,852	\$ 48,732	\$ 48,732			\$ 582,115
SUBTOTAL - MD	\$1,524,137	\$190,517	\$190,517	\$ 4,476,489	\$ 559,561	\$ 559,561			\$ 7,500,782
VDRPT & VDOT ALLOCATIONS									
NEW FY 2021	\$ 928,124	\$116,016	\$116,016	\$ 2,824,565	\$ 353,071	\$ 353,071			\$ 4,690,861
PRIOR UNEXPENDED	\$ 273,934	\$ 34,242	\$ 34,242	\$ 758,839	\$ 94,855	\$ 94,855			\$ 1,290,966
CARRYOVER FY 2021	\$ 62,814	\$ 7,852	\$ 7,852	\$ 344,750	\$ 43,094	\$ 43,094			\$ 509,455
SUBTOTAL - VA	\$1,264,871	\$158,109	\$158,109	\$ 3,928,154	\$ 491,019	\$ 491,019			\$ 6,491,282
TOTAL FHWA/FTA FUNDING ALLOCATIONS									
NEW FY 2022	\$2,541,446	\$317,681	\$317,681	\$ 7,921,064	\$ 990,133	\$ 990,133			\$ 13,078,138
PRIOR UNEXPENDED	\$ 717,525	\$ 89,691	\$ 89,691	\$ 2,160,926	\$ 270,116	\$ 270,116			\$ 3,598,064
CARRYOVER FY 2021	\$ 172,000	\$ 21,500	\$ 21,500	\$ 966,800	\$ 120,850	\$ 120,850			\$ 1,423,500
SUB-TOTAL - FHWA-FTA	\$3,430,971	\$428,871	\$428,871	\$ 11,048,790	\$1,381,099	\$1,381,099			\$ 18,099,702
TOTAL BASIC UPWP	\$3,430,971	\$428,871	\$428,871	\$ 11,048,790	\$1,381,099	\$1,381,099			\$ 18,099,702
CASP PROGRAM							\$ 566,127	\$ 62,903	\$ 629,030
SPR PROGRAM							\$ 196,577	\$ 49,144	\$ 245,721
GRAND TOTAL UPWP	\$3,430,971	\$428,871	\$428,871	\$ 11,048,790	\$1,381,099	\$1,381,099	\$ 762,704	\$ 112,047	\$ 18,974,453

ITEM 9 – Information

February 16, 2022

Briefing on the Draft FY 2023 Commuter Connections Work Program

Background:

The board will be briefed on the draft Commuter Connections Work Program (CCWP) for FY 2023 (July 1, 2022 through June 30, 2023). The CCWP is an annual statement of work that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals in the non-attainment area. The board will be asked to approve the FY 2023 CCWP at its March 16 meeting.

**FY 2023 WORK PROGRAM FOR THE
COMMUTER CONNECTIONS PROGRAM
FOR THE GREATER WASHINGTON
METROPOLITAN REGION**

D R A F T

February 16, 2022



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

**FY 2023 WORK PROGRAM FOR THE
COMMUTER CONNECTIONS PROGRAM
FOR THE GREATER WASHINGTON
METROPOLITAN REGION**

D R A F T

February 4, 2022

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**



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

This Page Intentionally Left Blank

TABLE OF CONTENTS

Program Overview	Page 2
Funding	Page 2
Planning Process Requirements	Page 3
Description of Commuter Connections Committees	Page 3
Key Elements and Highlights.....	Page 4
Program Background.....	Page 6
Commuter Connections Geographic Coverage Area	Page 9
Commuter Connections Structure.....	Page 10
FY 2023 Commuter Connections Budget and Work Program Expenditures	Page 11
FY 2023 Commuter Connections Budget By Funding Agency	Page 12
Commuter Operations Center	
Ridematching Coordination, Technical Assistance & Administrative Support.....	Page 13
Transportation Information Services	Page 17
Transportation Information Software, Hardware & Database Maintenance	Page 18
Commuter Information System	Page 19
Regional Guaranteed Ride Home Program	
General Operations and Maintenance	Page 20
Process Trip Requests and Provide Trips	Page 22
Marketing	
TDM Marketing & Advertising	Page 23
Bike To Work Day	Page 26
Employer Recognition Awards.....	Page 28
‘Pool Rewards	Page 30
Car Free Day	Page 33
CarpoolNow Mobile Application.....	Page 35
Flextime Rewards.....	Page 36
incenTrip Mobile Application.....	Page 38
MDOT incenTrip Mobile Application for Maryland Mega-Region.....	Page 40
Monitoring and Evaluation	
Regional TDM Data Collection and Analysis	Page 42
Program Monitoring and Tracking Activities	Page 45
Employer Outreach	
Regional Employer Database Management & Training.....	Page 51
Employer Outreach for Bicycling.....	Page 52
Maryland Local Agency Funding and Support.....	Page 52
DC, Maryland, and Virginia Program Administration	Page 53
GRH Baltimore	
General Operations and Maintenance	Page 55
Process Trip Requests and Provide Trips.....	Page 57

SUMMARY

Program Overview

The Fiscal Year 2023 Commuter Connections Work Program (CCWP) consists of a core program of regional transportation demand management operational activities funded jointly by state and local jurisdictions, plus jurisdictional programs that are conducted at the discretion of individual state funding agencies.

NOTE: The global COVID-19 pandemic which began in March 2020 and has continued through fall 2021 has had a profound impact on the use of commuter program services by the public as well as employers. Commuter Connections' programs and services will continue to be monitored and changes will be made in order to address demand for program services. Much of the impacts will be dependent on return to work results and the level of teleworking by workers.

Funding

The regional state funding shares for the program elements are defined using a formula agreed to by the state funding agencies. Funding agencies for the programs listed in this document include the District Department of Transportation, Maryland Department of Transportation, Maryland Department of Transportation Maryland Transit Administration, and the Virginia Department of Transportation. The Maryland Department of Transportation Maryland Transit Administration and the Virginia Department of Rail and Public Transportation provide direct funding to their local jurisdictions for transportation demand management activities that support the regional Commuter Connections program. The costs of the jurisdictional activities are allocated directly to the jurisdiction or jurisdictions that choose to conduct them. This ensures that the regional activities upon which all other activities depend on will be conducted regionally, and that the costs are allocated to the participating funding agencies per the agreed upon funding formula. At the same time, considerable flexibility is available to the state funding agencies and other agencies to define and fund discretionary activities that respond to their individual policy and funding priorities. Commuter Connections program services have also been incorporated into larger construction projects such as the Transform 66 and I-495 NEXT Express Lanes construction project in Northern Virginia.

The FY 2023 Commuter Connections program elements are classified as follows:

REGIONAL PROGRAMS	JURISDICTIONAL PROGRAMS
Commuter Operations Center	Employer Outreach*
Guaranteed Ride Home	GRH Baltimore
Marketing	
Monitoring and Evaluation	

**Includes both a Regional and Jurisdictional Component*

The CCWP was re-structured and streamlined in FY 2006 to clarify and simplify funding responsibilities. The FY 2023 CCWP continues this effort aimed at streamlining the administration and oversight processes for the program. Commuter Connections has expanded incrementally since its inception in 1974 as the Commuter Club, with different program elements having different jurisdictional participation and funding shares. As the program became more

complex, it became increasingly difficult to track how much each state funding agency was participating in and paying for each program element. Therefore, a funding formula was devised. Table 1 in this document shows the budget and work program expenditures for FY 2023 for each work activity. Table 2 shows the total FY2023 funding shares each of the state funding agencies will be contributing to the program for each of the program elements. Each of the project areas in the work program also show the overall cost estimate as well as associated consultant costs and any substantive direct costs.

Planning Process Requirements

The National Capital Region Transportation Planning Board (TPB) is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan. Commuter Connections constitutes the major travel demand management component of the congestion management process to be approved by the TPB. Initially, Commuter Connections provided transportation emission reduction measure benefits for inclusion in the air quality conformity determination, which was approved by the TPB as part of the annual update of the Long Range Plan and Transportation Improvement Program. However, for the past decade or more the TPB has not required the use of the program's air quality impacts in the conformity analyses. In addition, Commuter Connections transportation impacts from its various programs may be needed to meet Performance Based Planning and Programming (PBPP) regional targets.

Description of Commuter Connections Committees

The increasing complexity of the program prompted the creation of a working group to provide administrative and programmatic oversight of the core program cost elements. An updated Master Agreement was fully signed in FY 2020 between the Metropolitan Washington Council of Governments (COG) and the state funding agencies for the support of the Commuter Connections transportation demand management (TDM) program in the Washington metropolitan region. The agreement will continue to be reviewed and updated as needed. COG and the state funding agencies have an established working group; the State TDM (STDM) Work Group, which meets monthly (except for the month of August) and consists of representatives of the state transportation funding agencies in the District of Columbia, Maryland and Virginia. The State TDM Work Group helps to define the program content and budget for each fiscal year and helps to develop a detailed annual Work Program in collaboration with COG/TPB staff and the Commuter Connections Subcommittee. The draft work program is reviewed by program stakeholders and the Commuter Connections Subcommittee. The final Work Program is reviewed by the TPB Technical Committee and approved by the TPB. Program developments and/or significant changes to the CCWP made by the State TDM Work Group will be reviewed with the TPB's Technical Committee and in some cases the TPB's Steering Committee in the event the items or information will be presented to the TPB.

The State TDM Work Group also reviews all Requests for Proposals (RFP) and Requests for Qualifications (RFQ) as part of the Work Program and identifies selection committee members for individual contract solicitations. The State TDM Work Group will review and approve all CCWP

work products with input from the Commuter Connections Subcommittee. Upon request, COG/TPB staff can provide additional details for projects being implemented under each program area.

As shown in Figure 2, the Commuter Connections Subcommittee will continue to provide overall technical review of the regional program elements in this Work Program and meet every other month. The Subcommittee will also review, provide comments, and endorse reports and other products for release. The Bike To Work Day Steering Committee will meet every other month from September to May to organize the regional Bike To Work Day event. The Car Free Day Steering Committee will meet every other month from March until September to organize the regional Car Free Day event. The Commuter Connections Ridematching Committee will continue to meet quarterly on technical issues regarding the regional TDM software system. The TDM Evaluation Group will meet as needed to provide direction and review of the regional TDM evaluation project. The Employer Outreach Committee will meet quarterly to review and discuss Employer Outreach efforts. The Regional TDM Marketing Group will also meet quarterly to provide input and coordinate on of regional TDM advertising and marketing efforts. Oversight for jurisdictional program elements will be provided by the states and agencies that are funding them.

Specialized project work groups will continue to meet as needed to address implementation issues, such as the development of regional TDM marketing campaigns and the Employer Recognition Awards. A Strategic Plan, adopted in November 2007 but updated most recently in January 2022, serves as a framework regarding the roles and responsibilities of the Commuter Connections stakeholders. The Strategic Plan can be accessed at www.commuterconnections.org under the 'About Us' Publications link and includes a mission statement, definition of Commuter Connections, overall program and operating objectives, network responsibilities for each program area that include objectives and acceptable performance levels, a committee structure, sample meeting calendar, and internal and external report deliverables.

Key Elements and Highlights

The key elements and highlights of the FY 2023 Commuter Connections Work Program are summarized as follows:

- The Commuter Operations Center will provide ridematching services to commuters through a central toll-free number “1-800-745-RIDE” and www.commuterconnections.org website, and support to commuter assistance programs operated by local jurisdictions, transportation management associations, and employer-based commuter assistance programs. Work will also help support a regional Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) grant to expand the incenTrip program.
- Guaranteed Ride Home (GRH) will provide users of alternative commute modes up to six free rides home per year in a taxi or rental car or by Metrorail in the event of an unexpected personal or family emergency or unscheduled overtime.

- Marketing will provide frequent regional promotion of alternative commute options, including car/vanpooling, teleworking, mass transit, bicycling, walking; and support programs such as Guaranteed Ride Home, the Commuter Connections network ridematching services, incentive programs, and Bike to Work Day. The Marketing program aims to raise awareness of alternative commute options and support the Commuter Connections network in persuading commuters to switch to alternative commute modes from the use of single-occupant vehicles, and persuading commuters currently using alternative commute modes to continue to use those modes. The 'Pool Rewards incentive program provides a cash incentive to new carpoolers and vanpoolers. The CarpoolNow mobile app will allow for the provision of a cash incentive to drivers who offer dynamic carpool rides to passengers during weekday peak hour commuting periods. The Flextime Rewards program will allow commuters using designated corridors in the region to be notified of unusual traffic delays and receive a cash incentive in exchange for delaying or eliminating their normal commuting trip during weekday peak hour commuting times. Commuter Connections will coordinate the region's Car Free Day event as part of World Car Free Day. The Car Free Day event will encourage commuters and the general population to leave their cars home or to use alternative forms of transportation such as carpools, vanpools, public transit, bicycles, or walking. The incenTrip mobile application will allow commuters to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. App users also earn reward points while receiving recommendations on the best travel mode, departure time and/or route recommendation and can exchange their points for a cash incentive. Work on incenTrip will also be leveraged with an Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) USDOT grant. As part of the ATCMTD grant, the coverage area of the mobile app was expanded to the "Mega-Region" in Maryland which will allow for the program to be administered for commuters traveling to worksites in Maryland locations outside of the Washington DC non-attainment region.
- Monitoring and Evaluation includes data collection and analysis activities as well as program tracking and monitoring reports for each program area. The 2022 State of the Commute Survey Technical Report will be finalized and a general public report will be prepared, the Guaranteed Ride Home Applicant Survey report will be finalized and distributed, an employer telework survey will be conducted, an analysis of the employer outreach regional database will be conducted to determine TDM impacts, a Bike To Work Day survey will be administered, and the draft regional TDM Analysis Report will be prepared. Monitoring and evaluation activities are used extensively to determine the program's effectiveness. Evaluation results have been used in the past to make program adjustments; for example, the 'Pool Rewards program was expanded to include vanpools and the budget for the carpool incentive was revised to match demand, the Flextime Rewards program was introduced based on feedback received from the State of the Commute survey, the Telework program was streamlined due to increased participation by the private sector; changes have been made to the Guaranteed Ride Home program guidelines based on participant survey feedback; and target marketing for GRH was re-introduced in the region after it was found that there was a dramatic drop in registrations

when the marketing for this measure was streamlined into the mass marketing program.

- Employer Outreach will support outreach and marketing to the region's employers to implement new or expanded employer-based alternative commute modes and incentives such as transit and vanpool benefits, telework, preferential parking for carpools and vanpools, carpool and vanpool formation, flexible work schedules, and bicycling amenities. The outreach program also encourages employees' use of alternative commute modes such as ridesharing, transit, telework, bicycling, and walking. The outreach program also aids employers to hold bicycling seminars for employees, maintaining an up-to-date regional Bicycling Guide, and offering car-sharing and bike-sharing information to lower employers' fleet management costs. Resources will also be provided to employers on the benefits of teleworking and assist them in starting or expanding telework programs.
- GRH Baltimore will provide users of alternative commute modes in the Baltimore metropolitan region and St. Mary's County up to six free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime. The GRH Baltimore region and St. Mary's County Applicant Survey report will be finalized and distributed in FY 2023. Marketing and advertising activities will continue to be developed and implemented in the Baltimore region.

Figure 1 of this document illustrates that the Commuter Connections service area is much larger than the designated area for workers eligible for the GRH program and larger still for workers who can access the Commuter Connections ridematching services. The total Commuter Connections service area has approximately 10 million residents.

Program Background

Commuter Connections is a continuing commuter assistance program for the Washington region which encourages commuters to use alternatives to driving alone in a private automobile, including ridesharing, transit, telecommuting, bicycling, and walking. The program has evolved and expanded over the past four plus decades following its inception in 1974 as the Commuter Club. In the mid-1980s, in an effort to better share regional ridesharing information the Commuter Club was expanded into the Ride Finders Network, which included Alexandria, Fairfax County, Montgomery County, Prince William County and the Northern Virginia Transportation Commission. By 1996, after steady growth in both size and strength, the Ride Finders Network became Commuter Connections, the commuter transportation network serving the Washington metropolitan region, encompassing twelve counties, four cities, and eight federal agencies. The Commuter Operations Center component of the current Commuter Connections Program represents the evolution of the earlier Commuter Club and Ride Finders Network programs.

In the mid-1990s, several new elements were added to the Commuter Connections Program as Transportation Emissions Reduction Measures (TERMs) to help meet regional air quality conformity requirements. The TERMS were designed to produce specific reductions in Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) by reducing vehicle trips and vehicle

miles of travel associated with commuting. The measures were adopted into the regional Transportation Improvement Program (TIP) by the Transportation Planning Board (TPB) and funded jointly by the District of Columbia, Maryland, and Virginia Departments of Transportation, with some variation in funding shares for the different measures.

<u>Measure</u>	<u>Date Implemented</u>
Commuter Operations Center Metropolitan Washington	1974
Telework Resource Center	1996
Integrated Ridesharing	1996
Employer Outreach	1997
Guaranteed Ride Home	1997
Employer Outreach for Bicycling	1998
Mass Marketing of Alternative Commute Options	2003
GRH Baltimore	2010

As the program elements shown above were implemented, their performance was evaluated over time. In FY 2006, the measures were revised to focus resources on the most effective program components. The total daily impacts of the Commuter Connections program were calculated in FY 2020 to be:

	<u>Daily Impacts</u>
VT Reductions:	137,000
VMT Reductions:	2,648,000
NOx Reductions (Tons):	0.5
VOC Reductions (Tons):	0.4
	<u>Annual Impacts</u>
PM 2.5 Reductions (Tons)	8
PM 2.5 Precursor NOx Reductions (Tons)	177
CO2 Reductions (Tons)	258,000

Extensive monitoring and evaluation have been carried out for the Commuter Connections Program over the past two decades, and comprehensive data sets are available for reviewing the performance of individual program elements and identifying areas for both strengthening the performance of the program and streamlining the oversight and management procedures. The Program has been shown through the FY 2018 – 2020 TDM Analysis Report to be a highly cost-effective way to reduce vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting. The following overall cost-effectiveness measures for the Commuter Connections Program are based on the results of the FY 2018 – 2020 TDM Analysis Report that was released on November 17, 2020:

	<u>Daily Impacts</u>
Cost per VT reduced:	\$0.18
Cost per VMT reduced:	\$0.01
Cost per ton of NOx reduced:	\$48,000

Cost per ton of VOC reduced: \$63,000

<u>Annual Impacts</u>	
Cost Per ton of PM 2.5 Reduced	\$712,000
Cost per ton of PM 2.5 Precursor	
NOx Reduced	\$ 36,000
Cost per ton of CO2 Reduced	\$ 24

The Regional TDM programs offer other benefits to residents and commuters of the Washington metropolitan region, in societal objectives such as greater mobility, improved health/safety, and enhanced livability/quality of life. One benefit area that is particularly increasing in importance is transportation system performance, as new performance measurement requirements are established by the region. In the FY2018 – FY2020 regional TDM program evaluation analysis, estimates of regional cost savings generated for selected societal benefits of the Commuter Connections travel and emissions impacts include:

- Air pollution/emissions reductions (reductions in NOx, VOC, PM 2.5 pollutants)
- Global climate change mitigation (reduction in Greenhouse gases / CO2)
- Reduction in congestion (reduced hours of peak period travel delay)
- Reduction in fuel consumption (gasoline cost saving)
- Improved health/safety (accidents reduced per 1 million VMT)
- Noise pollution reduction (reduced motor vehicle noise)

The analysis showed that program impacts generate about \$686,000 of daily cost savings across the societal benefits included in the calculation. The largest share of the cost saving is in reduction of excess fuel used; this benefit is valued at over \$401,500 per day, or about 59% of the total daily benefits. Reduction in hours of travel delay accounts for about 21% of the total daily benefit (\$142,913). Noise pollution reduction generates about 9% and the air pollution/Greenhouse gas reduction combined benefits and road safety accident reduction benefits each are responsible for about 6% of the total cost saving.

The Commuter Connections Program is generally regarded as among the most effective commuter assistance programs in the nation in terms of reductions effected in vehicle trips and vehicle miles of travel. Existing data collected on Commuter Connections program performance has been used to refine and enhance the program and to streamline procedures for program oversight and administration.

FIGURE 1: COMMUTER CONNECTIONS GEOGRAPHIC COVERAGE AREA

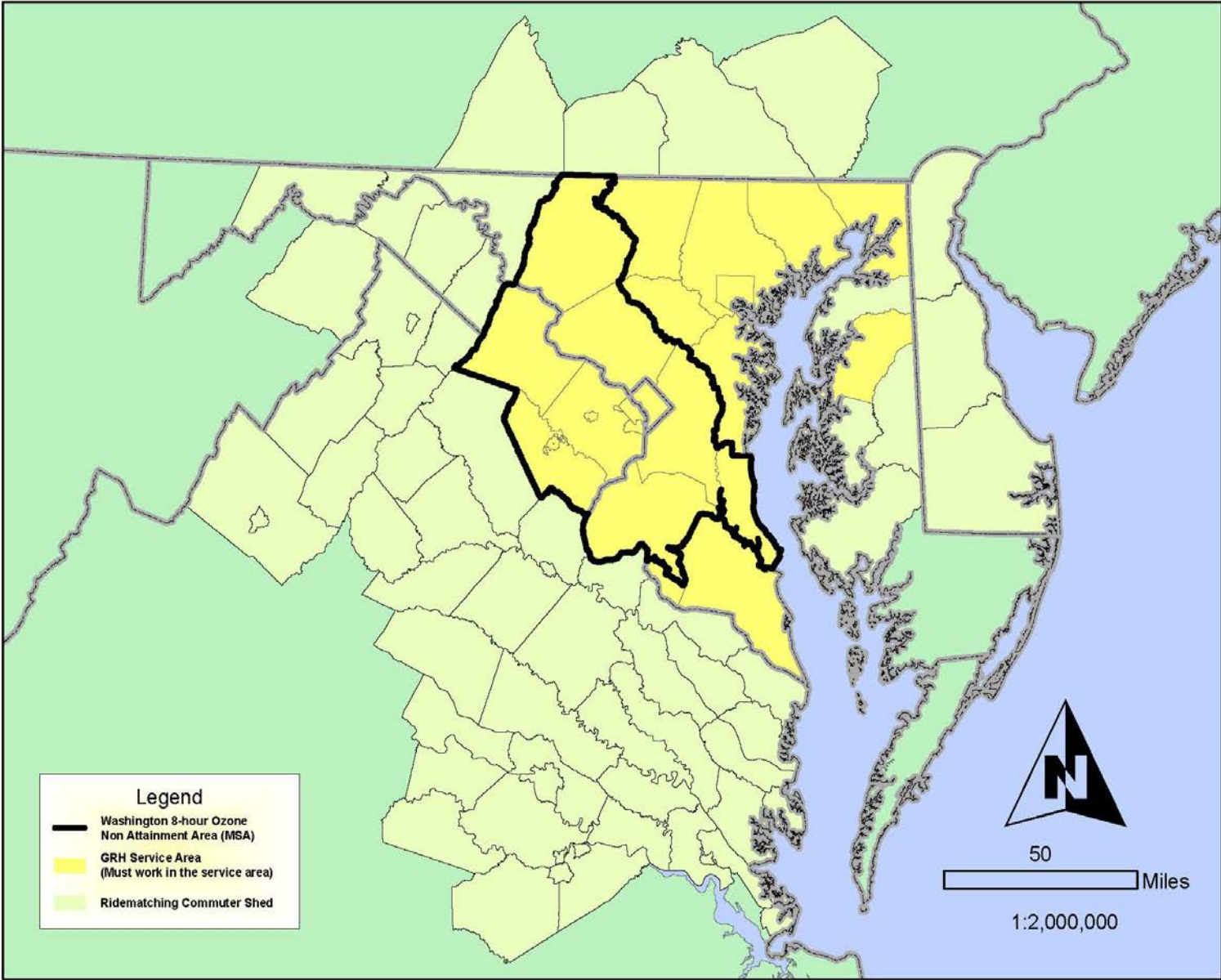
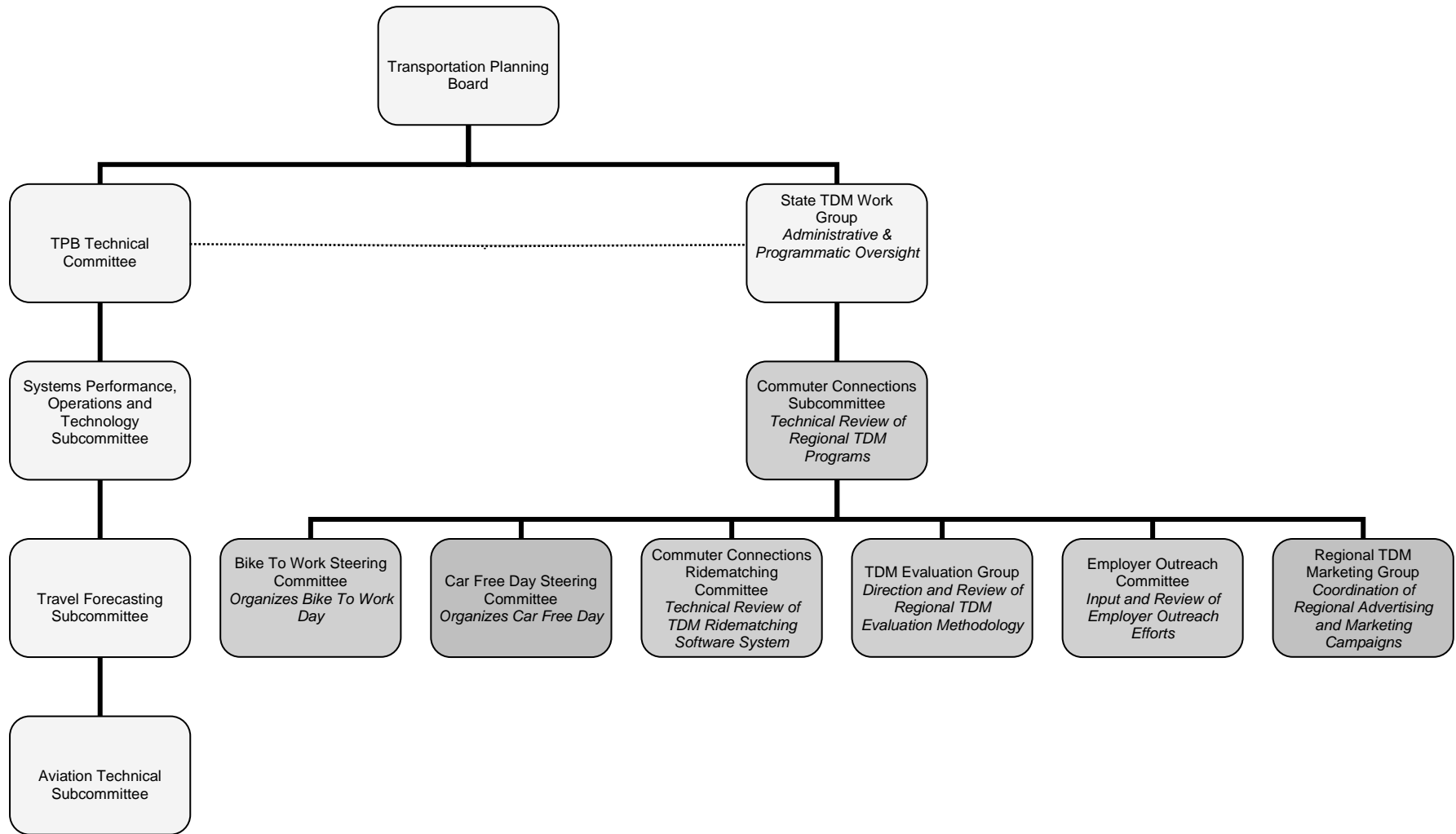


FIGURE 2: COMMUTER CONNECTIONS STRUCTURE



**Table 1
FY 2023 COMMUTER CONNECTIONS BUDGET AND WORK PROGRAM EXPENDITURES**

WORK ACTIVITY	DIRECT LABOR EXPENSE				INDIRECT	NON-LABOR DIRECT EXPENSE			TOTAL
	SALARIES (includes Leave)	FRINGE BENEFITS 22.93%	INTERNS	OTHER STAFFING	MGMT & ADMIN 52.24%	DATA & PC COSTS	CONTRACT SERVICS	OTHER	
Commuter Operations Center	233,862	53,625	-	-	150,183	112,114	110,482	44,474	704,740
Guaranteed Ride Home	200,453	45,964	-	-	128,728	10,500	198,000	356,546	940,192
Marketing	369,175	84,652	6,120	-	240,276	4,700	785,500	2,370,930	3,861,353
Monitoring and Evaluation	150,251	34,453	-	-	96,489	4,500	121,000	78,306	485,000
Employer Outreach	88,418	20,274	-	-	56,781	16,259	-	624,878	806,611
GRH Baltimore	29,761	6,824	-	-	19,112	-	48,750	95,552	200,000
TOTAL	1,071,922	245,792	6,120	-	691,570	148,073	1,263,732	3,570,687	6,997,896

Table 2
COMMUTER CONNECTIONS FISCAL YEAR 2023 BUDGET
BY STATE FUNDING AGENCY AND PROGRAM ELEMENT

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home (GRH)	Marketing	Monitoring & Evaluation	Employer Outreach*	GRH Baltimore	TOTALS
District of Columbia (DDOT)	\$76,172	\$110,003	\$418,056	\$56,745	\$22,948	\$0	\$683,924
State of Maryland (MDOT)	\$292,317	\$422,146	\$1,777,560	\$217,765	\$698,108	\$150,000	\$3,557,896
State of Maryland (MTA)	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Commonwealth of Virginia	\$282,551	\$408,043	\$1,665,737	\$210,490	\$85,555	\$0	\$2,652,376
Other**	\$53,700						\$53,700
TOTAL	\$704,740	\$940,192	\$3,861,353	\$485,000	\$806,611	\$200,000	\$6,997,896

** Virginia and the District of Columbia have allocated \$1,435,459 pending available funds to local jurisdictions and contractors to implement the Employer Outreach project. DDOT has allocated \$310,711, VDOT has allocated \$724,748, and VDRPT has allocated \$400,000.*

***Software User Fees - \$53,700*

Detailed Task Descriptions and Cost Estimates for the FY 2023 Commuter Connections Work Program

I. COMMUTER OPERATIONS CENTER

The Commuter Operations Center has been in existence since 1974 and provides Commuter Connections network member local jurisdictions, Transportation Management Associations (TMAs), and federal government agencies a centralized ridematching system and database for commuting information. Through the Commuter Operations Center, commuter information and ridematching are provided as a free service to commuters living or working in the Washington metropolitan region. As part of the overall program, COG/TPB staff provides the following services:

- Ridematching coordination, technical assistance and administrative support to network member local agencies;
- transportation information services to the general public;
- transportation information software, hardware, and database maintenance ; and
- commuter information systems.

The Commuter Operations Center is comprised of the four project areas listed below. The total annual budget for the Commuter Operations Center regional program is \$704,740.

A. RIDEMATCHING COORDINATION, TECHNICAL ASSISTANCE AND ADMINISTRATIVE SUPPORT

Each month, COG receives several hundred applications for ridematching information. Nearly 100% of these applications are received through the Commuter Connections website. COG/TPB staff reviews and processes all applications received through its website. Matchlists for carpool and vanpool information are sent daily by email or in some very rare cases by mail. Each local Commuter Connections network member has access to the regional TDM on-line system and is notified through a customized queue when a commuter application has been entered through the Commuter Connections website from a commuter living in that network member's jurisdiction or in some cases, depending on the network member, it may be a commuter working in their service area. The queue serves as notification that the network member staff should take ownership of the record and follow up with the commuter to provide additional assistance, as needed. Network members can also enter applications into the system on behalf of their commuter customers. This type of application entry is done through a network member's access portal through the Commuter Connections website. Applications received at COG through the mail are forwarded to the network member serving the applicant's home jurisdiction or work jurisdiction for entry into the rideshare database.

The following local jurisdictions, transportation agencies, transportation management associations, and federal government agencies deliver ridematching and commuter assistance services through the Commuter Connections network to their residents and/or workers:

District of Columbia	Maryland	Virginia
COG/TPB	Anne Arundel County	City of Alexandria
	Baltimore City	Arlington County-COG/TPB
	Baltimore Metropolitan Council	Department of Defense
	Bethesda Transportation Solutions	Dulles Area Transportation Association
	Food and Drug Administration	Fairfax County
	Frederick County	George Washington Regional Commission
	Harford County	Loudoun County
	Howard County	Northern Shenandoah Regional Valley Commission
	Maryland Transit Administration	Potomac and Rappahannock Regional Commission
	Montgomery County	Rappahannock – Rapidan Regional Commission
	National Institutes of Health	
	North Bethesda Transportation Center	
	Prince George’s County	
	Tri-County Council for Southern Maryland	

COG/TPB staff administers ridematching services on behalf of the District of Columbia and Arlington County. The local jurisdiction commuter assistance programs listed in Maryland and Virginia receive separate grants from the Maryland Transit Administration and the Virginia Department of Rail and Public Transportation to provide local services and to help support regional TDM program activities.

During FY 2023, COG/TPB staff will continue to provide technical support and training to Commuter Connections network member agencies for the regional Commuter Connections TDM software system. In addition, staff will be providing administrative support for the Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) Federal Highway Administration (FHWA) grant to expand the incenTrip program in the DMV mega region. Staff will continue to review and distribute ridematching applications received from employers and the general public. Matchlist and renewal notice generation and distribution services will also be provided through COG. COG/TPB staff will produce network member technical assistance reports from the Commuter Connections TDM system, and provide staff

support and coordination to the Commuter Connections State TDM Work Group, the Commuter Connections Subcommittee, the Commuter Connections Ridematching Committee, and to the Federal ETC Advisory Group. Staff will monitor current events and regional trends to determine whether TDM-oriented work groups need to be organized and facilitated. COG/TPB staff will also fulfill daily network member data requests. Federal Agency Employee Transportation Coordinator training will be coordinated and, in some instances, given by COG/TPB staff. Staff will also produce an annual Commuter Connections Work Program for FY 2024. The CCWP Master Agreement between COG and the state funding agencies will continue to be reviewed and updated as needed.

COG/TPB staff will also continue work to expand the regional SchoolPool program so that more schools, safe routes to school coordinators and jurisdictions use the service, maintain the special events ridematching software module, and monitor the trip tracking software module and the use of the Commuter Challenge module.

Cost Estimate: \$204,955

Products: Database documentation of specific technical actions implemented. *(COG/TPB staff)*

Documentation of Subcommittee and Ridematching Committee meetings. *(COG/TPB staff)*

Documentation of daily technical client member support given through COG's Help Desk. *(COG/TPB staff)*

Daily matchlist generation and distribution. *(COG/TPB staff)*

TDM Web Based System Training Manual updates, as needed. *(COG/TPB staff)*

Monthly commuter renewal notices as part of the purge process. *(COG/TPB staff)*

Review and update existing Emergency Management Continuity of Operations Plan for Commuter Connections program services. *(COG/TPB staff)*

Transportation Demand Management Resources Directory update twice yearly. *(COG/TPB staff)*

Federal ETC website updates. *(COG/TPB staff)*

FY 2024 Commuter Connections Work Program.
(COG/TPB staff)

Services:

Software client Member Help Desk technical support.
(COG/TPB staff)

Software and customer service training, as needed.
(COG/TPB staff)

Federal agency ETC training and support to the
Federal ETC Advisory Group. (COG/TPB staff)

Staff the Commuter Connections Subcommittee,
Ridematching Committee, and STDM Work Group, as
well as any other specially formed work groups
(COG/TPB Staff)

Work with state funding agencies to review and
update CCWP Master Agreement (COG/TPB staff in
conjunction with State Funding Agencies)

Schedule:

July 1, 2022 - June 30, 2023

Oversight:

Ridematching Committee

- Communicate Technical Support Issues
- Share knowledge and experience on “Hot Topic” Issues
- Provide input and feedback on Software Technical Policies (i.e. purge process, Help Desk)
- Provide requests for software training

Commuter Connections Subcommittee

- Provide input and comments to FY 2024 CCWP
- Provide input and feedback on all programs and projects in CCWP

STDM Work Group

- Provide input and comments to FY 2024 CCWP
- Provide input, feedback and approval on all programs and projects in CCWP
- Review and provides updates, if needed, to CCWP Master Agreement

B. TRANSPORTATION INFORMATION SERVICES

COG has provided transportation information services for nearly 50 years in the Washington metropolitan region. The Commuter Operations Center provides basic carpool/vanpool, park-and-ride lot, transit, telecommuting, bicycling, and walking information. Specialized transportation information is also provided in support of Bike to Work Day, Car Free Day, CarpoolNow, Flextime Rewards, incenTrip, SchoolPool, and Special Events as well as other regional commuter service programs.

COG maintains and staffs the regional commute information telephone number 1-800-745-RIDE. Calls received at COG are transferred to the local Commuter Connections network member office (based on jurisdiction of residence or in some cases work location of the caller) where applicable. COG/TPB staff provides transportation information services to those commuters who cannot be assigned to a client member site, including residents of the District of Columbia and Arlington County, Virginia. COG receives several hundred calls per month through the 800 number. COG staff also responds to daily requests and questions received by email.

During FY 2023, COG/TPB staff will continue to provide traveler information on alternatives to driving alone to the general public by telephone, website, electronically, and through printed information. Staff will also provide information on Commuter Connections' incentive programs such as CarpoolNow, Flextime Rewards, and incenTrip. The incenTrip program information will also be provided to commuters in the DMV mega region which includes Baltimore, MD and Richmond, VA through the ATCMTD grant project. Staff will continue processing applications from the general public and/or from Commuter Connections network members who request the service on a permanent or temporary basis based on information requests received. COG/TPB staff will answer the regional "800" telephone line, Telecommunications Device for the Deaf (TDD) line, and respond to e-mails on information requests from the Commuter Connections TDM system web service.

Cost Estimate: \$98,506

Products: Provide commuter traveler information on alternatives to driving alone to the general public through the Commuter Connections website, electronically, or through printed information. *(COG/TPB staff)*

Services: Provide commuter traveler information on alternatives to driving alone to the general public by telephone and email. *(COG/TPB staff)*

Process application questions received from the general public. *(COG/TPB staff)*

Answer and respond to commuter calls from the regional "800" Commuter Connections line, DC Pool line, and COG TDD line. (COG/TPB staff)

Respond to commuter e-mails from the Commuter Connections TDM web service. (COG/TPB staff)

Provide general public customer service. (COG/TPB staff)

Schedule: July 1, 2022 - June 30, 2023

Oversight: Ridematching Committee

- Provide input and feedback to information services policies and procedures.

C. TRANSPORTATION INFORMATION SOFTWARE, HARDWARE, AND DATABASE MAINTENANCE

The regional Transportation Demand Management (TDM) software system is provided as a regional database resource with secure online access to nearly 25 commuter assistance programs that include local rideshare agencies, Transportation Management Associations, and federal government agencies. The commuter assistance programs use the TDM software system to service their local commuters' transportation needs for alternative commuting information.

This project includes the daily routine monitoring and maintenance of the TDM software system as well as the hosting of the on-line system through COG's data center as well as all mobile applications. Tasks include: daily backup of the TDM database, maintenance of the TDM web system servers, contingency management services, Windows support to the TDM Oracle database and to virtual web servers, Oracle database administration and support, documentation of system and system changes, Storage Area Network (SAN) connectivity and maintenance, and the maintenance and replacement of hardware and software as needed.

This project will also include ongoing software code upgrades to the web-based TDM system and associated mobile applications. Changes made to the software code will be reflected in a responsive web design format in order to be displayed on smart phone devices such as Android and iPhone and tablets. Access to specific system modules will be provided through mobile applications such as Commuter Connections, CarpoolNow, and incenTrip. COG/TPB staff will continue to examine ways in which its existing service applications and programs can be enhanced and streamlined to integrate the gamification and rewards aspects including the incenTrip mobile application. Support will also be provided to the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program to

expand the incenTrip mobile app software functionality.

Cost Estimate:	\$330,907
Consultant Costs as Part of Estimate: (Maintenance Contracts/Software)	\$110,482

Services: Provide daily routine monitoring and maintenance of the TDM system and database for approximately 25 commuter assistance programs. (COG/TPB staff)

Maintain and update TDM system servers, software programming code, mobile applications, and web hosting. (COG/TPB staff in consultation with contractor).

Schedule: July 1, 2022- June 30, 2023

Oversight: Ridematching Committee

- Provide input and feedback to TDM system maintenance policies.
- Provide recommendations for TDM Web based system software code upgrades.

D. COMMUTER INFORMATION SYSTEM

The Commuter Information System project provides the TDM system with a GIS based information system that includes transit stop data, telework center locations, park and ride lot locations, carpool pick-up points, and bicycling information as part of the ridematching functionality.

During FY 2023, COG/TPB staff will continue integration activities of new transit, telework/co-working centers, park and ride lots, and bicycle route data into the TDM system server. Staff will also continue to obtain updated transit data primarily via GTFS feed, street centerline information and park-and-ride lot data from local jurisdictions and transit properties and reformat this data as necessary to the proper GIS format for use on the regional TDM system. Updates to the park-and-ride and telework/co-working center datasets for use on the TDM system will continue as will updates to the interactive GIS-based website application to include updated local and regional information for 11,000 plus transit, telework/co-working center, park-and-ride lots, and bicycle lanes/paths records. The bicycle routing module will also be maintained and updated to reflect any new and/or expanded bicycle paths and/or trails.

Cost Estimate: \$70,372

Services: Update local and regional information for transit, co-working and telework center locations, park and ride lots, and bicycle route information which will be used

in the TDM web system. (COG/TPB staff)

Schedule: July 1, 2022 - June 30, 2023

Oversight: Ridematching Committee

- Provide input into data source updates for TDM web based system.

II. REGIONAL GUARANTEED RIDE HOME PROGRAM

The regional Guaranteed Ride Home (GRH) program eliminates a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The regional GRH program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime. The GRH program's free ride home is offered only to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternative, and current ridesharing and transit users will increase the use of alternative commute modes. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The Guaranteed Ride Home program is a regional program and consists of the project area previously outlined in Figure 1. The annual budget for the Guaranteed Ride Home program for the two project components outlined below is \$940,192.

A. GENERAL OPERATIONS AND MAINTENANCE

COG/TPB staff processes all GRH applications received through the Commuter Connections web-based TDM software system or by mail. Using the web based TDM system, COG/TPB staff registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections website, www.commuterconnections.org. Commuters may also call COG's Commuter Connections telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG/TPB staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG/TPB staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by

COG/TPB staff.

In the event the commuter has not supplied an e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections website to re-register.

During FY 2023, staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, one-time exception rules and restrictions, and to expand the number of trips available for commuters.

COG/TPB staff will continue to respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards along with corporate rewards coupons, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines.

Cost Estimate: \$286,095

Direct Costs (Telephone, Copies, etc.) as Part of Estimate: \$46,787

Products: GRH new and re-registration ID cards, corporate rewards coupons and registration letters *(COG/TPB staff)*

GRH Program participation guidelines. *(COG/TPB staff)*

Services: Process application requests from the general public for registration and re-registration to the program. *(COG/TPB staff)*

Notify commuters when registration is about to expire. *(COG/TPB staff)*

Monitor and update GRH applicant database. *(COG/TPB staff)*

Schedule: July 1, 2022 - June 30, 2023

Oversight:

Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS

GRH transportation service is provided by several taxi companies, a Transportation Network Company (TNC), and a rental car company all under contract with COG as well as Metrorail. Commuters make their GRH trip request through a menu option provided on COG’s Commuter Connections 800 telephone number or through the Commuter Connections website. The telephone menu option transfers all calls for GRH trips directly to an operations contractor and the email request produces and sends a notification to the contractor. The contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation providers. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

During FY 2023, COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility; dispatching rides through the ride service providers; tracking ride requests in the GRH database; and processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

Cost Estimate: \$654,097

Consultant/Contractor Costs as Part of Estimate:

<i>(Daily Operations contractor)</i>	\$198,000
<i>(GRH Trips - Cab, TNC, and Car Rental Companies)</i>	\$311,259

Services:

Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations and seven cab, car rental, and TNC ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Customer service training for GRH call center agents. *(COG/TPB Staff and contractor)*

Provide GRH Rides (*Cab, TNC, and Car Rental Companies*)

Schedule: July 1, 2022 - June 30, 2023

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program operations.

III. **MARKETING**

The Marketing program delivers a “brand promise” for Commuter Connections as an umbrella solution for commuters seeking alternative commuting options within the region through regional marketing campaigns and special events and initiatives. The use of media and other forms of communication at high reach and frequency levels are used to communicate the benefits of alternative commute methods to Single Occupant Vehicle (SOV) commuters most likely to shift to non-SOV travel.

Marketing is a regional program and consists of nine project areas listed below. The total annual project cost for the program tasks is \$3,761,353.

A. TDM MARKETING AND ADVERTISING

Regional TDM marketing campaigns aim to encourage both current SOV and non-SOV populations to either start or to continue using alternative transportation modes for commuting. Regional TDM marketing campaigns complement other on-going Commuter Connections program services that have been implemented in the region by increasing their overall efficiency and effectiveness.

Outreach for Commuter Connections regional marketing campaigns may include but are not limited in the use of direct mail to households and employers, radio, television, website, social media, web banner, bus and rail, and special event advertisements, and keyword search engine sponsorships. COG/TPB staff and its network members may also participate in promotions at employment sites and special events.

The overall objective of the project will be to continue to brand Commuter Connections and to meet the Mass Marketing and overall Commuter Connections impact goals. A marketing/advertising/public relations contractor will be used to produce and execute the creative, copywriting, and earned media (public relations) plan.

The marketing/advertising/public relations contractor provides expertise to develop the regional marketing campaign. The program builds upon current regional TDM marketing efforts by local, state, and regional agencies to establish a coordinated and continuous year-round marketing effort for regional TDM programs. Campaigns will also include

the strategic development of a DMV mega region outreach campaign as part of the ATCMTD grant to expand the incenTrip program including an earned media strategy. Partnerships between COG and area transit agencies have been established and are maintained to enable the promotion of incentives such as the GRH program to transit riders. COG has also partnered with local jurisdictions to promote various program services through value added media opportunities.

A Marketing Communications Plan and Schedule is issued within the first quarter of the fiscal year that will outline the overall marketing strategy to be used for the marketing campaign. Input on this plan will be provided by the state funding agencies and the Regional TDM Marketing Group members. A Marketing Planning Workgroup will then be formed provide input to the detailed creative development of the regional marketing campaigns.

COG/TPB staff will update and implement a public relations earned media plan and continuously update the SharePoint site for posting marketing and advertising materials for review by the regional Marketing Planning Workgroup members. An outbound email box has also been established at docomments@mwcoq.org for communications on reports and other work program products that require feedback by Commuter Connections committee groups. COG/TPB staff will maintain the primary Commuter Connections website and associated social media sites.

A regional commute alternatives newsletter, *Commuter Connections*, will be published quarterly and distributed to several thousand employers. The focus of the newsletter is on federal, state, regional and local information and/or ideas employers can use to either start, expand or maintain employer-based commute benefit programs. In addition, COG/TPB staff works with the General Services Administration to produce a quarterly Employee Transportation Coordinator (ETC) newsletter insertion into the Commuter Connections newsletter, for distribution to more than 100 Federal ETC's.

COG/TPB staff will continue to maintain and update all Commuter Connections collateral materials and Web based information. The regional Resource Guide and Strategic Marketing Plan will also be updated with input from member agencies.

Cost Estimate: \$2,601,792

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 545,000
<i>(Media Buy)</i>	\$ 1,246,197
<i>(Postage/Printing)</i>	\$ 245,500

Products: SharePoint postings for marketing and advertising materials for review by workgroup members and all other Commuter Connections committees. (COG/TPB staff)

Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Quarterly employer newsletter and Federal agency Employee Transportation Coordinator newsletter. *(COG/TPB staff in conjunction with consultant)*

Mass Marketing material updates and re-prints. *(COG/TPB staff in conjunction with consultant)*

Commuter Connections website and social media page updates. *(COG/TPB staff in consultation with consultant as needed)*

Creative materials for regional TDM marketing campaigns. *(COG/TPB staff in conjunction with consultant)*

Bus and rail advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Special event advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Marketing Communications Plan and schedule. *(COG/TPB staff in conjunction with consultant)*

2023 Strategic Marketing Plan and Resource Guide. *(COG/TPB staff in conjunction with consultant)*

Services:

Placement of advertisements including, but not limited to: website advertisement through banner ads and social media sites, placement of keyword search engine sponsorships, radio, print, and television, and value-added spots, as needed. *(Consultant)*

Placement of advertisements in printed and electronic telephone directories. *(COG/TPB staff)*

Staff the Regional TDM Marketing Group. *(COG/TPB staff)*

Track the effectiveness of advertising campaigns through call volumes, internet and social media hits. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Monitor and adjust the implementation of regional marketing campaigns. *(COG/TPB staff)*

Attend and participate in commuter promotional events and special events, as needed. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Schedule: July 1, 2022 - June 30, 2023

Marketing Communications Plan and Schedule:
September 2022

2023 Strategic Marketing Plan and Resource Guide:
December 2022

Oversight: Regional TDM Marketing Group

- Provide input and feedback on marketing plan, collateral materials, and recommendations made by the Marketing Planning Work Group.
- Provide information on current regional TDM marketing efforts by local, state, and regional agencies to establish and coordinate continuous year-round marketing for regional TDM.

B. BIKE TO WORK DAY

A major marketing activity is the annual Bike to Work day event. Participation in this event has grown steadily each year and includes bicyclists from all jurisdictions in the region. This event is co-sponsored by the Washington Area Bicyclists Association (WABA) and is supported by COG/TPB staff, the state funding agencies and local jurisdictions, and individual sponsoring companies and organizations. Some of the costs of the event are off-set by business and interest-group sponsors who receive publicity for their financial support.

Commuter Connections participation in Bike to Work day includes support for the planning and promotion of the event, the maintenance and management of the event website, and assistance at the various “pit stops” through new pit stop manager training and on the day of the event, development of promotional materials and advertising, and earned media. An “Employer Challenge” is also held which identifies the top five

employers with the most registered participants in the event. A drawing is then held with the five employers to select a winner. The winning employers' registered participants receive a free lunch event sponsored by Commuter Connections.

COG/TPB staff will continue to support and implement a regional Bike To Work Day event and promote the event to employers and commuters. This will be accomplished through management and oversight of the event website, media placements and marketing coordination activities with the marketing/advertising/public relations contractor.

Cost Estimate: \$205,446

Consultant/Contractor Costs as Part of Estimate:

(Advertising and Marketing Contractor) \$ 85,000

(Media Buy) \$ 65,000

(State Funding Agency Sponsorships) \$ 3,600

(Postage/Printing) \$ 17,512

Products: Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Creative materials for Bike To Work Day Event which may include, but is not limited to logo update, poster, take-away brochure, transit signage, t-shirts, custom banners for each pit stop, radio ad, writing copy for live radio reads, print ad, internet ads, HTML e-mail blasts, and public service announcements. *(COG/TPB staff in conjunction with consultant)*

Regional Proclamation. *(COG/TPB staff)*

Services: Coordinate regional pit stops and pit stop managers for Bike to Work Day event in May 2024. *(COG/TPB staff)*

Coordination and management of event website *(COG/TPB staff in conjunction with WABA staff and consultant)*

Bike to Work Day website and social media page updates *(COG/TPB staff in conjunction with consultant)*

Design and distribute event collateral materials to employers and the general public. *(COG/TPB staff in conjunction with consultant)*.

Placement of advertisements; including, but not limited to: website advertisement through social media, banner ads, placement of keyword search

engine sponsorships, radio, and print, as needed. Activities include negotiation of value-added media. *(Consultant)*

Solicitation of corporate sponsors. *(COG/TPB staff in conjunction with consultant).*

Media outreach and coordination of interviews. *(COG/TPB staff in conjunction with consultant)*

Coordination of Employer Challenge. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Staff regional Bike To Work Day Steering Committee. *(COG/TPB staff)*

Schedule: July 1, 2022 - June 30, 2023

Oversight: Bike To Work Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

C. EMPLOYER RECOGNITION AWARDS

COG/TPB staff will coordinate the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite(s). COG/TPB staff will also explore additional public relations opportunities for the award-winning agencies to be profiled or highlighted. During FY 2009, a review of the program occurred and recommended changes that were adopted were implemented in FY 2010. An Employer Recognition Awards work group will continue to provide input to the collateral material developed for the awards program.

Coordination activities will include developing and distributing an awards nomination packet and soliciting nominations from employers through local jurisdictions, Chambers of Commerce and directly from the employers. Staff will also work with the marketing contractor to review and classify the award submissions. A selection committee of objective transportation industry professionals will be recruited for the awards selection committee. The selection committee will be chaired by a member of the TPB.

The marketing contractor will work with COG/TPB staff to validate nomination entries

and obtain any clarification needed from nominees. The marketing contractor will facilitate the selection committee process and tally the voting ballots for each nominee. Once the selection committee makes its recommendations, the award winners will be notified. An awards booklet, giveaway, and short video briefs of each of the award winners will be produced for the awards ceremony. The awards ceremony will be held towards the end of the fiscal year. Staff will coordinate all logistics for the event including, but not limited to: securing speakers, writing remarks, securing event venue, and staffing the event. Additionally, COG's Office of Communications along with the marketing contractor will identify media opportunities to highlight the winners.

Cost Estimate: \$121,419

Consultant/Contractor Costs as Part of Estimate:

(Advertising and Marketing Contractor) \$65,000

(Media Buy) \$ 7,500

(Postage/Printing/Video) \$24,296

Products:

Awards nomination printed packet and on-line form.
(COG/TPB staff in conjunction with consultant).

Awards invitations (COG/TPB staff in conjunction with consultant).

Awards Booklet. (COG/TPB staff in conjunction with consultant).

Award Trophies. (COG/TPB staff)

Giveaway Item. (COG/TPB staff in conjunction with consultant).

Video Briefs. (COG/TPB staff in conjunction with consultant).

Event Photos. (Consultant)

Print Ad. (Consultant in conjunction with COG/TPB staff)

Services:

Coordinate placement of program information on the Commuter Connections website (COG/TPB staff)

Coordinate award submissions with local jurisdictions.
(COG/TPB staff)

Coordinate logistics for awards selection committee.
(COG/TPB staff in conjunction with consultant)

Facilitate selection committee meeting (Consultant)

Identify and coordinate earned media opportunities.
(COG/TPB staff in conjunction with consultant)

Placement of print ad. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*
Coordinate event logistics including recruitment of speakers, writing speaker remarks, securing event venue, and staffing the event. *(COG/TPB staff)*

Management and oversight of marketing contract.
(COG/TPB staff)

Schedule: July 1, 2022 - June 30, 2023

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on project and recommendations made by Employer Recognition Awards work group.

D. 'POOL REWARDS

The purpose of the 'Pool Rewards carpool incentive project is to recruit and retain commuters in a carpool through a cash incentive. Commuter Connections research has shown that commuters who are paid to carpool tend to stay in a carpooling arrangement longer than those carpoolers who are not paid. Commuters who currently take transit or a vanpool to work are eligible to receive \$280 per month under the IRS Qualified Transportation Fringe benefit provisions. Carpoolers are not eligible to participate. Carpool incentive programs have been used in a limited fashion in the Washington metropolitan region during large-scale construction projects such as the Wilson Bridge where the program was named "Bridge Bucks." The program proved to be extremely successful in convincing commuters to use an alternative form of transportation other than driving alone during the construction period.

The 'Pool Rewards program began in FY2011 after results were reviewed from a pilot program conducted in FY2010. After measuring the benefits produced from the carpool financial incentive program, comparisons were made from the expected outcomes to the actual outcomes in terms of auto occupancy and vehicle miles of travel, vehicle trips reduced and emission impacts. A follow-up survey conducted in FY 2011 of the original demonstration project participants showed a 93% carpool retention rate of all participants. A survey of new participants was conducted in FY 2011 and showed that 98% of the program participants planned to carpool after the incentive had ended. A survey of all program participants that had completed the program and were paid was conducted in FY 2014 and results showed a 55% carpool/vanpool retention rate. Pool Rewards participants registered during the FY 2015-2017 and FY2018 – 2020 evaluation periods, were

surveyed in FY 2017 and FY 2020 to explore retention in alternative modes. The survey found that 87% of participants were still using an alternative mode and 13% had returned to driving alone to work. These results were used to derive the long-term retention placement factors: 87% continued placement and 13% temporary placement. Continued evaluation will be conducted in order to adjust program guidelines and documentation of program participation from the user's end. Results from the FY 2017 survey along with program participation rates in both the carpool and vanpool incentive programs were used to adjust the program budget.

The current carpool incentive allows each one-time new participating carpooler to earn up to \$130 over a 90-day time frame through a trip-tracking process. In FY 2012 the 'Pool Rewards program was expanded to include vanpools. Newly formed vanpools that originate in either the District of Columbia or in Maryland whose destination is in the Washington DC non-attainment region are eligible to participate. Third-party vanpool providers on contract with COG/TPB provide the vanpool service and each of the 'Pool Rewards eligible vanpools receive an on-going \$200 per month incentive. COG/TPB staff worked with WMATA to develop a monthly mileage reporting system for the Federal Transit Administration's (FTA's) National Transit Database. There will also be continued coordination with Virginia's vanpool incentive program, Vanpool Alliance.

The I-66 Express Lanes project is a public-private partnership between the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and private partner, I-66 Express Mobility Partners, delivering \$3.7 billion of transportation improvements in the I-66 corridor. The Express Lanes are scheduled to open in December 2022.

The I-495 Express Lanes Northern Extension Project ("495 NEXT" or "Project") is a 3-mile extension of the 495 Express Lanes south of Old Dominion Drive to the American Legion Bridge with new and improved connections at the Dulles Toll Road and the George Washington Memorial Parkway. Two new dynamically tolled Express Lanes will run in each direction to help reduce congestion and improve roadway safety as well as provide additional travel choices and improve travel reliability. The Express Lanes are free to HOV 3+ vehicles and transit vehicles. The project is a public-private partnership between the Virginia Department of Transportation (VDOT), and private partner, Transurban. The Express Lanes are scheduled to open in 2025.

The Commuter Connections 'Pool Rewards program will allow for the formation of new carpools in and around the I-66 corridor outside of the Beltway and the I-495 corridor prior, during, and after the peak construction time of the project. Each participant that joins a new carpool will be eligible for an additional incentive during a 90-day reporting period which will be funded through VDOT's approved Transform 66 Transportation Management Plan and I-495 NEXT Transportation Management Plan. The additional incentive for the Transform 66 and I-495 Express Lanes projects will be above and beyond the current \$130 that is available through the regional 'Pool Rewards program. The purpose of the program is to provide an added incentive for commuters to alter their driving behavior prior, during, and after the project construction period. Marketing and advertising for the Transform 66 and I-495 Express Lanes 'Pool Rewards incentive will be separate for this activity.

Those participants receiving payouts from 'Pool Rewards and participate in other Commuter Connections incentive programs would have the amounts received from 'Pool Rewards included in the \$600 total Commuter Connections incentive amount allowed each calendar year.

In FY 2023, advertising materials will be updated along with on-line advertising to entice additional project participants. Additionally, marketing will be developed and deployed for the Transform 66 project to promote HOV-2 to HOV-3 in the corridor in anticipation of the new facility opening in December 2022.

Cost Estimate: \$216,922

Consultant/Incentive Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 6,000
<i>(Advertising and Marketing Contractor- I-66)</i>	\$ 3,500
<i>(Media Buy)</i>	
\$20,000	
<i>(I-66 Media Buy)</i>	\$60,000
<i>('Pool Rewards Incentive Payments)</i>	\$ 6,510 (carpools)
	\$ 36,500 (Virginia I-66)
	\$15,000 (Virginia I-495)
	\$42,000 (vanpools)

Products: Marketing materials. *(COG/TPB staff in conjunction with consultant)*

Services: Operation of 'Pool Rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. *(COG/TPB staff)*

Administer program surveys and obtain supervisor verifications *(COG/TPB staff)*

Media Placements on radio, television, web. Social media, and value-added spots, as needed *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Report vanpool data to the FTA's National Transit Database *(COG/TPB staff)*

Update program terms and conditions, and participation guidelines as needed (COG/TPB staff)

Design and distribute collateral materials for distribution to employers and the general public (COG/TPB staff)

Schedule: July 1, 2022 - June 30, 2023

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

E. CAR-FREE DAY

During FY 2023, COG/TPB staff will coordinate with local jurisdictions to implement the regional Car Free Day campaign that will encourage residents to leave their cars behind or to take alternative forms of transportation such as public transit, carpools, vanpools, telework, bicycling or walking.

Car Free Day was first held in FY 2009. Following the 2019 event, Commuter Connections conducted a brief survey of event registrants to examine their use of car-free and car-lite) travel options during the Car Free Day event and their subsequent continued use of these options for commute travel. The analysis only captured impacts for commuting travel. The survey found that 86% of all respondents had used a car-free or car-lite option for a commute trip on Car Free Day. For 16% of these respondents, the Car Free Day option was a different mode than they usually would have used, and 76% who changed mode would have driven alone or carpooled/vanpooled. Participants had an average commute distance of 14.9 miles one-way. These results were used to calculate the “event day” trip reduction impact.

The survey further indicated that 11% of employed respondents had increased their regular average frequency of car-free/car-lite options, with an average weekly trip reduction of 3.32 trips, equating to a daily trip reduction of 0.66. These factors were applied to the participant population to estimate the on-going Car Free Day impacts which are highlighted in the FY2018 – FY2020 regional TDM Analysis Report.

This event will be held on September 22nd each year in tandem with World Car Free Day. Evaluation results of the project will include participation and transportation and emission impacts which will be used to make improvements to the annual event. A marketing campaign along with public outreach efforts will be developed to coincide with this worldwide celebrated event.

Cost Estimate: \$113,747

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 33,000
<i>(Media Buy)</i>	\$ 45,000
<i>(Postage/Printing)</i>	\$ 19,126

- Products:**
- Marketing collateral which can include but is not limited to development and printing of posters, transit signage, bus shelter signage and other related advertising collateral that will need to be printed. *(COG/TPB staff in conjunction with consultant)*
 - Development and production of radio, internet, and social media ads, and text messages, and HTML e-mail blasts. *(COG/TPB staff in conjunction with consultant)*
 - Earned media plan development and implementation. *(COG/TPB staff in conjunction with consultant)*
 - Update of website and social media pages. *(COG/TPB staff in conjunction with consultant)*
- Services:**
- Implement regional Car Free Day(s) event on September 22, 2022 and promote event to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*
 - Media Placements, including the negotiation of value-added placements. *(Consultant)*
 - Process media placement invoices. *(COG/TPB staff)*
 - Staff regional Car Free Day Steering Committee. *(COG/TPB staff)*
 - Management and oversight of marketing contract. *(COG/TPB staff)*
- Schedule:** July 1, 2022 - June 30, 2023
- Oversight:** Car Free Day Steering Committee
- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

F. CARPOOLNOW MOBILE APPLICATION

During FY 2017, COG/TPB staff launched CarpoolNow, a new rideshare mobile application that gives commuters in the Washington metropolitan region the ability to carpool on-demand and in real-time. The app immediately connects users who are offering a ride with those seeking a ride. It also displays routes, estimates pickup times, and confirms pick-up and drop-off locations.

During FY2018, COG coordinated with Howard County, Maryland on a marketing initiative to support the CarpoolNow app. The marketing initiative was used to encourage commuters to download and use the app and consisted of producing creative materials to be used on traditional and digital media outlets. A driver incentive was also designed, examined and tested. Results from this project were used to expand the marketing of the CarpoolNow mobile app and a \$10 per trip driver incentive to the Washington metropolitan region in FY2019. Drivers receiving the incentive can receive up to \$600 per calendar year. The \$600 total would also be inclusive of any other Commuter Connections incentive program payments.

Cost Estimate:	\$67,350
Consultant/Contractor Costs as Part of Estimate:	
<i>(Advertising and Marketing Contractor)</i>	\$ 6,000
<i>(Media Buy)</i>	\$ 15,000
<i>(Commuter Incentives)</i>	\$ 35,514
Products:	Development and production of creative and marketing services including, but not limited to: radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. <i>(COG/TPB staff in conjunction with consultant)</i>
	Update of website and social media pages to reflect promotional activities and incentives. <i>(COG/TPB staff in conjunction with consultant)</i>
Services:	Promote mobile app to the general public, employers and to the media. <i>(COG/TPB staff in conjunction with consultant).</i>
	Operation of CarpoolNow driver incentive program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. <i>(COG/TPB staff)</i>
	Media placements, including the negotiation of value-added placements. <i>(Consultant)</i>
	Process media placement invoices. <i>(COG/TPB staff)</i>

Management and oversight of marketing contract.
(COG/TPB staff)

Schedule: July 1, 2022 - June 30, 2023

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

G. FLEXTIME REWARDS

During FY 2017, COG/TPB staff researched and wrote a Flextime Incentives “White Paper” which was endorsed for release in FY 2018. The White Paper provides speculation on the positive impacts of implementing a flextime incentive program for the Washington D.C. metropolitan region. Research on the subject was examined and flextime impacts within major metropolitan areas of the United States and abroad are examined. This document selects corridors in the Washington D.C. region that may benefit from an incentive program and details the beneficial impacts of implementing a flextime-incentive pilot program.

Based on responses with regards to the likelihood of using a flextime incentive from the 2016 State of the Commute survey, analysis of the region’s top-10 traffic bottlenecks, and to allow for a variety of roadway segments on a regional scale, a pilot program was launched in FY2018 for commuters traveling on the following four corridors:

- The Beltway near the I-270 spur and American Legion Bridge.
- The Beltway between I-95 and MD-193
- I-66 heading eastbound at VA-267
- DC-295 heading southbound at Benning Road.

During FY2017 and FY2018, COG coordinated with the University of Maryland to develop the algorithm using a variety of verification techniques to confirm the legitimacy of a user’s trip. This includes the mandatory use of location services to verify departure and arrival times, as well as verify the route the individual has traveled. This verification helps confirm participants traveling to their registered workplace, particularly for those receiving a cash incentive. It also helps verify that the participant is truly flexing their time and rerouting the trip. Verification techniques used in FY2018 simply included self-reporting by the commuter for inclusion in a monthly or quarterly prize/gift drawings.

Part of the program’s implementation is determining the severity of an incident along a corridor that would require a notification to be sent to registered users. Levels of service during the peak period on all the corridors of interest are already consistently rated “E” – “F” without the presence of an incident. The University of Maryland’s predictive travel model assists in determining which incidents warrant a notification. This model calculates the estimated time of arrival while traveling along corridors in the region and recalculates every time an incident is detected. This will give insight into the severity of an incident that has recently occurred and allow notifications to be pushed appropriately.

Commuters using these four corridors register to participate in the incentive program through an electronic application. In FY2019 it was determined that an \$8 cash incentive would be paid to a commuter each time they received a traffic notification and elected to delay their trip during peak hour travel times in the a.m. and/or the p.m. This cash amount determination was made on previous literature review regarding incentive programs from the Flextime White paper issued by COG/TPB staff. Commuters participating in Flextime Rewards can receive up to \$600 per calendar year. The \$600 total would also be inclusive of any other Commuter Connections incentive program payments.

The applications received from individuals traveling along select corridors are reviewed and either approved or denied by COG/TPB staff. Careful attention is given during this process to determine eligibility associated with implementing an incentive program of this type. Depending on eligibility requirements, existing Commuter Connections account holders may be able to simply opt in to the program and use the Commuter Connections mobile app to participate in the program.

Given that the pilot project focused on four top bottleneck corridors in the region, it is reasonably expected that 35 flextime notifications would be sent during a typical year involving the selected corridors resulting in the following annual incentive costs; however the costs associated with 35 notifications will be dependent on the number of participating individuals choosing to delay or avoid their trip during peak of the peak hour commuting periods in the a.m.(7 to 8 a.m.) and in the afternoon (5 to 6 p.m.).

The corridors selected for observation were purposely chosen for pilot program implementation in FY2018. Corridors not included as a corridor of interest may still benefit from an incentive program and can still be a candidate for future expansion of the program given overall participation and survey results.

Cost Estimate:	\$108,245
<i>Consultant/Contractor Costs as Part of Estimate:</i>	
<i>(Advertising and Marketing Contractor)</i>	\$ 12,000
<i>(Media Buy)</i>	\$ 15,000
<i>(Commuter Incentives)</i>	\$ 61,673

Products: Development and production of creative and marketing services including, but not limited to: radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of website and social media pages to reflect promotional activities and incentives. *(COG/TPB staff in conjunction with consultant)*

Services: Operation of Flextime Rewards program which includes registering and verifying participants,

monitoring trip logs, supervisor verification, and payments to program participants. (COG/TPB staff)

Administer program surveys and obtain supervisor verifications as needed (COG/TPB staff)

Promote Flextime Rewards program to the general public, employers and to the media. (COG/TPB staff in conjunction with consultant).

Media Placements, including the negotiation of value-added placements. (Consultant)

Process media placement invoices. (COG/TPB staff)

Management and oversight of marketing contract. (COG/TPB staff)

Schedule:

July 1, 2022 - June 30, 2023

Oversight:

Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

H. INCENTRIP MOBILE APPLICATION

During FY 2019, COG/TPB staff in collaboration with the University of Maryland, soft-launched incenTrip, a new mobile application that gives commuters in the Washington metropolitan region the ability to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. App users also earn reward points while receiving recommendations on the best travel mode, departure time and/or route recommendations. The app was formally launched in August 2019 at a launch event hosted and conducted by the TPB's officer's and UMD senior project leadership.

The app allows users to earn reward points every time a trip is planned through incenTrip and users can take advantage of multimodal travel options, outsmart traffic jams, and invite their friends to join. With a single click, users can exchange their points for an incentive.

By supporting incenTrip and providing incentives to travelers, Commuter Connections can address congestion, reduce energy use, and emissions. The key innovation of incenTrip is the development of personalized and dynamic incentives that vary based on individual preferences and real-time traffic conditions, which significantly improves the cost-effectiveness of traveler incentives. incenTrip performance can be monitored daily via a customized dashboard. The goal of the incenTrip eco-system is to improve multimodal transportation system performance along congested corridors.

During FY2020, COG fully launched the incentive portion of the incenTrip app following its

testing period during FY2019. A Commuter Connections work group helped develop the points and awards structure for the app. A marketing initiative accompanied the launch of the incentive to encourage commuters to download and use the app and included the production of creative materials to be used to market the product through traditional and digital media outlets. Marketing of the app to both commuters and employers will continue. Support will also be provided to the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program to expand the incenTrip mobile app functionality and to process the incentive payments and implement marketing campaign activities including a media plan and placement of advertisements.

Cost Estimate:	\$252,737
Consultant/Contractor Costs as Part of Estimate:	
<i>(Advertising and Marketing Contractor)</i>	\$ 20,000
<i>(Media Buy)</i>	\$ 50,000
<i>(Commuter Incentives)</i>	\$158,259

Products: Development and production of creative and marketing services including, but not limited to: radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of website and social media pages to reflect promotional activities and incentives. *(COG/TPB staff in conjunction with consultant)*

Services: Operation of incenTrip rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. *(COG/TPB staff)*

Promote mobile app to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Schedule: July 1, 2022 - June 30, 2023

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on project

recommendations for program continuation and/or expansion.

I. MDOT INCENTRIP MOBILE APPLICATION FOR MARYLAND MEGA-REGION

In FY2020, COG/TPB staff in collaboration with the University of Maryland, formally launched incenTrip in the Washington DC non-attainment region. During FY2022, the coverage area of the mobile app was expanded to the “Mega-Region” in Maryland through a FHWA Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program grant. The focus for this project will be to administer and implement the incenTrip mobile app for commuters traveling to worksites in Maryland locations outside of the Washington DC non-attainment region as part of the expanded “Mega-Region.”

The incenTrip mobile application gives commuters the ability to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. App users also earn reward points while receiving recommendations on the best travel mode, departure time and/or route recommendations. The app allows users to earn reward points every time a trip is planned through incenTrip and users can take advantage of multimodal travel options, outsmart traffic jams, and invite their friends to join. With a single click, users can exchange their points for an incentive.

By supporting incenTrip and providing incentives to travelers, Commuter Connections can help MDOT address congestion, reduce energy use, and emissions in the “Mega-Region.” The key innovation of incenTrip is the development of personalized and dynamic incentives that vary based on individual preferences and real-time traffic conditions, which significantly improves the cost-effectiveness of traveler incentives. incenTrip performance can be monitored daily via a customized dashboard. The goal of the incenTrip eco-system is to improve multimodal transportation system performance along congested corridors.

During FY2023, COG/TPB staff will work with MDOT to help verify the points and awards structure and program participation guidelines for the app as it relates to the current structure in place for the Washington DC metropolitan region. A marketing initiative will also accompany the incentive app in the Maryland “Mega-Region” to encourage commuters to download and use the app. Creative materials will be examined and updated for the “Mega-Region” to be used to market the product to commuters through traditional and digital media outlets. The efforts will be coordinated with the ATCMTD grant and Commuter Connections marketing and advertising activities. Support will also be provided to the technical aspects of the ATCMTD grant program with regards to the program expansion, the development and implementation of digital payments and allowing for incentive points to be used in partnerships with transit and other entities as defined by the ATCMTD stakeholder group. COG/TPB staff will work on processing incentive payments, customer service, and the development and implementation of marketing campaign and outreach activities which will include a media plan and placement of various forms of advertisements in the Maryland Mega-Region.

Cost Estimate:

\$173,695

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 10,000
<i>(Media Buy)</i>	\$ 50,000
<i>(Commuter Incentives)</i>	\$100,000

Products:

Development and production of creative and marketing services including, but not limited to radio, internet, newsprint, educational video, SEO blog posts or influencers, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of website text and social media pages to reflect promotional activities and incentives and tie-in to MDOT's incenTrip program site. *(COG/TPB staff in conjunction with consultant)*

Services:

Operation and administration of Maryland's (MDOT) incenTrip rewards program for the Maryland "Mega-Region" outside of the Washington DC non-attainment area. Services include but are not limited to registering and verifying participants, monitoring trip logs, supervisor verification, handling commuter challenges, construction projects, congested corridors and payments through various platforms (already in place or to be developed and implemented) to program participants through MDOT collaboration and oversight. *(COG/TPB staff)*

Promote mobile app to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Technical consultation and troubleshooting the app with software development team and implementing technical fixes.

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Schedule:

July 1, 2022 - June 30, 2023

Oversight:

Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

IV. MONITORING AND EVALUATION

The Monitoring and Evaluation program will provide overall program and individual project results when appropriate for the various projects in the CCWP that will be used to track progress for the regionally adopted Commuter Connections Transportation Demand Management (TDM) program elements that were originally adopted as Transportation Emission Reduction Measures (TERMS). One project will solely focus on those activities directly related to data collection and analysis for the TDM program elements. Data collection and analysis for the Commuter Connections program elements occur over a three-year period. Results from this project will directly impact the FY 2021 – FY 2023 Regional TDM Program Analysis report for Commuter Connections. Cost effectiveness results are also calculated every three years. Impact and cost effectiveness results will also be used by the State TDM Work Group to make any necessary recommendations for changes to the TDM program elements being operated through Commuter Connections.

The second project area will include the ongoing tracking and monitoring activities for each of the CCWP program areas, including the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, and Marketing. A direct customer satisfaction survey will be performed to gauge the level of satisfaction for Guaranteed Ride Home. Monthly data collection and quarterly progress reports and an annual progress report will also be produced by COG/TPB staff.

The Monitoring and Evaluation program is a regional program and consists of the two project areas outlined below. The total annual project cost for the program tasks is \$485,000.

A. REGIONAL TDM DATA COLLECTION AND ANALYSIS

Data collection analysis for the Commuter Connections TDM programs occurs over a three-year period. The current cycle began in fiscal year FY 2021 (July 1, 2021) and will conclude in FY 2023 (June 30, 2023).

During FY 2021, the previous data collection cycle's Regional TDM Program Analysis Report was finalized and published and the Placement Rate Study for the new data collection period was completed. In FY 2022, the Framework Methodology Document was updated and published, and data collection activities occurred for the 2022 State of the Commute Report and 2022 GRH Applicant Survey. Draft Technical reports were produced for both data collection activities.

During FY 2023, the final year in the data collection cycle, COG/TPB staff will conduct an

evaluation of the regional Employer Outreach database as specified in the FY 2021–2023 TDM Evaluation Framework Methodology Document. An employer telework survey will also be conducted to gauge the effectiveness of assistance provided to employers to start and expand a telework program in Maryland. A Bike To Work Day survey of the FY 2022 program participants will be conducted, and the 2022 State of the Commute Survey Technical Report will be finalized, and a general public report will be prepared for printing. The 2022 Guaranteed Ride Home Applicant Survey Report will be finalized. The draft FY 2023 TDM Analysis report will also be prepared. Data will also be collected from either information in the regional TDM system database or through participant surveys for Car Free Day and 'Pool Rewards as part of the Mass Marketing TDM program element analysis.

During FY 2023, COG/TPB staff and the contractor will analyze the inputs to the regional Employer Outreach database. This will also entail a preliminary analysis of the model that will be used to determine transportation impacts based on documented employer-based TDM strategies from the 10 local Employer Outreach jurisdictions in the region.

COG/TPB staff and the consultant will also work on conducting an in-depth employer telework survey in Maryland to estimate the impact of telework programs either started or expanded through Commuter Connections during the evaluation period. Results from a separate survey funded by the Virginia Department of Transportation of employers participating in Northern Virginia's Telework! VA program, which is a separately funded program outside of the Commuter Connections Work Program, will also be available. Results from both surveys will be used in the FY 2021 – FY 2023 TDM Analysis Report.

COG/TPB staff and the contractor will also review and update the regional Bike to Work Day participant survey and publish it during the fiscal year. Participants from the 2022 event will be surveyed to determine bicycling patterns before, during, and after the event. Results from the survey will be used in the FY 2021 – FY 2023 TDM Analysis Report as part of the Mass Marketing program element.

The 2022 State of the Commute Survey Technical Report will be finalized, and preparations will be made to develop a general public report for printing. Additional "pull-out sections that provide quick insights and infographics will also be prepared for printing. Results from the survey will be used in the FY 2021–2023 TDM Analysis report and will then be incorporated into the TPB's regional congestion management process and results will be used to support the region's air quality goals.

COG/TPB staff will also be finalizing the in-depth Guaranteed Ride Home (GRH) Applicant survey report. Data collected will be used to determine transportation and emission impacts of the program in the FY 2021–FY 2023 TDM Analysis Report.

Finally, a draft FY2021 – FY2023 TDM Analysis Report will be produced. The purpose of the report is to provide results of an evaluation of the regional TDM program through Commuter Connections. Data collection efforts and transportation and emission impacts are highlighted for all the program elements. Results from the analysis are used to support the region's air quality goals and congestion management process.

Retention rate surveys will also be conducted for Commuter Connections applicants and Guaranteed Ride Home applicants, but not until FY2026. Results from this survey will be used in the FY2026 data collection cycle.

Various presentations on the data collection instruments and reports will be prepared and given to the Commuter Connections TDM Evaluation Group, the Commuter Connections Subcommittee, the TPB Technical Committee, and the TPB, if warranted. The evaluation contractor will also be fulfilling data requests that are received or needed by COG/TPB staff during the course of the fiscal year.

During FY 2023, data collection activities from local sales territories will continue as will the review of employer database records and the classification of employer records into levels of participation.

COG/TPB staff will also provide day to day management and monitoring of evaluation contract services and will report results through monthly data collection activities and quarterly progress reports and an annual progress report.

Cost Estimate:	\$254,361
<i>Consultant Costs as Part of Estimate:</i> <i>(TDM Evaluation Project Consultant)</i>	\$91,000

Products:

2022 State of the Commute Final Technical Report and preparation of general public report for printing. (COG/TPB staff in conjunction with consultant).

Final 2022 GRH Applicant Survey Report. (COG/TPB staff in conjunction with consultant).

Regional evaluation of Employer Outreach database for FY 2021 – FY 2023 TDM Analysis Report. (COG/TPB staff in conjunction with consultant).

FY 2022 Bike To Work Day participant data collection and Report. (COG/TPB staff in conjunction with consultant).

Maryland Employer Telework Survey data collection. (COG/TPB staff in conjunction with consultant).

2021 - 2023 Draft TDM Analysis Report (COG/TPB staff in conjunction with consultant).

Program data collection and/or participant surveys for Car Free Day and 'Pool Rewards.

Review of Employer Database Records and Classification

into Levels of Participation in ACT! Database (COG/TPB staff)

Services:

Fulfillment of data requests. *(COG TPB Staff)*

Collect monthly Employer Outreach data from ten local sales territories. *(COG TPB Staff)*

Employer Site Survey Coordination (COG TPB Staff)

Management and oversight of TDM Evaluation contract. *(COG/TPB staff)*

Schedule:

July 1, 2022 - June 30, 2023

2022 State of the Commute Survey Final Technical Report: November 2022

2022 GRH Applicant Final Survey Report: November 2022

2022 Bike To Work Day Participant Survey Report: January 2023

Employer Outreach Database Analysis: April 2023

Maryland Employer Telework Data Collection: April 2023

Car Free Day and 'Pool Rewards Data Collection: June 2023

2022 State of the Commute Survey General Public Report: Preparation for Printing - June 2023

2021 - 2023 Draft TDM Analysis Report: June 2023

Oversight:

TDM Evaluation Group

- Provide input and feedback on data collection activities, survey methodology, and draft reports.

B. PROGRAM MONITORING AND TRACKING ACTIVITIES

COG/TPB staff will collect monthly program statistics, produce quarterly progress reports, monthly Executive Summary reports, and produce a FY 2022 annual summary of program statistics of the number and type of commuter traveler requests filled by COG and other client member program sites. Staff will collect and analyze data from the monthly customer satisfaction survey for all GRH program users and produce a

customer satisfaction survey report based on the findings. Survey results will be used to change program guidelines and/or policies as needed.

COG/TPB staff will assist local Employer Outreach sales representatives to conduct employer site surveys. A contractor will be used to provide technical assistance for the electronic surveying process and analysis of results, and data entry assistance for those employers using a paper copy of the survey. Survey tabulation and reporting will be provided by COG/TPB staff. Results from the employer database tabulated surveys are used to estimate the participation rates and impacts for employer-based TDM programs reported from the local sales jurisdictions. COG/TPB staff will also maintain and update the archived Employer Commute Survey database.

COG/TPB staff will also monitor monthly progress for local Employer Outreach sales jurisdictions based on their approved Scopes of Work and contract project goals. Local jurisdiction contract performance monitoring for Employer Outreach goals will also be a part of this activity. COG/TPB staff will oversee a regional monitoring and evaluation program for Employer Outreach which includes data collection activities from local employer outreach sales territories. Quarterly Employer Outreach level of effort verification statements will be produced and distributed by COG/TPB staff. An annual detailed snapshot of overall progress will be provided to appropriate state funding agencies for their respective jurisdictions.

Results from local employer telework sales calls and outreach services will be documented in terms of level of effort and progress and shown in quarterly progress reports. Quarterly documentation will also be provided on level of participation and effectiveness and results from sales and outreach activities for employer-based telework programs. Overall monitoring and evaluating employer-based telework programs throughout the region will continue.

Staff will also evaluate effectiveness of advertising campaigns through call volumes, internet hits, and the annual placement rate study. Marketing campaigns will be monitored through lead analysis and detailed campaign summary results. Campaign summary documents will be produced that will outline campaign specifics such as direct mail distribution points (i.e. zip codes), radio stations, internet and social media advertising outlets used, etc. Event summary reports will also be produced for the FY 2022 regional Bike to Work Day and Car Free Day events.

Monthly program statistics will be collected, and quarterly progress reports will be provided for all program areas in the FY 2023 CCWP and an annual progress report for FY 2022 will be produced.

Cost Estimate:	\$230,639
<i>Consultant Costs as Part of Estimate:</i>	
<i>(Employer Survey Project Consultant)</i>	\$ 30,000

Products:	Collect monthly program data and produce quarterly progress reports and monthly Executive Summary
------------------	---

reports for the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, Marketing, Evaluation, and GRH Baltimore programs. *(COG/TPB staff)*

Produce FY 2022 annual progress report. *(COG/TPB staff)*

Collect and analyze data from monthly GRH customer satisfaction survey for FY 2022 program users, and produce a report showing results. *(COG/TPB staff)*

Quarterly Employer Outreach sales contact data and level of effort verification statement *(COG/TPB staff)*

Annual Employer Outreach Snapshot Analysis and Project Recommendations *(COG TPB Staff)*

FY 2022 Bike to Work Day Event Report *(COG/TPB staff)*

FY 2022 Car Free Day Event Report *(COG/TPB staff)*

Survey reports to Employer Outreach representatives from Employer Commute Survey results. *(COG/TPB staff)*

1st Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*

2nd Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*

Services:

Updating and Maintaining Employer Commute Survey archived database. *(COG/TPB staff)*

Management and oversight of Employer Survey contract. *(COG/TPB staff)*

Data documentation from monthly Employer Outreach Activity Reports from ten local sales territories. *(COG/TPB staff)*

Staff the TDM Evaluation Group *(COG/TPB staff)*

Schedule:

July 1, 2022 - June 30, 2023

FY 2022 Car Free Day Event Report: July 2022

FY 2022 4th Quarterly Progress Report: July 2022

FY 2022 Annual Progress Report: September 2022

FY 2023 1st Quarter Progress Report: October 2022

FY 2022 2nd Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: December 2022

FY 2023 2nd Quarter Progress Report: January 2023

FY 2022 Bike to Work Day Event Report: January 2023

2022 GRH Customer Satisfaction Survey Report: March 2023

FY 2023 3rd Quarter Progress Report: April 2023

Employer Outreach Snapshot Analysis: May 2023

FY 2023 1st Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: June 2023

Oversight:

Commuter Connections Subcommittee

- Provide input and feedback on data collection activities for GRH customer satisfaction survey, monthly, quarterly, and annual progress reports.

Regional TDM Marketing Group

- Provide input and feedback on campaign lead analysis reports.

Employer Outreach Committee

- Provide input and feedback on quarterly employer outreach verification statement reports and Employer commute survey process, reports and survey result archives.

V. EMPLOYER OUTREACH

The Employer Outreach program provides and supports outreach efforts in ten jurisdictions located in the region's MSA. This program contains regional and jurisdictional components. COG/TPB's Commuter Connections staff provides overall administration and arranges for sales training and support for the jurisdictional components of the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

District of Columbia
Frederick County
Montgomery County
Tri-County Council for Southern Maryland
Prince George's County
City of Alexandria
Arlington County
Fairfax County
Loudoun County
Prince William County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But the community as a whole benefits from commute alternatives programs, help reduce traffic congestion, improve air quality and other societal benefits, and support economic development. For this reason, many local governments in the region continue to offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to "adequate public facilities ordinances" that have trip reduction requirements for affected employers. Additionally, the Virginia Department of Transportation administers funds directly to the local jurisdictions in Northern Virginia to implement the Employer Outreach program and has also allocated funding to the Telework! VA program for employers to either start or expand a telework program and for general marketing. The District Department of Transportation is using the pass-thru dollars for the program to hire a contractor directly. Results from these activities are reported and analyzed under the regional Monitoring and Evaluation program.

The Commuter Connections program's ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

Regional Components of the Employer Outreach Program include:

- 1) Maintaining and updating a web-based regional employer/employee sales contact database to facilitate local efforts and avoid duplication.

- 2) Coordination with WMATA's SmartBenefits program sales staff, and/or their assigned consultant(s) and develop a process through which TPB member jurisdictions work collaboratively with WMATA to undertake a targeted outreach to employers to increase participation in WMATA's SmartBenefits program.
- 3) Review of individual local sales contact databases on a continuing basis to ensure quality control.
- 4) Providing bicycling information to area employers to help and support bicycling to work by their employees.
- 5) Coordinating technical training for the regional sales database on an as needed basis.
- 6) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
- 7) COG/TPB staff support for updating and printing customized sales materials and employer case studies both in hard copy and for inclusion on the Commuter Connections website.
- 8) Providing coordinated marketing materials for the program including; but not limited to, customized sales portfolios, employer case studies, Alternative Work Schedule, and Emergency Commute Preparedness information.
- 9) Providing information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions through the Clean Air Partners program.
- 10) Offering sales training for the sales and service representatives in each of the participating jurisdictions.
- 11) Providing and updating, as needed, the Employer Levels of TDM participation.

The regional components of the program are listed in the two project tasks below. The total annual cost for the regional components of the Employer Outreach program is \$98,548.

Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Accomplishing local program goals in Maryland jurisdictions via staff, contractors, TMA's, or other entities. A scope of work is submitted to COG to expedite an annual program contract for each locality, and funding is allocated to localities based upon guidance to COG from the state funding agencies.

- 3) COG/TPB support for overseeing pass-thru funding to local sales jurisdictions for the implementation of voluntary transportation demand management strategies at private sector employment sites.
- 4) Providing sales support for the sales and service representatives in DC and Maryland.

The jurisdictional components of the program are outlined in the two project tasks below. The total annual cost of the jurisdictional components of the Employer Outreach program is \$708,063.

Regional Component Project Tasks

A. REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING

During FY 2023, COG/TPB staff will continue to maintain and update the hardware and software for the computerized regional employer outreach database and monitor the regional web-based database upgrade installed during FY 2018. In addition, COG/TPB staff will coordinate training and provide technical assistance to local sales jurisdictions upon request.

COG/TPB staff will continue to monitor the process through which TPB member jurisdictions work collaboratively with WMATA to undertake a targeted outreach to employers to increase participation in WMATA's SmartBenefits program.

Cost Estimate: \$83,548

Services: Management and monitoring of Employer Outreach regional database and provision of sales representative database training as needed. *(COG/TPB staff)*

Maintenance and update of regional contact management database. *(COG/TPB staff)*

Schedule: July 1, 2022 - June 30, 2023

Oversight: Employer Outreach Committee

- Provide input and feedback on technical issues regarding the regional Employer Outreach database.

B. EMPLOYER OUTREACH FOR BICYCLING

The Employer Outreach for Bicycling program provides information to area employers to help support and encourage bicycling to work by their employees. This information is included in the Employer Outreach materials provided to employers under the Employer Outreach Program.

Specific activities under the Employer Outreach for Bicycling Program include the update of a guide on biking to work (“Biking to Work in the Washington Area: A Guide for Employers and Employees). WABA’s website provides users with 24-hour matching to WABA bike mentors, automating a service that previously consumed considerable staff time, and which was available only during office hours. In FY 2016, a presentation entitled “Walk Wise” was developed to incorporate safe practices for employers to promote both bicycling and walking to the worksite.

COG/TPB staff also provides support and facilitation for other bike-to-work outreach activities including lunch time seminars, association meetings and strategic mailings as needed.

Cost Estimate: \$15,000

Printing as Part of Estimate \$6,765

Products: Regional Bicycling to Work Guide updates.
(COG/TPB staff)

Services: Employer assistance and seminars. (COG/TPB staff)

Schedule: July 1, 2022 - June 30, 2023

Oversight: Employer Outreach Committee

- Provide input and feedback on bicycling issues or outreach activities at employment sites.

Jurisdictional Component Project Tasks

A. MARYLAND LOCAL AGENCY FUNDING AND SUPPORT

Local jurisdictions work with employers to develop and implement new or expand existing employer-based commuter benefit programs such as transit and vanpool benefits, preferential parking for carpools and vanpools, carpool and vanpool formation, and telework and flexible work schedules. Results from these efforts are recorded in the regional employer database.

Maryland jurisdictions will also provide general telework information to the general public, local agencies, and employers. Employer Outreach representatives will also work with employers in Maryland to establish new or expand existing telework programs.

Cost Estimate: Pass-thru to Local Jurisdictions: \$487,401
Telework component of pass-thru: \$81,063

Total Project Budget: \$568,464

Services: New or expanded employer-based TDM programs in Maryland. (*local jurisdictions*).

New or expanded employer telework programs in Maryland. (*local jurisdictions*).

Schedule: July 1, 2022 - June 30, 2023

B. DC, MARYLAND, AND VIRGINIA PROGRAM ADMINISTRATION

This project task includes the management and monitoring of pass-thru funding by COG/TPB staff to local sales jurisdictions in DC and Maryland for contract compliance. It also includes support to DC and Maryland jurisdictions, consultants, or TMA staff in implementing voluntary transportation demand management strategies at private and/or non-profit sector employment sites. This task involves the review and approval of an annual Scope of Work by COG/TPB staff for each of the Maryland sales jurisdictions and day to day contract management. This task also includes COG/TPB staff support for updating and printing employer specific regional employer-based marketing materials as well as providing training opportunities.

COG/TPB staff will also work to promote policy templates and information for small and mid-size employers to adopt and implement Flextime and Telework programs at their work places as a resource.

Cost Estimate: \$139,599

Products: Electronic and printed updates of customized sales portfolio materials, employer specific regional marketing materials (General Commuter Connections brochure, Alternative Work Schedules brochure, and Emergency Commute Preparedness brochure), telework policy templates and brochure for small and mid-size employers, and case studies for DC, Maryland and Virginia. (*COG/TPB staff*)

Services:	<p>Sales training offered for sales and service representatives in the region for DC, Maryland and Virginia. <i>(COG/TPB staff/sales training professionals).</i></p> <p>Oversight to local sales jurisdictions in DC and Maryland to implement voluntary transportation demand management strategies at private sector employment sites. <i>(COG/TPB staff)</i></p> <p>Bi-annual sales support conference calls to DC and Maryland jurisdictions. Employer site visits by COG/TPB staff as requested or needed by DC and Maryland jurisdictions. <i>(COG/TPB staff)</i></p> <p>Staff the regional Employer Outreach Committee for DC, Maryland and Virginia. <i>(COG/TPB staff)</i></p>
Schedule:	July 1, 2022 - June 30, 2023
Oversight:	<p>Employer Outreach Committee</p> <ul style="list-style-type: none"> • Provide input and feedback on administrative items such as training, employer-based collateral materials, and case studies.

VI. GUARANTEED RIDE HOME BALTIMORE

A regional Guaranteed Ride Home (GRH) program was implemented in the Baltimore metropolitan region and in St. Mary’s County beginning in FY 2011. The GRH Baltimore program helps to eliminate a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter’s fear of being “stranded” at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The GRH Baltimore program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime.

The GRH Baltimore is similar to the Washington metropolitan region’s GRH program in offering a free ride home to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternatives, and current ridesharing and transit users will increase the usage of these alternative commute modes. The program will be able to demonstrate both transportation and emission impacts that could be used as part of the Baltimore region’s air quality conformity process. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The budget for the Guaranteed Ride Home program includes two projects outlined below, and with a budget of \$200,000.

A. GENERAL OPERATIONS AND MAINTENANCE

Commuter Connections staff at the Metropolitan Washington Council of Governments (COG) will process all GRH applications received by mail and through the Commuter Connections website. Using the GRH software system, COG registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections website, www.commuterconnections.org. Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG staff.

In the event the commuter has not supplied their e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections website to re-register.

COG/TPB staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, corporate rewards coupons, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

During FY 2023, data collection activities will continue for a GRH Baltimore Customer satisfaction survey. The purpose of the survey will be to gauge the level of satisfaction from those who have used the program. A report will be developed and finalized from the FY 2022 data collected.

COG/TPB staff will also be finalizing the FY2022 in-depth Guaranteed Ride Home (GRH) Applicant survey report. Data collected will be used to determine transportation and emission impacts of the program.

During FY 2023, COG/TPB staff and its contractor will continue the implementation of a marketing and advertising media campaign to promote the GRH Baltimore program which will be targeted to commuters working in the Baltimore metropolitan region. The media advertising campaign materials developed for the Washington DC region will be adapted for the Baltimore metropolitan region and is funded through the Maryland Transit Administration.

Cost Estimate: **\$103,736**

Consultant Costs as Part of Estimate:

<i>(Advertising)</i>	\$1,250
(FY2022 In-Depth GRH Baltimore Survey)	\$5,000

Direct Costs as part of Estimate:

<i>(Media Buy)</i>	\$50,000
<i>(Postage/Copies, etc.)</i>	\$ 7,464

Products:

GRH new and re-registration ID cards, registration letters, and corporate rewards coupons *(COG/TPB staff)*

GRH Participation Guidelines *(COG/TPB Staff)*

Final 2022 GRH Customer Satisfaction Survey Report. *(COG/TPB staff)*.

Creative materials for regional TDM marketing campaigns. *(COG/TPB staff in conjunction with consultant)*

2022 GRH Baltimore and St. Mary's County In-Depth Applicant Survey Report. *(COG/TPB staff in conjunction with consultant)*.

Services:

Process application requests from the general public for registration and re-registration to the program. *(COG/TPB Staff)*

Notify commuters when registration is about to expire. (COG/TPB staff)

Monitor and update GRH applicant database. (COG/TPB staff)

Schedule: July 1, 2022 – June 30, 2023

2021 GRH Customer Satisfaction Survey Report: March 2022

2022 In-Depth GRH Baltimore and St. Mary's County Applicant Survey Report: November 2022

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS

GRH transportation service is provided through contracts with COG by several taxi companies, a Transportation Network Company (TNC), a rental car company, and Baltimore's Metro. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number or through the Commuter Connections website. The telephone menu option transfers all calls for GRH trips directly to an operations contractor and the email request produces and sends a notification to the contractor. The contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation contractor. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility, dispatching rides through the ride service providers, tracking ride requests in the GRH database, processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

Cost Estimate: **\$96,264**

Consultant/ Contractor Costs as Part of Estimate:

(Daily Operations): \$42,500

(Cab, TNC, and Car Rental Companies) \$38,088

- Services:** Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*
- Management and monitoring of contract services for day-to-day operations, and four cab, car rental, and TNC ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. (COG/TPB staff)
- Provide GRH Rides *(Cab, TNC, and Car Rental Companies)*
- Customer service training for GRH call center agents. *(COG/TPB staff and contractor)*
- Schedule:** July 1, 2022 – June 30, 2023
- Oversight:** Commuter Connections Subcommittee
- Provide input and feedback on GRH program participation guidelines and policies.

ITEM 10 – Information

January 19, 2022

Performance-Based Planning And Programming: Draft Transit Asset Management Targets

Background:

The board will be briefed on the federal requirements for setting transit asset management targets by metropolitan planning organizations and a draft set of 2022 transit asset management targets for the National Capital Region will be presented. The board will be asked to approve final 2022 transit asset management targets at its March 16 meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Draft Regional Transit Asset Management (TAM) Targets for 2022
DATE: February 10, 2022

This memorandum provides background on the purpose of **Agenda Item 10 - Performance-Based Planning and Programming: Draft 2022 Transit Asset Management Targets**, identifies associated regulatory deadlines, and provides a schedule for TPB action.

BACKGROUND AND PURPOSE

As part of the performance-based planning and programming (PBPP) target-setting requirements under federal surface transportation regulations, each provider of public transportation (e.g., transit agency) is required to adopt targets annually for the performance of their transit assets. This requirement applies to any agency or parent jurisdiction receiving federal transit funds as a recipient or sub-recipient; includes all assets used in the provision of public transportation, with or without federal funds; and applies to transit assets for which the agency or jurisdiction has direct capital responsibility. Providers submit their targets, performance against past targets, and a narrative report on targets and performance to the Federal Transit Administration (FTA) as part of the annual National Transit Database (NTD) data submission.

Metropolitan planning organizations (MPOs) are required to adopt regional TAM targets for providers in their metropolitan planning area. Under FTA planning guidance, MPOs should adopt TAM targets when adopting a new Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP).

The TPB has adopted regional TAM targets three times to date, initially in June 2017, and then in February 2019 and February 2020. The latter date enabled inclusion of the TAM targets in the FY 2021-2024 TIP approved in March 2020.

Approval of the regional 2022 TAM targets in March 2022 will enable inclusion of the new TAM targets in Visualize 2045 (2022) and the FY 2023-2026 TIP, scheduled for approval in June 2022.

The TPB's TAM targets and process will be reviewed as part of the federal certification process early next year. Applicable guidance from the FTA is repeated below.

“The MPO does not send its established TAM targets to FTA for review and approval. However, through the certification review of MPOs in the transportation management areas undertaken every four years, FHWA and FTA will review whether the MPO is implementing a performance-based planning process that is consistent with the FHWA-FTA Final Rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning) and the Transit Asset Management Final Rule.

This review will focus on the development and implementation of written procedures by the MPO in coordination with the transit agencies that provide service in its metropolitan planning area and the state DOTs. With respect to the performance-based planning requirements, the review will examine whether the MPO's metropolitan planning process integrates (directly or by reference) the goals, objectives, performance measures, and targets described in the Transit Asset Management Plan, and that the system performance report measures progress toward achieving selected targets with each update of the MTP and whether the TIP includes a description of how the program of projects contributes to achieving the MPO's performance targets in the MTP, linking investment priorities to those targets.”¹

SCHEDULE

Key dates associated with the anticipated approval of the 2022 TAM targets are listed below:

- The TPB Regional Public Transportation Subcommittee was briefed on the draft 2022 TAM targets on January 25.
- The TPB Technical Committee was briefed on February 4.
- On February 16, the TPB will receive an informational briefing on the set of draft 2022 TAM targets.
- Comments on the draft targets will be taken through the end of February, and the targets will be finalized.
- On March 16, the TPB will be asked to approve a resolution setting the regional 2022 TAM targets.

¹ <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-responsibilities#ref2>

REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Performance-Based Planning and Programming

2022 Report **DRAFT**



National Capital Region
Transportation Planning Board

Regional Targets for Transit Asset Management – 2022 Report

DRAFT February 7, 2022

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

CREDITS

Editor: Eric Randall

Contributing Editors: Antonio Castañeda, Andrew Meese

Design: COG Communications Office

Photo Credit: Eric Randall

ACKNOWLEDGEMENTS

Jurisdictional and transit agency staff from across the region.

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) cumple con el Título VI de la Ley sobre los Derechos Civiles de 1964 y otras leyes y reglamentos en todos sus programas y actividades. Para obtener más información, someter un pleito relacionado al Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

TABLE OF CONTENTS

Executive Summary – 2022 Regional TAM Targets	1
Overview of Performance-Based Planning and Programming Requirements	2
Introduction to Transit Asset Management (TAM) Performance and Target Setting	3
Applicability to Regional Providers	3
TAM Performance Measures	5
2022 Regional TAM Targets	7
Transit Provider TAM Target-Setting.....	7
2020 TAM Targets: Performance vs Targets	9

FIGURES AND TABLES

Figure 1 – TAM Performance Measures	6
Figure 2 – TAM Performance Measures Form - National Transit Database (A-90) Screenshot	6
Figure 3 – Summary of Providers' 2022 TAM Targets - DRAFT	7
Figure 4 – 2022 Regional TAM Targets - DRAFT	8
Figure 8 – 2020 TAM Targets: Performance vs Targets	9

Executive Summary – 2022 Regional TAM Targets

This report presents the transit asset management (TAM) targets developed for the region for adoption by the National Capital Region Transportation Planning Board (TPB) for 2022. The setting of annual TAM targets is one of the requirements of the performance-based planning and programming (PBPP) rulemakings enacted by the federal government in accordance with the MAP-21 and FAST Act surface transportation acts. Once providers of public transportation have each set their TAM targets, MPOs have 180 days to adopt transit asset targets for their metropolitan planning area to comply with requirements.

Transit asset management (TAM) is “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.” In accordance with federal requirements, providers of public transportation must adopt annual targets for the performance of their transit assets. Initial TAM targets were adopted by the region’s providers of public transportation in January 2017, following which TPB staff in consultation and coordination with the region’s providers proposed a set of TAM targets for the region that summarized those reported by all agencies in table or matrix format. This summary table of TAM targets was adopted by the TPB on June 2017 as the initial set of regional TAM targets.

Subsequently, the regional TAM targets were developed in accordance with the FTA guidance, which suggests that the MPOs adopt a single regional target for each asset class. The regional targets were developed by calculating the total number of each asset class and the associated target based on the targets of each the region’s providers of public transportation. Figure 5 (Page 13) shows the approved 2020 TAM targets for the region, adopted by the TPB in February 2020.

FTA guidance is for MPOs to approve a new set of TAM targets with each adoption of a new Transportation Improvement Program (TIP) OR Metropolitan Transportation Plan (MTP). The TPB will be adopting a new Plan and TIP in June 2022, so a new set of TAM targets is being adopted in March 2022 to allow inclusion in those products.

Overview of Performance-Based Planning and Programming Requirements

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which states and metropolitan planning organizations (MPOs) will “transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds.”

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued a set of rulemakings for the implementation of this performance-based planning and programming (PBPP) process. Each rulemaking lays out the goals of performance for a particular area of transportation, establishes the measures for evaluating performance, specifies the data to be used to calculate the measures, and then sets requirements for the setting of targets.

Under the PBPP process, states, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas.

1. Highway Safety
2. Highway Assets: Pavement and Bridge Condition
3. System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program)
4. Transit Asset Management
5. Transit Safety

The federal *Statewide and Metropolitan Planning Rule*, published May 27, 2016, provides direction and guidance on requirements for implementation of PBPP, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements.

States measure performance and set targets on a statewide basis and providers of public transportation measure performance and set targets for their transit system. Depending upon the area of performance, targets may be set annually, biennially, or every four years. States and providers of public transportation must also develop supporting strategic plans for monitoring and improving performance in order to achieve their selected targets. In addition to quantitative targets, periodic narrative reports on performance are also required. Target-setting is based on an agency's strategic plan and science-based methodology for forecasting performance based on measured trends and the funding available and programmed for projects that will affect performance.

The MPO is responsible for collecting this information to calculate measures and set targets for the metropolitan planning area as appropriate. MPOs have up to 180 days to adopt targets following the targets being set by state DOTs or providers of public transportation. MPOs must coordinate with the state DOTs and providers of public transportation in setting the metropolitan area targets, which should be based on the strategic plans and funded projects of the cognizant agencies.

Introduction to Transit Asset Management (TAM) Performance and Target Setting

This report presents the transit asset management (TAM) targets being adopted by the National Capital Region Transportation Planning Board (TPB) for 2022. The setting of TAM targets is one of the requirements of the PBPP rulemaking.

The final Transit Asset Management rule was published in the Federal Register on July 26, 2016 and became effective October 1, 2016.¹ Transit asset management (TAM) is “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.”

Under the final TAM rule, transit providers must collect and report data for four performance measures, covering rolling stock, equipment, infrastructure, and facility condition. For these measures, transit providers have to annually set targets for the fiscal year, develop a four-year TAM plan for managing capital assets, and use a decision support tool and analytical process to develop a prioritized list of investments.

Each provider of public transportation is required to adopt annual targets for the performance of their transit assets. An initial reporting of targets was required by January 1, 2017. Subsequently, mandatory annual target-setting and reporting began with the 2019 fiscal year, with providers required to set targets within four months of the end of the previous fiscal year. Most regional transit providers are on a July-to-June fiscal year; accordingly, they have to set targets for the new fiscal year by the end of October. Only the District of Columbia transit services use the federal fiscal year calendar (October to September) and have until the end of February to set TAM targets for the new fiscal year.

Once providers of public transportation have all set their TAM targets, MPOs have 180 days to adopt transit asset targets for their metropolitan planning area to comply with requirements. Initially, the TPB adopted the first set of transit asset targets for the region in June 2017. Subsequent sets of regional TAM targets were adopted for 2019 in February 2019 and for 2020 in February 2020.

Applicability to Regional Providers

The final TAM rule applies to all recipients and subrecipients of federal transit funds (e.g., Section 53XX funds) that own, operate, or manage capital assets used in the provision of public transportation and requires accounting for all assets used in the provision of public transportation service, regardless of funding source, and whether used by the recipient or subrecipient directly, or leased by a third party.

The federal TAM rulemaking defines two tiers of providers of public transportation. Tier 1 providers are those that operate rail service or more than 100 vehicles in regular service. Tier 2 providers are those operating less than 100 vehicles in regular service. Tier 1 providers must set transit asset targets for their agency, as well as fulfilling other additional reporting and asset management requirements. Tier 2 providers can set their own targets or participate in a group plan with other Tier

¹ <https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

2 providers whereby targets are set for the group as a whole. Note that a parent organization can operate several services, such as bus service and paratransit service, that combined exceed 100 vehicles.

The region has seven Tier 1 providers of public transportation as defined in the federal rulemaking:

1. WMATA: Metrorail, Metrobus, MetroAccess
2. District of Columbia: Streetcar, Circulator
3. Fairfax County: Connector, Community and Neighborhood Services
4. Montgomery County: Ride On
5. Prince George's County: TheBus, Call-A-Bus
6. Potomac and Rappahannock Transportation Commission (PRTC): OmniRide
7. Virginia Railway Express (VRE)

The region has twelve Tier 2 providers as defined in the federal rulemaking, including several small paratransit providers and non-profit providers:

Northern Virginia

1. Alexandria: DASH, DOT
2. Arlington: ART
3. Loudoun County Transit
4. Virginia Regional Transit (VRT)
5. The Arc of Greater Prince William
6. Every Citizen Has Opportunities, Inc. (ECHO)
7. Endependence Center of Northern VA
8. Weinstein Jewish Community Center
9. Prince William Area Agency on Aging

Suburban Maryland

11. Charles County: VanGo
12. Frederick County: TransitIT

All of the Tier 2 providers in the region have chosen to participate in a group plan with their respective state agency: the Maryland Transit Administration (MTA) or the Virginia Department of Rail and Public Transportation (DRPT). Accordingly, there are nine reporting entities in the TPB's metropolitan planning area for 2022.

Providers of public transportation operating within the region but based outside of the TPB's metropolitan planning area, such as MTA Commuter Bus and MARC commuter rail, are not included.

The following schedule for TAM requirements was published in the final rulemaking in July 2016, and subsequently modified by FTA through issued guidance in February and April 2017².

- **By January 1, 2017:** Providers of public transportation were required to establish initial performance targets.
- **By June 30, 2017:** MPOs were required to adopt transit asset targets for the metropolitan region within 180 days.
 - Subsequently, regional transit asset targets shall be adopted with every new long-range plan or Transportation Improvement Program (TIP).

² February 2017 guidance: <https://www.transit.dot.gov/TAM/gettingstarted/htmlFAQs>

April 2017 guidance: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-responsibilities>

- **Starting October 2017:** Providers of public transportation report performance data and targets in the National Transit Database (NTD) within four months after fiscal year end:
 - Optional reporting for FY 2017 data and FY 2018 targets.
 - Mandatory reporting for future years, beginning with FY 2018 data and FY 2019 targets by October 31, 2018 (if fiscal year July-June).
 - Starting October 2019, submit a narrative report describing changes in the condition of the provider’s transit system from the previous year and progress made during the year to meet the performance targets.

- **By October 2018:** Providers of public transportation must develop and submit to FTA their initial four-year strategic TAM Plans. Subsequently, these plans must be updated every four years.

TAM Performance Measures

There are four transit asset performance measures, two of which are age-based and two of which are condition-based (see Figure 1):

1. Rolling stock (Age)
2. Equipment: (non-revenue) service vehicles (Age)
3. Infrastructure: rail fixed-guideway track, signals, and systems (Condition)
4. Stations/Facilities (Condition)

Within each of the performance measures, assets are further divided into asset classes. For example, distinct asset classes for buses can be articulated buses, standard buses, or minibuses. Each asset class is measured separately for performance and for target-setting. National Transit Database Form A-90 is the means by which TAM targets are reported to the FTA (see Figure 2), with target and performance for each asset class listed. Note that many of these asset classes are not represented in the National Capital Region

For the age-based performance measures, providers set their own standard – the useful life benchmark (ULB) – for each asset class. The ULB is the anticipated useful lifetime of the asset. Accordingly, each provider in the region can set a different standard for its buses as well as different targets for the anticipated percentage of buses that will exceed those standards, to reflect different degrees of usage and operating conditions, variations in maintenance efforts, etc. This affects the feasibility of comparison among agencies and the integration of data to measure regional performance and set regional targets.

Providers of public transportation measure their performance in accordance with the definitions and requirements of federal rulemaking, including the TAM final rule and the final rule on National Transit Database (NTD) Asset Inventory Reporting. The FTA also published a Guideway Performance Assessment Guidebook and a Facility Performance Assessment Guidebook to provide guidance to providers of public transportation on how to collect data and measure performance for these assets.

Figure 1 – TAM Performance Measures

	Performance Measure	Asset Classes
Rolling stock (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40 foot bus, 60 foot bus, vans, automobiles, locomotives, rail vehicles
Equipment - (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	The percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/ Facilities (Condition)	The percentage of facilities, within an asset class, rated below 3 on the TERM scale.	Stations, depots, administration, parking garages, terminals

Figure 2 – TAM Performance Measures Form - National Transit Database (A-90) Screenshot

Records - NTD Report Packages
FY 2018 Reporting - 25651 - Full Operating USOA 2018 - 2019

Summary News **Related Actions**

Transit Asset Management Performance Measure Targets (A-90)
 25651 - Full Operating USOA 2018 - 2019 (Full Reporter: Operating) - RY18 Original Submission (Working Data)

There are currently no open issues on this form.

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)	N/A
AB - Articulated Bus					<input type="checkbox"/>
BR - Over-the-road Bus					<input type="checkbox"/>
BU - Bus					<input type="checkbox"/>
CU - Cutaway					<input type="checkbox"/>
DB - Double Decker Bus					<input type="checkbox"/>
HR - Heavy Rail Passenger Car					<input type="checkbox"/>
MV - Minivan					<input type="checkbox"/>
OR - Other					<input type="checkbox"/>
VN - Van					<input type="checkbox"/>

2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)	N/A
Automobiles					<input type="checkbox"/>

³ <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/A-90.pdf>

2022 Regional TAM Targets

Targets are the threshold for the maximum percentage of assets at or exceeding acceptable standards.

TRANSIT PROVIDER TAM TARGET-SETTING

Following the establishment of initial TAM targets by the providers of public transportation in January 2017, TPB staff in consultation and coordination with the region's providers developed a set of TAM targets for the region that summarized those reported by all agencies in table or matrix format. The summary of 2022 TAM targets for the nine providers of public transportation in the region that are reporting entities are shown in Figure 3.

Starting in 2019, the regional TAM targets were developed in accordance with the FTA guidance, which suggests that the MPOs adopt a single target for each asset class in the region. The regional targets calculate the total number of each asset class and the associated target based on the targets of each provider of public transportation. Figure 4 shows the formally adopted 2022 TAM targets for the region.

Figure 3 – Summary of Providers' 2022 TAM Targets - DRAFT

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	0% Rail, 5% Bus ^a	44% ^c	3.5%	5% ^f
DDOT*	0% Rail, 0% Bus	n/a	5%	0% ^g
Ffx. Co.	10%	10% ^d	n/a	0%
Mont. Co.	5%	50% ^d	n/a	0%
Pr. Geo. Co.*	34%	n/a	n/a	0%
PRTC	11% ^b	25% ^d	n/a	0% ^g
VRE	0%	0% ^e	n/a	0%
Maryland Tier 2 (MTA)	18% ^a	44.0% ^e	n/a	0% ^g
Virginia Tier 2 (DRPT)	15% ^a	25% ^e	n/a	10% ^g

a: 40-foot buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: passenger, g: maintenance/administrative facilities

* Previous year's data

Figure 4 – 2022 Regional TAM Targets - DRAFT

Percentage of revenue vehicles that have met or exceeded useful life benchmark	Regional Assets Total	Regional Target
AB- Articulated bus	95	2.5%
AO- Auto	253	0.0%
BR- Over-the-road bus	214	12.4%
BU- Bus	2616	6.9%
CU- Cutaway bus	112	0.7%
HR- Heavy rail passenger car	866	0.0%
LR- Light rail vehicle	6	0.0%
RL- Commuter rail locomotive	20	0.0%
RP- Commuter rail passenger coach	100	0.0%
VN- Van	693	0.0%
<i>Revenue Vehicle Totals</i>	<i>4975</i>	

Percentage of service vehicles that have either met or exceeded their useful life benchmark		
Automobiles	177	41.8%
Trucks and other Rubber Tire Vehicles	1407	46.7%
Steel Wheel Vehicles	77	25.0%
<i>Service Vehicle Totals</i>	<i>1661</i>	

Percentage of track segments, signals, and systems with performance restrictions (over length in miles)		
CR - Commuter Rail	0	0.0%
HR - Heavy Rail	234	3.5%
SR - Streetcar Rail	5.6	5.0%
<i>Track Segments Totals</i>	<i>239.6</i>	

Percentage of Passenger and Maint. facilities rated below condition 3 on the condition scale		
Passenger Facilities	113	4.1%
Passenger Parking Facilities	87	4.3%
Maintenance Facilities	106	9.2%
Administrative Facilities	26	8.0%
<i>Facility Totals</i>	<i>332</i>	

2020 TAM Targets: Performance vs Targets

Along with reporting targets for the upcoming year, starting in 2019 transit providers were also required to report performance against the previous year's targets, via Form A-90. The matrix of transit providers' 2020 TAM targets can be compared with their reported performance for 2020, the results of which are shown in Figure 8.

This information is still under review for 2021 Performance vs. Targets

Figure 8 – 2020 TAM Targets: Performance vs Targets

Reporting Entity	Rolling Stock	Actual	Service Vehicles	Actual	Rail Infrastructure	Actual	Station/Facility Condition	Actual
WMATA	0% Rail, 0% Bus	0% Rail, 3% Bus	11% ^d	31%	2.1%	1.69%	7% ^f	7.1%
DDOT	0% Rail, 0% Bus	0% Rail, 0% Bus	n/a	n/a	5%	-	0% ^g	0%
Arl. Co.	0%	0%	n/a	n/a	n/a	n/a	0%	0%
Fairfax Co.	0%	-	12% ^d	-	n/a	n/a	0%	-
Mont. Co.	11%	14%	34% ^d	40%	n/a	n/a	22% ^g	22%
Pr. Geo. Co.	4%	25%	43% ^d	25%	n/a	n/a	0%	0%
PRTC	8% ^b	19%	0% ^e	50%	n/a	n/a	0% ^g	0%
VRE	0%	0%	0% ^e	0%	n/a	n/a	0%	0%
Maryland Tier 2 (MTA)	13% ^a	17%	15% ^d	30%	n/a	n/a	24% ^g	4%
Virginia Tier 2 (DRPT)	10%	-	25% ^e	-	n/a	n/a	10% ^g	-

a: heavy-duty buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: passenger; g: maintenance/administrative facilities

FY 2022 REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Performance Based Planning And Programming

Eric Randall, TPB Transportation Engineer

Transportation Planning Board
February 16, 2022



Structure of Presentation

- Transit Asset Management (TAM) Target-Setting Requirements
- TAM Performance Measures
- 2022 TAM Targets – Agency Summary Table
- 2022 Regional TAM Targets
- Next Steps

Transit Asset Management (TAM) Target Setting Requirements

- Providers of public transportation are required to annually establish Transit Asset Management (TAM) performance targets
 - Applies to any provider receiving Federal Transit Administration (FTA) funds, recipients and sub-recipients
 - Large agencies set targets and report directly to the FTA; small agencies may participate in group plans
- MPOs (i.e., TPB) adopt transit asset targets for their metropolitan planning area
 - FTA recommendation for MPOs is to set a single regional target for each performance measure asset class
 - MPOs do not submit targets, but these targets are to be included in each long-range transportation plan and TIP



TAM Performance Measures

	Performance Measure	Asset Classes
Rolling stock (Age)	<u>Percentage</u> of revenue vehicles within a particular asset class that have <u>met or exceeded useful life</u> benchmark (ULB)	Standard bus, articulated bus, vans, automobiles, locomotives, rail vehicles
Equipment - (non-revenue) service vehicles (Age)	<u>Percentage</u> of vehicles that have <u>met or exceeded</u> their ULB	Cranes, prime movers, vehicle lifts, tow trucks
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	The <u>percentage</u> of track segments, signal, and systems with <u>performance restrictions</u>	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/ Facilities (Condition)	The <u>percentage</u> of facilities rated below 3 on the TERM scale (i.e., <u>in marginal or poor condition</u>)	Stations, depots, administration, parking garages, terminals



Summary of 2022 TAM Targets - DRAFT

Target = Maximum percentage of assets at or exceeding standard

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	0% Rail, 5% Bus ^a	44% ^c	3.5%	5% ^f
DDOT*	0% Rail, 0% Bus	n/a	5%	0% ^g
Ffx. Co.	10%	10% ^d	n/a	0%
Mont. Co.	5%	50% ^d	n/a	0%
Pr. Geo. Co.*	34%	n/a	n/a	0%
PRTC	11% ^b	25% ^d	n/a	0% ^g
VRE	0%	0% ^e	n/a	0%
Maryland Tier 2 (MTA)	18% ^a	44.0% ^e	n/a	0% ^g
Virginia Tier 2 (DRPT)	15% ^a	25% ^e	n/a	10% ^g

a: 40-foot buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: passenger, g: maintenance/administrative facilities

* Previous year's data



2022 Regional TAM Targets - DRAFT (1)

Percentage of revenue vehicles that have met or exceeded useful life benchmark	Regional Assets Total	Regional Target
AB- Articulated bus	95	2.5%
AO- Auto	253	0.0%
BR- Over-the-road bus	214	12.4%
BU- Bus	2616	6.9%
CU- Cutaway bus	112	0.7%
HR- Heavy rail passenger car	866	0.0%
LR- Light rail vehicle	6	0.0%
RL- Commuter rail locomotive	20	0.0%
RP- Commuter rail passenger coach	100	0.0%
VN- Van	693	0.0%
<i>Revenue Vehicle Totals</i>	4975	

Based on National Transit Database Form A-90

- Single regional target for each performance measure asset class



2022 Regional TAM Targets - DRAFT (2)

Percentage of service vehicles that have either met or exceeded their useful life benchmark		
Automobiles	177	41.8%
Trucks and other Rubber Tire Vehicles	1407	46.7%
Steel Wheel Vehicles	77	25.0%
<i>Service Vehicle Totals</i>	<i>1661</i>	
Percentage of track segments, signals, and systems with performance restrictions (over length in miles)		
CR - Commuter Rail	0	0.0%
HR - Heavy Rail	234	3.5%
SR - Streetcar Rail	5.6	5.0%
<i>Track Segments Totals</i>	<i>239.6</i>	
Percentage of Passenger and Maint. facilities rated below condition 3 on the condition scale		
Passenger Facilities	113	4.1%
Passenger Parking Facilities	87	4.3%
Maintenance Facilities	106	9.2%
Administrative Facilities	26	8.0%
<i>Facility Totals</i>	<i>332</i>	



Next Steps

- Receive any comments on draft TAM targets through February
- Board approval of final TAM at March meeting
- ❖ Adopted TAM targets will be included in this year's Visualize 2045 long-range transportation plan and the FY 2023-2026 TIP

Eric Randall

TPB Transportation Engineer

(202) 962-3254

erandall@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

Applicability to Regional Providers

Two tiers of provider: Tier I if more than 100 vehicles in revenue service or operates rail; Tier II if 100 or fewer vehicles

Tier I

1. WMATA: Metrorail, Metrobus, MetroAccess
2. DDOT: Streetcar, Circulator
3. Fairfax: Connector, Comm. & Neighborhood Services
4. Montgomery County: Ride On
5. Prince George's: TheBus
6. PRTC: OmniRide
7. Virginia Railway Express

Tier II

1. Alexandria DASH
2. Arlington ART
3. Charles VanGo
4. Frederick TransIT
5. Loudoun County Transit
6. Virginia Regional Transit
7. and other small non-profit or paratransit providers

- Tier I providers set performance targets, implement an agency TAM Plan, and report performance and targets annually
- Tier II providers may participate in a Group Plan or opt out and fulfill requirements on their own



ITEM 11 – Information

February 16, 2022

Climate Change Elements in the Long-Range Transportation Plan – Seeking Member Input on Specifics

Background:

Board members reviewed the proposed process for the TPB to collect input from each member on the greenhouse gas (GHG) reduction goals and specific actions to reduce emissions from the on-road transportation sector. This process can lead to the TPB formally adopting actions to be included in both the long-range transportation plan, Visualize 2045, and in the TPB metropolitan transportation planning process. Staff will review the draft board member questionnaire along with the schedule for completing the task of adopting on-road GHG emissions goals and strategies as part of the current update to Visualize 2045.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Process to Solicit Member Input on Climate Change Mitigation Goals and Strategies and Incorporate TPB action in the 2022 update to Visualize 2045
DATE: February 10, 2022

The Metropolitan Washington Council of Governments (COG) has adopted, and the National Capital Region Transportation Planning Board (TPB) has endorsed, a set of multi-sector greenhouse gas (GHG) reduction goals for the metropolitan Washington region for the years 2030 and 2050. Sectors include energy, built environment (residential and commercial building energy), transportation, agriculture, and waste (water and solid). The transportation sector includes on-road (cars, trucks, buses), off-road (such as farm and construction vehicles), and non-road, such as rail, marine, and air. The TPB intends to integrate climate change mitigation planning elements into its long-range transportation plan (LRTP), Visualize 2045, and the associated planning process. A description of this task, its associated principles, and the process proposed to complete the task were outlined in a memorandum from the Chair and Vice Chairs of the TPB that was shared with TPB members on January 19, 2022.

Below, this memorandum describes the process by which TPB member jurisdictions and transportation agencies would provide input prior to the TPB's discussion and action on the matter. This memorandum includes a schedule for the next steps for the TPB's discussion on climate mitigation strategies, a schedule for the finalization of Visualize 2045, and an explanation of how any TPB action on climate strategies or other next steps can be incorporated into the policy element of the plan.

BACKGROUND

The TPB has agreed that reducing GHG emissions in the on-road transportation sector to mitigate the impacts of climate change should be a regional planning priority along with other regional planning priorities previously adopted and documented in TPB policy documents.¹ The TPB is committed to this task. To formalize this commitment, the TPB is considering adopting:

1. Greenhouse gas (GHG) reduction goals explicitly for the on-road transportation sector commensurate with the region's multi-sectoral GHG reduction goals²
2. A set of multimodal, multi-pathway strategies (projects, programs, and policies) with the potential to reduce on-road transportation GHG emissions as part of its planning priorities.

¹ Documents describing TPB policy priorities may be found at: "Goals and Future Factors - TPB Visualize 2045," 2022. <https://visualize2045.org/goals-and-future-factors/>.

² The region's multi-sector GHG reduction goals adopted by COG in 2008 and 2020: Reduce GHG emissions, relative to 2005 levels: 10% by 2012, 20% by 2020, 50% by 2030, and 80% by 2050.

The purpose of including the on-road transportation GHG reduction goals and a set of multi-pathway strategies in both the LRTP and the associated planning process is to help guide transportation investment decisions of the TPB member jurisdictions and transportation agencies in the coming years, particularly on projects, programs, and policies that would be included in the TPB's LRTP.

ADDITIONAL INFORMATION

The metropolitan Washington region adopted its first set of GHG reduction goals in November 2008 (for years 2012, 2020 and 2050) based on the Metropolitan Washington Council of Governments' (COG's) *National Capital Region Climate Change Report*. The COG Board of Directors (COG Board) adopted an interim 2030 goal at the recommendation of its Climate, Energy, and Environment Policy Committee (CEEPC) in October 2020.³ The TPB also endorsed the 2030 goal in October 2020.⁴ Many COG members have adopted similar GHG reduction goals for their jurisdictions.

The regional goals adopted by COG and endorsed by the TPB are multi-sectoral, as are many of the GHG reduction goals adopted by COG member jurisdictions, including the District of Columbia, the State of Maryland, and the Commonwealth of Virginia. Thus, the specific levels of GHG reduction articulated in the COG goal would be derived from the combined actions in the various sectors contributing to GHG emissions. By adopting an on-road transportation sector specific goal, the TPB will be elevating its previous endorsements of regional multi-sector GHG reduction goals and taking ownership of its ability to contribute to GHG emissions reductions within the on-road transportation sector through its long-range transportation planning process. Such a goal would also provide a target to assess the progress of the LRTP's against the GHG reduction goals for the sector.

Studies by the TPB and others have made clear that effective mitigation of the adverse impacts of climate change requires a comprehensive set of actions at all levels—federal, state, regional and local. As a regional planning body, the TPB is well positioned to inform project- and program-level decisions and policy enactment on the types of actions that would reduce on-road transportation GHG emissions. The TPB can inform state, regional, and local decision making by adopting a comprehensive (multi-pathway, multimodal) set of transportation GHG reduction strategies. The TPB's Climate Change Mitigation Study (CCMS), completed in early 2022, examined the GHG reduction potential of many individual strategies (projects, programs, policies) and scenarios that combined various strategies.⁵

The strategies examined by the CCMS were multimodal and included land use, which is closely linked with on-road transportation. The study analyzed strategies—grouped into three pathways—to reduce on-road transportation GHG emissions: Fleet Conversion, Reducing Vehicular Travel, and Traffic Operations. Many of the strategies were built upon actions (projects, programs, policies) that TPB members are already implementing, but the study generally assumed a much higher level of implementation. Other strategies involved enacting new policies, including some that would require state-level legislation, to provide for potentially substantial reductions in vehicle travel.

³ [“Resolution Endorsing Regional Climate Mitigation and Resiliency Goals \(COG R45-2020, October 14, 2020\).”](#)

⁴ [“Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Interim Goals for Reducing Greenhouse Gases \(TPB R8-2021, October 21, 2020\).”](#)

⁵ [ICF, Fehr & Peers, and Gallop Corporation, “TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings,” Final Report.](#)

A deliberative and collaborative examination of all strategies will help the TPB determine those which it can adopt as regional climate change mitigation planning priorities at this time. This set of GHG-reducing strategies adopted by the TPB would serve to inform the transportation project- and program-level decisions and policy considerations of its member jurisdictions and agencies. The TPB believes that transportation-related decisions that advance the adopted strategies will reduce on-road transportation sector GHG emissions, even if only a subset of such projects, programs, and policies are explicitly listed in the TPB's LRTP.

MEMBER INPUT SOLICITATION

Staff will conduct a survey of all TPB members (jurisdictions and transportation agencies) to obtain input on the two climate change elements that are being proposed to be added to the LRTP and the TPB's planning process: (1) TPB adopting on-road transportation sector-specific GHG reduction goals and (2) TPB adopting a specific set of on-road transportation GHG reduction strategies (projects, programs, and policies) as part of its planning priorities.

Each member will receive a multiple-choice questionnaire and is encouraged to provide additional comments. The survey will be conducted using a web-based format. The online survey should be completed by the TPB member and should not be shared with others. A digital copy of a survey will also be provided for members to share with colleagues and staff as needed for collaboration purposes. Members will be given sufficient time to discuss the matter with their governing entities before submitting their responses, which should be reflective of the jurisdiction or transportation agency they represent on the TPB. Distribution of the link to the web-based questionnaire is planned for February 28, 2022.

Staff will compile the survey results, which will then be used to develop draft on-road transportation GHG reduction goals that the TPB will consider adopting along with a draft set of multimodal, multi-pathway GHG reduction strategies the TPB would consider adopting as planning priorities.

The board will be briefed on the aggregate results of the survey and will review the draft GHG reduction goals and strategies in a work session. Individual jurisdiction or agency responses will not be published. Members of the board will have the opportunity to discuss and decide on changes to the staff draft before voting to adopt GHG reduction goals and strategies for inclusion in the TPB's LRTP and its associated planning process.

SCHEDULE FOR TPB CLIMATE DISCUSSION

- February 16, 2022 – TPB reviews draft questionnaire
- February 21, 2022 – TPB comments on draft questionnaire
- February 28, 2022 – Distribution of link to web-based questionnaire
- April 1, 2022 – Responses to questionnaire due
- April 20, 2022 – TPB Work session: Review/Discuss Draft Climate Change priorities to adopt
- April 20, 2022 – TPB Meeting: Announce proposed on-road GHG reduction goals & strategies
- May 18, 2022 – Adopt on-road GHG reduction goals & strategies

SCHEDULE TO INCORPORATE POTENTIAL TPB CLIMATE ACTION IN VISUALIZE 2045 DOCUMENT

- February – April
 - Complete Air Quality Conformity analysis of the fiscally constrained element of Visualize 2045 and draft summary report to communicate findings and determination of conformity.
 - Complete performance analyses of Visualize 2045 to assess performance outcomes of the planned transportation system.
 - Document all elements of the long-range plan document including associated appendices.
 - TPB completes the questionnaire and deliberation on climate change mitigation goals and strategies.
- April 1, 2022 – The TPB releases the draft Air Quality Conformity Determination report, draft Visualize 2045 Plan, and draft FY 2023-2026 TIP for a 30-day public comment period.
Note: Text in the climate change section will include a placeholder to add the GHG reduction goals and strategies the TPB adopts in May.
- April 20, 2022 – TPB Work session: Review/Discuss Draft Climate Change priorities to adopt.
- April 20, 2022 – TPB Meeting: Announce proposed on-road GHG reduction goals & strategies.
- May 2022 – TPB staff compiles and summarizes public comments on the draft Air Quality Conformity Determination report, draft Visualize 2045 Plan, and draft FY 2023-2026 TIP.
- May 18, 2022
 - The TPB is briefed on the comments on the draft Air Quality Conformity Determination report, Visualize 2045 Plan, and TIP documents.
 - The TPB to approve the on-road transportation GHG reduction goals & strategies
- May–June 2022 – TPB staff finalizes the Air Quality Conformity Determination report, Visualize 2045 Plan document (including the addition of GHG reduction goals and strategies), and FY 2023-2026 TIP documents.
- June 15, 2022 – The TPB to approve the 2022 update to Visualize 2045, the FY 2023-2026 TIP, and the Air Quality Conformity Determination.

Name:

Jurisdiction/Agency:

A. On-road Transportation Greenhouse Gas Reduction Goals

The Metropolitan Washington Council of Governments (COG) has adopted, and the National Capital Region Transportation Planning Board (TPB) has endorsed, a set of multi-sector greenhouse gas (GHG) reduction goals for the metropolitan Washington region for the years 2030 and 2050. Sectors include energy, built environment (residential and commercial building energy), transportation, agriculture, and waste (water and solid). The transportation sector includes on-road (cars, trucks, buses), off-road (such as farm and construction vehicles), and nonroad, such as rail, marine, and air.

The TPB is committed to reducing GHG emissions in the on-road transportation sector. To formalize this commitment, the TPB is considering adopting GHG reduction goals for the on-road transportation sector, commensurate with the region's multi-sector goals—50 percent below 2005 levels by 2030 and 80 percent below 2005 levels by 2050. The TPB's climate change mitigation goals would complement its other planning priorities such as improving safety, mobility, accessibility, and equity.

The TPB seeks input on adopting on-road transportation sector specific GHG goals from the jurisdiction or agency being represented on the board. As such, the TPB is requesting its primary member(s) or alternate (if the jurisdiction's or agency's primary member position(s) is vacant) to complete the following questionnaire. The TPB encourages responses to reflect the general view of the governing entity the member represents.

Q1. Does your jurisdiction/agency have overall multi-sector GHG reduction goals?

My jurisdiction/agency:

- has multi-sector GHG reduction goals or has endorsed COG's regional goals.
- is currently considering adopting multi-sector GHG reduction goals.
- will consider adopting multi-sector GHG reduction goals in the future.
- other (please describe):

Q2. Does your jurisdiction/agency support the TPB formally adopting the levels of COG's 2030 and 2050 GHG reduction goals (50 percent below 2005 by 2030, 80 percent below 2005 by 2050) for the on-road transportation sector?

The TPB:

- should adopt the levels of COG's 2030 and 2050 GHG reduction goals for the on-road transportation sector.
- should explore what levels would be appropriate for the on-transportation sector based on the strategies it has examined and able to adopt.
- other (please describe):

Q3. Does your jurisdiction/agency have specific GHG reduction goals for the on-road transportation sector?

My jurisdiction/agency:

- has on-road transportation sector specific GHG reduction goals.
- is currently considering adopting on-road transportation sector specific GHG reduction goals.
- will consider adopting on-road transportation sector specific GHG reduction goals in the future.
- other (please describe):

B. Consideration of Greenhouse Gas Reduction in Planning/Programming

The TPB is committed to helping the region achieve its GHG reduction goals by including projects, programs, and policies in its long-range transportation plan that help reduce GHG emissions, while also delivering the plan's safety, mobility, and accessibility goals in an equitable manner.

The TPB serves as a metropolitan planning entity and is not involved in implementing projects, programs, or policies. As such, the TPB's priorities and goals, including climate change mitigation goals, can be realized only when TPB member jurisdictions and agencies implement the projects, programs, and policies needed to achieve the TPB's goals and priorities.

The TPB seeks input from the jurisdiction or agency being represented on the board on the impacts that TPB adoption of on-road transportation sector-specific GHG goals would have on the jurisdiction's/agency's transportation decision making process. For each question please choose all responses that apply.

Q1. Is an assessment of the potential for a proposed project, program, or policy to reduce GHG emissions reflected in your jurisdiction's/agency's decision-making?

My jurisdiction/agency:

- currently includes the above consideration as part of project planning and programming decisions.
- will be able to include the above consideration as part of project planning and programming decisions in the future.
- will consider including the above consideration as part of project planning and programming decisions in the future.
- Other (please describe):

Q2. Is your jurisdiction's/agency's ability to include GHG reduction considerations in its decision-making impacted by any other local, state, sub-regional, or regional entity that has a role in the planning and programming decisions of some projects and programs?

- Yes.
- No (Other entity(s) not involved in decision making OR the other entity(s) considers GHG reduction).
- Other (please describe):

C. On-road Transportation Greenhouse Gas Reduction Strategies to Adopt

Studies conducted by the TPB and COG over the past 12 years examined various on-road transportation GHG emissions reduction strategies (projects, programs, and policies). These studies identified three primary pathways to reduce on-road transportation GHG emissions: (1) Fleet Conversion (Vehicle/Fuel Technology); (2) Reductions in Vehicular Travel; and (3) Traffic System Management and Operations.

The latest study, the TPB's Climate Change Mitigation Study (CCMS) of 2021, explored several strategies within these three pathways and estimated the likely on-road transportation GHG reduction from these strategies. The goal of this study was to determine a set of strategies that would reduce on-road transportation sector GHG emissions by 50 percent below 2005 levels by 2030, and 80 percent below 2005 levels by 2050. The [study](#) found that the strategies with the assumed levels of outcomes would be insufficient to achieve the study's 2030 goal and achieving the study's 2050 goals would be challenging and require several major policy initiatives.

The TPB desires to adopt a set of strategies in the three pathways (fleet conversion, reductions in vehicle travel, and traffic system management and operations) to include in the policy element of the update to its long-range transportation plan, Visualize 2045. The strategies adopted by the board would represent the board's policy priorities to inform its members' decision making for projects, programs, and policies to be included in the future updates of the long-range transportation plan.

The TPB seeks input on the various GHG reduction strategies that were examined in the CCMS that it could adopt as planning priorities. Listed below are the various fleet conversion, vehicle travel, and traffic operations strategies that were analyzed and have the potential to reduce on-road transportation GHG emissions.¹ Please select the response(s) that best represent your jurisdiction's/agency's input on the strategy and provide comments as needed. For each question please choose all responses that apply.

- 1. Convert vehicles to clean fuels. In 2030, 100 percent of new light duty vehicles sold; 50 percent of new medium/heavy duty trucks, and 100 percent of all buses on the road will be clean fuel vehicles. In 2050, 100 percent of new light duty vehicles sold, 100 percent of new medium/heavy duty trucks sold, and 100 percent of all buses on the road will be clean fuel vehicles.**

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe):

- 2. Develop an electric vehicle charging network in the region to support an accelerated shift of light-duty passenger cars and trucks to electric vehicles.**

¹ Note that the CCMS did not explicitly analyze carbon pricing, such as a carbon tax or a cap-and-invest program, but it noted that "carbon pricing may be a mechanism that would help to support other strategies analyzed under this study, such as shifts toward EVs and less-carbon intensive modes of travel." (p. iii) Carbon pricing is not covered in this survey.

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- other (please describe):

3. Add additional housing units, above current COG Cooperative Forecasts, (approximately 77,000 by 2030 and 126,000 by 2050) near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers.

The TPB:

- should adopt this strategy for the region and monitor progress.
- should consult with the jurisdictional representatives on the specifics and implementation prospects prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe):

4. The jobs and housing redistribution strategy evaluated in the CCMS was an exploratory perspective to determine GHG reduction potential and was not based on a thorough feasibility analysis. The TPB seeks your comments on the following strategy that was examined:

- a. **Redistribute the forecasted growth (COG Cooperative Forecasts) in jobs and housing from current forecast locations to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers, within jurisdictional boundaries, to improve the jobs-housing balance locally.**

The TPB:

- should adopt this strategy for the region.
- should consult with the jurisdictional representatives on the specifics and implementation prospects prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- lacks the specific authority to implement this strategy.
- other (please describe):

b. **Redistribute the forecasted growth (COG Cooperative Forecasts) in jobs and housing from current forecast locations to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers across the region to improve the jobs-housing balance, regionally.**

- My jurisdiction/agency lacks the specific authority to implement such a strategy.
- Actions taken to balance jobs and housing location within my jurisdiction will contribute to improving jobs and housing balance regionally.
- Other (please describe):

5. Make all public bus transportation in the region fare-free (by 2030).

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy but not at the proposed level of implementation.
- other (please describe):

6. Make all public rail transportation in the region fare-free (by 2030).

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe):

7. Price workplace parking for employees. In 2030, prices vary between \$12-\$14/day in Activity Centers. In 2050, prices vary between \$12-\$14/day in Activity Centers and are approximately \$6/day outside of Activity Centers. (2020 dollars to be adjusted for inflation).

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe):

8. Reduce travel times (relative to 2020) on all public transportation bus services. In 2030, travel times are reduced by 15 percent, and in 2050, travel times are reduced by 30 percent.

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe):

9. Complete improvements to walk/bike access to all TPB identified high-capacity transit stations.

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy but not at the proposed level of implementation.
- other (please describe):

10. Complete the TPB's National Capital Trail Network to increase walk and bike trips throughout the day.

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe):

11. Convert a higher proportion of daily work trips to telework. By 2030, convert 25 percent of daily work trips and by 2050 convert 40 percent of work trips to telework. (Note: teleworking in 2019 (pre-COVID period) was approximately 10 percent of daily commute trips and approximately 50 percent of the jobs in the region were telework compatible.)

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.

12. Charge a new fee per vehicle mile of travel by motorized, private, passenger vehicles in addition to the prevailing transportation fees and fuel taxes. In 2030, the fee is 5 cents/mile and in 2050, the fee is 10 cents/mile.

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe):

My jurisdiction/agency:

- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe):

13. Charge a “cordon fee” of \$10 per motorized vehicle trip for all vehicles entering Activity Centers in the core of the District of Columbia (by 2030).

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB’s adoption.
- other (please describe):

My jurisdiction/agency:

- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe):

14. Implement traffic operational improvement measures at all eligible locations, including advanced ramp metering, enhanced incident management systems, active signal controls, and transit bus priority treatments.

The TPB:

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB’s adoption.
- other (please describe):

My jurisdiction/agency:

- is currently implementing this strategy.
- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe):