



## TRANSPORTATION PLANNING BOARD

Wednesday, June 15, 2022  
12:00 P.M. - 2:00 P.M.  
Walter A. Scheiber Board Room

Meeting in-person/hybrid for members

### 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](mailto: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, June 14, 2022 to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE MAY 18, 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**  
*Ashley Hutson, CAC Chair*
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kanti Srikanth, TPB Staff Director*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**  
*Pamela Sebesky, TPB Chair*

## **ACTION ITEMS**

- 12:50 P.M.    7. **APPROVAL OF THE 2022 UPDATE TO VISUALIZE 2045, THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), THE AIR QUALITY CONFORMITY ANALYSIS DETERMINATION, AND MPO SELF CERTIFICATION**  
*Stacy Cook, TPB Transportation Planner*

Staff will review the materials and recommend the following for Board Approval: draft 2022 Update to Visualize 2045 and FY 2023-2026 TIP, draft Air Quality Conformity Determination, and Self Certification Statement.

**Action 1: Adopt Resolution R15-2022 approving the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.**

**Action 2: Adopt Resolution R16-2022 finding that the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990.**

The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that “concurrent with the submittal of the entire proposed TIP...the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable requirements...” The board will be briefed on the Statement of Certification and asked to approve it.

**Action 3: Adopt Resolution R17-2022 endorsing the appended Statement of Certification.**

- 1:20 P.M.    8. **ADOPTION OF TRANSPORTATION-SECTOR-SPECIFIC GREENHOUSE GAS REDUCTION GOALS AND STRATEGIES**  
*Kanti Srikanth, TPB Staff Director*

Based on the results of a recent TPB member survey and on discussions at two TPB work sessions (held on April 20 and May 18), the TPB has expressed an interest in establishing on-road, transportation-sector greenhouse gas (GHG) reduction goals for 2030 and 2050, which would support the region’s existing, non-sector-specific GHG reduction goals that had been adopted by both COG and TPB. The TPB has also identified seven GHG reduction strategies that are supported, according to the recent TPB member survey, by a majority or plurality of members. The board will be asked to adopt the transportation-sector goals and strategies in the associated resolution.

**Action: Adopt Resolution R18-2022: Endorsing a set of transportation-sector-specific greenhouse gas reduction goals and strategies that will support the region’s existing non-sector-specific greenhouse gas reduction goals.**

**1:40 P.M. 9. PBPP: CMAQ PROGRAM 2022-2025 TARGETS**

*Eric Randall, TPB Transportation Engineer*

In May the board was briefed on federal performance-based planning and programming (PBPP) requirements for MPOs to set targets for CMAQ Program performance measures for traffic congestion and emissions reduction for the period 2022 through 2025. A draft set of targets developed by staff in coordination with the state DOTs was presented. An updated set of targets is presented for adoption by the board.

**Action: Adopt Resolution R19-2022 to approve the 2022-2025 CMAQ Program Targets.**

**1:50 P.M. 10. REGIONAL ROADWAY SAFETY PROGRAM APPROVAL**

*Jon Schermann, TPB Transportation Planner*

Staff solicited applications for the third round of Regional Roadway Safety Program technical assistance between January 18 and March 18, 2022. The Selection Panel met on May 19 and reached a consensus on projects to recommend for funding. The board will be briefed and asked to approve the recommended applications.

**Action: Approve Regional Roadway Safety Program technical assistance recipients.**

**2:00 P.M. 11. ADJOURN**

The next meeting is scheduled for July 20, 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](http://www.mwcog.org/TPBmtg)



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Public Comment for the April 2022 TPB Meeting  
**DATE:** June 15, 2022

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

Between the May 2022 TPB meeting and noon on Tuesday, June 14, 2022, the TPB received one comment submitted via email with an attached letter.

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

## **PUBLIC COMMENT**

**Stewart Schwartz and Bill Pugh, Coalition for Smarter Growth – Email & Letter – June 14, 2022**  
Schwartz and Pugh sent an email and letter to consider strong climate goals and strategies for inclusion in Visualize 2045.

## MEMORANDUM

**To:** TPB Board members

**From:** Stewart Schwartz, Executive Director, and Bill Pugh, Senior Policy Fellow

**Date:** June 14, 2022

**Re:** Comment for June 15 TPB meeting

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TPB needs to make real commitments on climate Wednesday in Visualize 2045, not debate or water down the COG 2030 climate plan greenhouse gas targets, which the TPB already endorsed two years ago.

CSG, 47 other regional organizations, and hundreds of public comments have asked you to set these performance targets for meeting the COG 2030 greenhouse gas reductions:

1. Achieve between 50% and 100% of light duty vehicle sales to be electric vehicles by 2030; and
2. Reduce per capita light duty vehicle miles traveled (VMT) by 15% to 20% by 2030 compared to the baseline forecast; and
3. Put these performance targets and a strong on-road greenhouse gas reduction goal into Visualize 2045.

Achieving our climate goals would also further transportation equity by giving lower-income households and workers more affordable transportation options, allowing them to drive less, enabling them to live closer to jobs and services, helping them own more efficient vehicles, cleaning the polluted air they breathe, and providing safer streets for pedestrians, transit users and others.

Hundreds of public comments, 48 regional organizations, and 84% of the region's residents polled by TPB, including overwhelming majorities in suburban as well as urban jurisdictions, have asked you to adequately address climate change.

Your top goal is to ensure that the transportation system keeps your communities safe. The time to act to prevent disastrous climate change is running out.

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**TRANSPORTATION PLANNING BOARD**  
**MEETING ATTENDEES**  
May 18, 2022  
**HYBRID MEETING**

**MEMBERS AND ALTERNATES PRESENT**

Pamela Sebesky, TPB Chair – Manassas  
Charles Allen – DC Council  
Christina Henderson – DC Council  
Ella Hanson – DC Council  
Heather Edelman – DC Council  
Sakina Khan – DC Office of Planning  
Anna Chamberlin – DDOT  
Mark Rawlings - DDOT  
Reuben Collins – Charles County  
Patrick Wojahn – College Park  
Jan Gardner – Frederick County  
Kelly Russell – City of Frederick  
Neil Harris – Gaithersburg  
Dennis Enslinger – Gaithersburg  
Rodney Roberts - Greenbelt  
Brian Lee - Laurel  
Gary Erenrich– Montgomery County Executive  
Christopher Conklin – Montgomery County Executive  
Victor Weissberg – Prince George’s County Executive  
Mel Franklin – Prince George’s County Legislative  
Bridget Newton - Rockville  
Peter Kovar – Takoma Park  
Marc Korman – Maryland House of Delegates  
R. Earl Lewis, Jr. – MDOT  
Canek Aguirre – Alexandria  
Takis Karantonis – Arlington County  
Dan Malouff – Arlington County  
David Meyer – City of Fairfax  
Walter Acorn – Fairfax County - Legislative  
James Walkinshaw – Fairfax County Legislative  
David Snyder – Falls Church  
Adam Shellenberger – Fauquier County  
Robert Brown – Loudoun County  
Kristen Umstattd – Loudoun County  
Jeanette Rishell – Manassas Park  
Ann B. Wheeler – Prince William County  
Victor Angry – Prince William County  
David Marsden – Virginia Senate  
John Lynch – VDOT  
Maria Sinner - VDOT  
Allison Davis – WMATA  
Mark Phillips - WMATA  
Sandra Jackson – FHWA  
Julia Koster - NCPC  
Tammy Stidham - NPS

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## **MWCOG STAFF AND OTHERS PRESENT**

Kanti Srikanth  
Chuck Bean  
Lyn Erickson  
Mark Moran  
Tim Canan  
Andrew Meese  
Leo Pineda  
Stacy Cook  
John Swanson  
Sergio Ritacco  
Andrew Austin  
Rachel Beyerle  
Dusan Vuksan  
Deborah Etheridge  
Kim Sutton  
Eric Randall  
Erin Morrow  
Michael Farrell  
Jane Posey  
David Lorenzo-Botello – Montgomery County Legislative  
Matt Arcieri – Technical Committee Chair  
Ashley Hutson - CAC Chair  
Michael Grant - ICF  
Rebecca Schwartzman – DC Office of Planning  
Amir Shahpar – VDOT

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

Chair Sebesky called the hybrid meeting to order and said that the board will continue the practice of limiting the number of attendees in the board room. She said that a climate strategies work session was held just prior to the meeting and that Item 8 on the agenda would provide a report on the session. Public comments will continue to be received online due to limits on the number of people present in the board room.

Ms. Erickson conducted a roll call confirming those participants in the room and those attending remotely. Attendance for the meeting can be found on the first page of the minutes. She confirmed there was a quorum.

Ms. Erickson said that between the April 2022 TPB meeting and noon on Tuesday, May 17, the TPB received six comments. All comments were submitted via email, and two included letters. A memo with a summary of the comments, as well as each comment themselves, can be found on the TPB meeting page. She briefly summarized each of the comments.

### **2. APPROVAL OF THE MARCH 16, 2022, MEETING MINUTES**

Ms. Umstattd moved approval of the minutes. The motion was seconded and approved unanimously.

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

Referring to the mailout material, Mr. Arcieri said that Technical Committee met on May 6 and reviewed

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material related to Items 7-10 on the TPB's May agenda. In addition, the committee received a briefing on Voices of the Region public engagement activities for Visualize 2045, as well as briefings on potential expansion of the MARC Brunswick line and the reconstruction of the Long Bridge between DC and Arlington.

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

Referring to the CAC report, Ms. Hutson said the committee met on May 12. She said the committee received an overview from staff on regional transportation safety activities and comments received regarding the update to Visualize 2045. She described some key points that CAC members made regarding these presentations. Lastly, she said that on July 14, the CAC will jointly meet with the TPB officers, and the committee welcomes other TPB members to join this meeting as well.

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

Mr. Srikanth said the Steering Committee met on May 6 and reviewed and approved amendments to the Transportation Improvement Program (TIP), at the request of each of our four largest agencies: D.C. DOT, Virginia DOT, Maryland DOT, and WMATA.

Mr. Srikanth said the mailout packet included 13 letters from the TPB in support of federal grant applications. He said the report included information regarding the National Highway Traffic Safety Administration's new corporate average fuel efficiency standards, which were approved on May 2. He also said the packet includes information about COG's Climate and Energy Leadership Awards.

Finally, Mr. Srikanth announced the departure of two TPB staffers: Lynn Winchell-Mendy and Bryan Hayes. He thanked them for their service and wished them well.

Chair Sebesky and Mr. Aguirre both said they had worked with Ms. Winchell-Mendy and they also thanked her for her service.

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

Chair Sebesky thanked the board for remaining focused and engaged over the last 18 months on the dual tasks of the four-year update of the region's long-range transportation plan and developing a more detailed description of the board's previous statement on environmental and sustainability goals. She said this work is truly significant and meaningful. She said that earlier that day, the board held its second consecutive work session on what action the regional body can take on climate change. She thanked the board for the spirit of collaboration and cooperation with which it has approached this work so that the TPB's actions will be inclusive of all jurisdictions and the needs that they all might have.

### **ACTION ITEMS**

#### **7. DRAFT 2022 UPDATE OF THE BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION**

Referring to the posted meeting material, Mr. Meese said the board was briefed the previous month on the draft plan and provided comments. He said that staff has reviewed the draft plan and is confident that the comments raised have already been addressed in the document, with one major exception, which was the inclusion of text on the concept of rails with trails. He described the review process that the plan has undergone, and he noted that technical corrections have been made. He said that staff recommended the approval of Resolution R14-2022 to approve the 2022 Bicycle and Pedestrian Plan for the National Capital Region.

Ms. Newton moved approval of R14-2022. The motion was seconded by Mr. Wojahn and was approved unanimously.



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## INFORMATION ITEMS

### 8. COMMENTS ON THE AIR QUALITY CONFORMITY ANALYSIS OF THE PLAN AND TIP, AND THE 2022 UPDATE TO VISUALIZE 2045, FY 2023-2026 TIP

Ms. Cook said that TPB staff presented the draft Visualize 2045 long-range transportation plan during the April TPB meeting and that a public comment period on the draft plan, Transportation Improvement Program (TIP), and Air Quality Conformity Analysis was held April 1-May 1. She referred to the Item 8 comment summary, stating that TPB staff received about 600 comments and said that the summary is offered to the board before it is asked to approve the Visualize 2045 plan in June.

Ms. Cook stated that the purpose of the comment period is to meet the federal requirements associated with the Clean Air Act for Air Quality Conformity Analysis and to respond to substantive comments on the air quality conformity determination. She said that the comment summary includes a summary from the Metropolitan Washington Air Quality Committee confirming the TPB's determination of the air quality conformity for the plan and the TIP.

Ms. Cook said that the comment period is also a chance for organizations, individuals, and people across the region, businesses, and others to offer comments, to identify any errors, and provide an opportunity for our technical agencies to review and make sure that all of the information is accurately represented in the documentation.

Ms. Cook stated that the TPB conducted a comment period in April 2021 on the technical inputs to the conformity analysis and financial analysis of the plan. She said that the TPB approved the conformity inputs in June and July 2021, and the inputs cannot change at this time. She referred to a slide that showed what could change in the plan such as text or descriptive data that needs corrections or updates.

Ms. Cook stated that the transit asset management targets approved by the TPB in March will be incorporated into the financial section of the plan and any actions the board takes in May and June can be incorporated into the language of the plan to highlight board priorities.

Ms. Cook referred to a slide that described the types of outreach and communications conducted around the plan including the TPB newsletter, mailed postcards, social media, and newspaper ads. She stated that outreach was conducted through virtual open houses and a TIP Forum. She said that TPB staff received more than 500 comments, with 483 coming from the TPB comment email, one letter was received through the U.S. mail, and 34 comments were received through the COG website online form.

Ms. Cook noted that most comments came from individuals and individuals who are part of an advocacy organization who used form letters to reflect their ideas and wishes. She said that 10 letters were received from non-profit organizations, one comment from a TPB board member, and one comment from an advisory committee.

Ms. Cook referred to a slide that listed comment themes and said that staff also received some project-specific comments. She said that comments provide an opportunity for clarification, and the TPB staff asks the state departments of transportation and local jurisdictions to respond to those comments. Ms. Cook referred to a letter from the Coalition for Smarter Growth that has six to seven pages of tables offering suggestions on the comments. She said that the comment summary and the entire list of comments has been shared with technical committee members so that they can share with local transportation agencies to make sure that all comments provided are being considered for future project development.

Ms. Cook said that one of the comments that the TPB staff wanted to address clearly concerned the status of the Maryland Op Lanes, which are part of an overall Maryland project. She stated that there is confusion

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because there are technical details associated with project development and said that staff wanted to assure TPB members that what they voted on in June and July 2021 is represented in the constrained element on which the conformity analysis is conducted.

Ms. Cook said that Appendix B of the draft plan includes reference to a specific project listing that provided technical detail and is a snapshot in time of the project development for projects in the plan and the TIP. She said that projects evolve at the move from the plan to the TIP, but the takeaway is that the projects in the constrained element is what the TPB approved in 2021.

Ms. Cook said that other comments focused on stopping climate change. She said that a third topic was to improve transportation safety, and a fourth topic theme is investing in sustainable, walkable communities and to improve options for walking and biking, reflected in 270 comments. She said that a fifth topic is equity with comments referring to walking, biking, and transit equity, and others acknowledging that a lot of people live in outer areas where they don't have good transit as an option and improving roadways or travel times is a step toward equity.

Ms. Cook said that a sixth topic was both opposition and support for highway expansion and road widening. She said that 38 comments were received asking the TPB to approve Visualize 2045 to invest in all transportation modes. She stated that some commenters suggest removing projects, others encourage not removing projects, and others encourage particular types of projects to advance in the future; however, the constrained element of the plan cannot be changed at this time.

Ms. Cook said that the TPB will receive final plan documentation in June and staff will ask the TPB to accept the recommended responses to comments and with acceptance of the responses, the plan, TIP, and air quality conformity will be included in the air quality conformity report. She said that the TPB will be asked to adopt a resolution finding that the Visualize 2045 update and the TIP conform with requirements of the Clean Air Act amendments of 1990, adopt the 2022 update to the Visualize 2045 plan and the TIP, and then self-certify that the TPB is following the metropolitan transportation planning process.

Chair Sebesky called for comments and questions.

Mr. Srikanth said that one of the significant takeaways is that once every four years the TPB is required to redo the financial analysis for fiscal constraint and air quality conformity because of the non-attainment status for federal air quality conformity standards. He said that the financial analysis and air quality analysis take the longest time to conduct and is the primary focus of federal review. He said that after 45 days of review, none of the comments have found fault with any of the assumptions or analysis made by staff. Mr. Srikanth said this is encouraging for staff who have spent almost two years working on the financial analysis and 11 months working on the air quality analysis. He said that the TPB staff will submit the plan, with the board's approval to the federal agencies, and hopefully they will concur, and the plan, TIP, and air quality conformity will be approved by the end of the year.

Mr. Karantonis asked how the step "Accept recommended responses to comments" works and will TPB staff provide the draft responses and will the board be invited to provide comments on those?

Mr. Srikanth replied that the draft responses are what has been provided to the board at the May 18 meeting. He said that the federal requirement states that the TPB needs to solicit documents and consider all comments, so this is acknowledgement of doing so.

Ms. Erickson said that there is a comment in the chat from Ms. Newton asking, "Can you please give us a breakdown of positive and negative comments in number 6 regarding expansion of roads?"

Ms. Cook said that TPB staff would be able to find those numbers and provide it to the board.

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Ms. Erickson said that Ms. Koster asked in the chat, “Can you provide or restate a short, clear description of what exactly is included in the scope of the Maryland 270 Op Lanes project?”

Mr. Srikanth said that the Maryland Ops Lane program, which is a state-wide program, conceivably can have many projects under that program. He said that currently there is a single project under that program, and that single project is the proposed managed lanes or HOT lanes on 495 and on 270, and that single project under the Ops Lane project has three segments to it.

Mr. Srikanth explained that the southern segment of the project extends from George Washington Memorial Parkway in Virginia, where the current HOT lanes on 495 end. The project then picks it up from there, goes across the American Legion Bridge, all the way up to and including the I-270 spur and continues on I-270 all the way up to I-370, making up the southern piece. He said that what is included in the plan is constructing these HOT lanes, two lanes in each direction, and to be opened for operations by 2025.

Mr. Srikanth said that a second part of this project is also in the plan, and that is constructing managed or HOT lanes on I-270 from I-370 all the way to I-70 in Frederick. That segment is also to be constructed, two lanes in each direction, and open for operations by 2030. He said that the third and the last piece of this project is a study on building managed lanes or HOT lanes on I-495 in Maryland, starting at the I-270 spur all the way east and up to the vicinity of the Woodrow Wilson Bridge. This study segment is not included in the plan for construction. He said that in June 2021, the TPB voted not to include that project, which was proposed for construction, but rather have Maryland Department of Transportation study further the various concerns about the impacts it was going to have, and the TPB granted approval to include the study in the long-range transportation plan.

Mr. Roberts expressed concern that he did not see how anyone could challenge the validity of staff information because he doesn't see how anyone could as there is no one person or probably even any groups that have the technical ability to go through the entire plan and look at everything and say what is true or not true. He said that he does not expect someone to challenge the underlying information there, because it's probably an impossibility. He said that what's happening in the communities in the region and around the state has an impact, and the TPB is not taking into account the effect that highways are having on communities.

Mr. Srikanth replied that the assumptions that the TPB has made on the revenue projections provided by each TPB member agency, including the state DOTs and WMATA, have been documented in detail based on the amount of money each local jurisdiction, state DOT, and WMATA assume they will have over the next 25 years. He said that revenue is then matched against project cost estimates that have been submitted by jurisdictional agencies, WMATA, and the three state DOTs. He said that the cost of building, operating, maintaining, our transportation system should match the projected revenue, and that is the critical piece of the plan that took close to two years to complete and is documented. He said that similarly all of the assumptions made, and the technical methodology used in the air quality conformity analysis has been documented in details and the report made public. He said that there are many agencies and groups and consultants who are very familiar with this type of work and do indeed review and comment on staff's work. Regarding the impact of projects on communities, he stated that there are different views on the benefits and costs or implications of any project or program to address the mobility and accessibility needs of our region. The TPB staff received comments on this topic, and there is a rich diversity of viewpoints on any given project, whether somebody sees it as truly beneficial or maybe something better could have been done.

There were no further comments on Item 8.

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## 9. UPDATE ON TPB PLANS TO SET GREENHOUSE GAS REDUCTION GOALS AND STRATEGIES FOR THE TRANSPORTATION SECTOR

Mr. Srikanth referred to the meeting materials on the TPB webpage that cover the greenhouse gas (GHG) reduction goals and strategies discussion to date, including a May 12 memo which provides details on the three topics for TPB review and a draft supplemental report from the TPB's consultant, ICF, that provides information on additional analysis that was done based on the advice and discussions and comments at the TPB's work session in April 2022. He said that TPB members should also have an April 14 memo that provides results of the TPB member survey on the climate change mitigation study.

Mr. Srikanth said that the TPB has stated its intent to consider adopting GHG reduction goals for the transportation sector, and the TPB has said that it would also like to adopt a set of GHG-reducing strategies as planning priorities so that the TPB members can, as they make transportation investment decisions, reflect these priorities in decisions. He said that the TPB member survey indicated support for TPB adopting GHG reduction goals and some GHG reduction strategies. He said that the survey also showed that there were some strategies or ideas that were analyzed in the TPB's climate change mitigation study that have the potential to reduce GHG emissions; however, there are substantive implementation issues that need further discussion involving representatives from other entities and agencies at the local, state, and regional levels. He stated that these potential strategies are for the TPB to acknowledge and reaffirm for continued discussion and further explanation.

Mr. Srikanth stated that based on the two work sessions held in April and May 2022 and general comments received by staff, that there is broad agreement among the TPB members that the TPB should adopt GHG reduction goals for the transportation sector. He said that TPB research has revealed that if the TPB should adopt the GHG goals and strategies, it will be the first MPO in the country to do so voluntarily. He noted that there are only a few MPOs that have received mandates to adopt GHG reduction goals by state law, and in most of those MPOs, the goals that they have adopted are less than half of what the TPB is considering.

Mr. Srikanth presented the options for the TPB to consider for approval. He said that the first option is that the TPB can adopt a GHG reduction goal for transportation at the same level as the region's multisector goal, which is 50 percent reduction by 2030 or 80 percent by 2050, noting that the 50 percent reduction by 2030 goal has been set by the President of the United States and many TPB jurisdictions. He said that no pathway to achieve this level of reduction in the transportation sector has been identified.

Mr. Srikanth said that the second level of GHG reduction that the TPB could consider is a 32 percent reduction by 2030 or an 80 percent reduction by 2050 and that the 32 percent number comes from the TPB's climate change mitigation study that evaluated up to 14 strategies and combined them into 10 different scenarios. He said that three of the 10 scenarios, if implemented, could achieve a 32 percent reduction; however, some of the strategies in these scenarios are extremely aggressive and assume strategies such as a commuter tax, a VMT tax, and free transit, and at this point, the TPB is not sure how the strategies could be implemented.

Mr. Srikanth said that the third option that the TPB has is adoption of seven strategies that the TPB members surveyed indicated that a majority of members would be ready to adopt as planning priorities. He explained that the GHG reduction potential of those seven strategies could result in a 29 percent reduction in greenhouse gases by 2030. He said that based on discussions at the April and May 2022 work sessions, there appears to be TPB member support for Options A and C, with the highest level of support for Option C, the next level of support for Option A, followed by Option B. He stated that the TPB will consider adopting one of the three options in June.

Mr. Srikanth said that TPB staff worked with a consultant for additional analysis on the seven strategies that the TPB members have indicated support for adoption yet implemented at a more modest level, although,

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the more modest level of implementation is still considered very aggressive. He said that the TPB study assumed that 100 percent of all new light duty vehicles sold in the region in the next eight years will be clean fuel, and 100 percent of buses in the region will be zero emission vehicles. In addition, he mentioned that the study assumed that 50 percent of all medium and heavy duty trucks sold in the region will be zero emission by 2030. He said that the modest level is that 50 percent of the new vehicles sold would be zero emissions and that 50 percent of the buses operating would be zero emissions.

Mr. Srikanth said that those two levels of options within the seven strategies were discussed at the May 18 work session, and there was a sense that TPB members were comfortable pursuing the seven strategies at the highest level with the understanding that the strategies would need work, and TPB staff would assist in understanding what all of the requirements are in order to be able to hit some of the targets. He gave examples of requirements: funding level, enacting new projects or programs, private sector involvement, manufacturing, and how the region could come together to build a robust network of EV charging stations.

Mr. Srikanth stated that there were seven additional strategies that the survey indicated that the TPB should explore further because they are good ideas but have implementation issues that need to be better understood and addressed. He said that TPB staff has been asked to work with jurisdictional staff to communicate what the strategies are, what some issues are, and staff has also been asked to identify what issues could be associated with each the seven strategies that would need to be addressed.

Mr. Srikanth said that for next steps that TPB staff should be able to bring for the TPB's consideration and vote in June a set of GHG reduction goals and the seven strategies at the highest level of implementation.

Chair Sebesky asked that board members who were not able to attend the work session ask any questions they have for Mr. Srikanth.

Mr. Snyder thanked and commended TPB members who participated in the discussions. (Mr. Snyder had previously asked staff and the Chair had agreed to share a tally of the options for the GHG reduction goals and strategies members participating in the work session had indicated with the board). He asked whether there was a majority for Option 1 at this point in time.

Chair Sebesky said that by her count, the majority picked Option 3.

Mr. Srikanth said that he concurs with Chair Sebesky that the majority chose Option C, followed by Option A, and then followed by Option B.

Mr. Srikanth said that Option C is the 23 percent level reduction by 2030, and Option A is the 50 percent, which means adopting the same goal that the region has for all sectors but just for the transportation sector, and Option B is the 32 percent.

Mr. Snyder asked if this refers to the goals or strategies.

Mr. Srikanth clarified that the options he described referred to the GHG reduction goals. He said that for the 50 percent goal there is no strategy of reaching that level; for the 32 percent goal the TPB has some scenarios and strategies to achieve; however this involves strategies where it is not known how to implement them; for the 23 percent level, there are strategies that are ready to work on within the region.

Mr. Roberts expressed concern with the terminology being used when electric vehicles are referred to as having zero emissions because of the natural resources and carbon expenditure involved in manufacturing vehicles. He said that this has a big effect on the outcome of environmental problems and stated that taking the existing fleet and converting to electric to run indefinitely would have an impact but making billions of new vehicles will not.

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Mr. Srikanth replied for clarification that the TPB analysis accounts for and assumes the GHG that will be generated by the electricity sector. He said that in the TPB climate change mitigation study, each of the 10 scenarios analyzed had three sub-scenarios, one of which was existing grid, the second was a significantly modified grid, and the third was a clean grid with 100 percent of electricity generated by renewable sources.

Mr. Erenrich said that he would like to mention next steps in the process. He said that the previous agenda item on Visualize 2045 discussed what can change or cannot change in the long-range plan. He said that one thing that can change for the plan is addition of the discussion on greenhouse gases as a priority, and the addition does not change any projects, the conformity, or the fiscal impact. He asked how the priorities affect the call for projects for the 2024 update, and how will the information in the priority list be used to identify, screen, and select projects for the next round of conformity. He said that he wants to talk about this step in the process and other steps on how the TPB is going to determine whether progress is being made through goals, strategies, and performance measures.

Mr. Kovar asked about the second seven strategies and whether the TPB is building into the idea that once that exploration of the second set of strategies is completed, will there be a vote on those seven strategies.

Mr. Srikanth said that, yes, using fare free public transportation as an example, once the TPB member jurisdictions indicate that they have figured out a way to make that happen, then the TPB could adopt that as a strategy and estimate what additional reductions there would be to GHG if that action takes place. He said that the goals set today can be revised upwards.

Mr. Kovar asked for clarification as to whether whatever percentage is agreed to, whether it is 50 or 32 or 29 percent, that the figure is regional. He asked to confirm whether the number selected is something that all jurisdictions will do if they can, but it is not a number that each jurisdiction has to hit. He asked whether it is the overall amount for the region?

Mr. Srikanth replied that that is correct.

Mr. Kovar said that closer jurisdictions might end up with a higher percentage or reduction.

Mr. Srikanth replied that yes, the percentage reduction is collectively for everybody because the TPB will not be able to track the impacts of individual projects or even projects within a jurisdiction in an area of almost 4,000 square miles.

Mr. Allen said that in listening to the conversation, he remembers when the TPB released the mitigation study, it felt daunting and crushing about what it was that the TPB would have to achieve to realize the region's goals. He said that when he heard about TPB members gravitating toward an option that they felt most comfortable with, he thought about when COG was creating Equity Emphasis Areas (EEAs), and six years later the EEAs are considered in evaluations and have made a significant impact. He stated that the TPB was able to take an aspirational approach and was able to help drive decision making as colleagues across the region, and it helped to move the TPB forward. He said that he thinks the TPB will need to go aspirational and urged members to go with Option A, recognizing that this is going to be incredibly hard to achieve, but the TPB will have to not find what it feels most comfortable with but to really push outside that comfort.

Mr. Allen asked whether a vote was taken on the options or was it more of a straw poll, and then the TPB would vote in June.

Mr. Srikanth said that work sessions do not have votes, and TPB members were responding to the question 'Which of the three options appeals to you or your jurisdiction?' He said that a formal vote was not taken; however, the TPB will collectively take a vote at its June meeting.

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Mr. Harris commented that he thinks all TPB members want the biggest impact possible. He said that he thinks the vote was split between the inner jurisdictions and the outer jurisdictions, where those jurisdictions that do not have access to high-capacity transit would have a hard time reaching the more aggressive goals and more aspirational goals, because mechanisms or funding are not in place to increase use of transit.

Chair Sebesky commented that she thinks that the TPB members have had great discussions in the two work sessions over the last two months, and she hopes that those who live closer to the core and those living further out are getting a better understanding of the different challenges that each area faces. She said that in her jurisdiction, if there is not road development such as third lane on Route 28 to get a bus down, it affects not just equity, but it affects the ability for people to get their jobs. She remarked that even though bike lanes have been increased by 300 percent in the last five years, bike facilities are mostly for people just getting around in the City of Manassas and are not necessarily being used for biking to work. She said that she understands the importance of the inner jurisdictions increasing the ability for people to get to public transit in other ways, other than private vehicle, and that opens up roads for better transportation of buses and vanpools. She said that each jurisdiction has challenges that cost money, and each has to figure out how its boards are going to address the challenges.

Chair Sebesky said in summation that she would hope that the TPB members can all be inclusive in understanding of all of these challenges as the board makes these decisions that are not easy. She said that she has heard consistently in the time that she has participated on the board that everyone, in every jurisdiction, is interested in climate change and making these changes happen.

***\* As noted, a formal vote was not taken in the work session. However, at the board's request, a summary of the input provided during the work session is attached as an addendum to this document.***

## **10. PBPP: CMAQ PROGRAM DRAFT 2022-2025 TARGETS**

Mr. Randall referred to the Item 10 agenda materials and provided a briefing on proposed performance targets for the Congestion Mitigation Air Quality (CMAQ) Program and explained that the performance measures are part of federally required a performance-based planning and programming (PBPP) process set by the federal government through MAP-21 and FAST Acts that MPOs, state DOTs, and transit agencies must follow. He said that adopted targets are included in the long-range transportation plan and the Transportation Improvement Program (TIP).

Mr. Randall explained that the PBPP process performance areas include highway safety, transit safety, transit assets, highway assets, and highway systems performance. The CMAQ targets are set on a four-year cycle. There are three CMAQ targets: peak hours of excessive delay (PHED), mode share in non-single occupancy vehicle (SOV), and emissions reductions achieved through the CMAQ program. The two traffic congestion measures are set specifically for the D.C. urban area. He said that the TPB is taking the lead on the targets and works in coordination with the states in the region, the Fredericksburg Area MPO and the Baltimore Regional Transportation Board as the agencies adopt the same targets as the TPB due to the urban areas overlapping the MPO areas.

Mr. Randall said that the TPB set a PHED target for 2018-2021 that by the end of 2021 shows that a person would experience 26.7 hours of delay during A.M. and P.M. peak periods. The mode share in non-SOV target figure for the 2022-2025 period is approximately 36 to 37 percent. The TPB met its four-year target due to the coronavirus pandemic; however, due to uncertainties about the future, the TPB will use the same methodology used in 2018 for new targets. He said that the pandemic years will be excluded and the TPB will extend trend data with model data and extrapolate from 2019. The TPB has non-SOV mode share

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through 2020 that indicates that the TPB is close to target on the measure, and a similar methodology as used for PHED will be used for non-SOV mode share.

Mr. Randall said that the TPB was able to exceed emissions reductions targets for volatile organic compounds and nitrous oxides in part due to continuous improvement by the District DOT, Maryland DOT, and Virginia DOT. Emission reductions came from a Maryland State Highway Administration adapted smart signal systemization. The TPB is not adding to the emissions targets and is using forecast reductions and the average of the past annual reductions.

Mr. Randall said that TPB staff will take comments on the CMAQ targets through May and will ask the TPB for approval of the targets at the June 15 TPB meeting. He stated that TPB staff will write two performance plan reports: the first on the past four years and the second on the next four years. The state DOTs will submit the reports to the Federal Highway Administration by October 1. He stated that the board would receive review highway asset targets, pavement, bridges, and other time travel targets under highway performance by the end of the year.

Chair Sebesky called for questions or comments. There were no questions or comments.



**TPB May 18, 2022 Meeting summary – Addendum  
(Provided at the request of the board)**

**June 9, 2022**

May 18, 2022 TPB Climate Change Mitigation Work session #2  
Input from attendees on greenhouse gas (GHG) reduction goals and strategies

**Note:**

Not all members of the board attended the TPB work session on May 18, 2022. The following input was part of the comments made by members present during the work session regarding the options for GHG reduction goals and strategies that were being discussed during the work session. The TPB does not conduct formal votes at work sessions, so the information below is simply a summary of the input that was provided. Note that some jurisdictions have two representatives (on account of their population, as per the TPB Bylaws) and hence input from such jurisdictions could be listed more than once. Also, since a few members indicated support for either option A or B, these jurisdictions are listed under more than one option.

**Regarding the level of 2030 GHG reduction goal for the on-road transportation sector.**

<b>No</b>	<b>A– 50% below 2005 levels</b>	<b>B– 32% below 2005 levels</b>	<b>C– 23% to 29% below 2005 levels</b>
1	Takoma Park	Takoma Park	Charles County
2	Montgomery County (1 of 2)	Arlington County	Prince William County (1 of 2)
3	City of Falls Church	Maryland DOT	Prince William County (2 of 2)
4	City of Rockville	City of Rockville	Virginia DOT
5	District of Columbia (1 of 3)	District of Columbia (1 of 3)	City of Laurel
6	District DOT	WMATA	City of Manassas Park
7		City of Frederick	City of Gaithersburg
8			Loudoun County (1 of 2)
9			City of Manassas

**Regarding the level of implementation of the GHG reduction strategies to be considered for adoption.**

<b>No</b>	<b>1 – Highest level<sup>1</sup></b>	<b>2– Reduced (yet aggressive) level<sup>2</sup></b>
1	District of Columbia (1 of 3)	City of Gaithersburg
2	District DOT	City of Laurel
3	District OP	Maryland DOT
4	Charles County	Fauquier County
5	College Park	Loudoun County (1 of 2)
6	City of Frederick	City of Manassas Park
7	Montgomery County (1 of 2)	Prince William County (1 of 2)
8	City of Rockville	Prince William County (2 of 2)
9	Takoma Park	Virginia DOT
10	Arlington County	
11	Fairfax County	
12	City of Falls Church	
13	City of Manassas	
14	WMATA	

<sup>1</sup> For example, for one of the seven strategies, 100% of new LDV sold, 50% of M&HDV sold and 100% of all buses on road would be clean fuel by 2030. Would yield 29% GHG reduction by 2030. Changes in the level of implementation of a few other strategies had little effect on the total GHG emissions reduced.

<sup>2</sup> For example, for one of the seven strategies, 50% of new LDV sold, 30% of M&HDV sold and 50% of all buses on road would be clean fuel by 2030. Would yield 23% GHG reduction by 2030. Changes in the level of implementation of a few other strategies had little effect on the total GHG emissions reduced.

## Meeting Highlights TPB Technical Committee – June 3, 2022

The Technical Committee met on Friday, June 3, 2022. Meeting materials can be found here:  
<https://www.mwcog.org/events/2022/6/3/tpb-technical-committee/>

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

### **TPB AGENDA ITEM 7 – FOR BOARD APPROVAL: 2022 UPDATE TO VISUALIZE 2045, THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), THE AIR QUALITY CONFORMITY ANALYSIS DETERMINATION, AND MPO SELF CERTIFICATION**

Staff reviewed the materials for Board Approval: draft 2022 Update to Visualize 2045 and FY 2023-2026 TIP, draft Air Quality Conformity Determination, and Self Certification Statement.

### **TPB AGENDA ITEM 8 – TRANSPORTATION-SECTOR-SPECIFIC GREENHOUSE GAS REDUCTION GOALS AND STRATEGIES UNDER CONSIDERATION BY THE TPB**

Based on the results of a recent TPB member survey and on discussions at two TPB work sessions (held on April 20 and May 18), the TPB has expressed an interest in establishing on-road, transportation-sector greenhouse gas (GHG) reduction goals for 2030 and 2050, which would support the region's existing, non-sector-specific GHG reduction goals that had been adopted by both COG and TPB. The TPB has also identified seven GHG reduction strategies that are supported, according to the recent TPB member survey, by a majority or plurality of members. Mr. Srikanth discussed some options for reaching TPB agreement on these two climate change mitigation topics.

### **TPB AGENDA ITEM 9 – PBPP: CMAQ PROGRAM DRAFT 2022-2025 TARGETS**

The committee was briefed on updated draft 2022-2025 targets for the CMAQ Program performance measures for traffic congestion and emissions reduction. The board will be asked to adopt traffic congestion and emission targets for the region at its June meeting.

### **TPB AGENDA ITEM 10 – REGIONAL ROADWAY SAFETY PROGRAM APPROVAL**

Staff solicited applications for the third round of Regional Roadway Safety Program technical assistance between January 18 and March 18, 2022. The Selection Panel met on May 19 and reached a consensus on projects to recommend for funding. The board will be briefed and asked to approve the recommended applications at the June 15 TPB meeting.

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The following items were presented for information and discussion:

### **TPB BYLAWS UPDATE**

The TPB Bylaws will be updated to reflect the Board's interest in continuing to offer virtual participation for future meetings. TPB will be briefed in July and asked to approve the updated Bylaws in September.

### **STATUS UPDATE ON THE CONTINUOUS AIRPORT SYSTEMS PLANNING (CASP) PROGRAM**

Staff briefed the Committee on recent accomplishments and upcoming activities of CASP Program, including plans for the next regional air passenger survey at the region's three large commercial airports.

## **ELECTRIC VEHICLES – POOL RESOURCES FOR EV DEVELOPMENT**

Jeff King provided an update on efforts to form a coalition of local partners to coordinate development of a Regional Electric Vehicle Infrastructure Deployment Plan.

## **PENNSYLVANIA AVENUE INITIATIVE – VISION AND CONCEPTS**

The National Capital Planning Commission shared a new vision and draft concepts for Pennsylvania Avenue NW between the White House and the U.S. Capitol, currently out for public comment. The *Avenue as a Venue* is an inclusive, welcoming, and dignified corridor designed to put people first – an inspirational destination for civic expression. Three concepts imagine the Avenue as a street for people: uniquely prioritizing pedestrians, bikes, transit and cars. Each concept explores ways to realign circulation, re-configure public space, achieve sustainability goals, and balance daily use of the street with event programming.

## **DRAFT 2022 CONGESTION MANAGEMENT PROCESS (CMP) TECHNICAL REPORT**

The committee was asked to review the draft 2022 CMP Technical Report, developed as a biennial update of this major component of the CMP. The report will be finalized for approval at the July 8 meeting.

## **OTHER BUSINESS**

- Resiliency 4-Part Webinars Series: Webinar: June 10 - please visit: <https://www.mwcog.org/events/2022/06/10/break-down-barriers-integrating-climate-resilience-into-transportation-project-development-design/>
- EEAs underway, July update coming
- Federal grant opportunities
- Staff Update

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## COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

June 15, 2022  
Ashley Hutson, CAC Chair

The TPB Community Advisory Committee (CAC) met on Thursday, June 9, for an online-only meeting. The committee discussed the finalization of the Visualize 2045 long-range plan update, public engagement for the plan update, and an upcoming joint meeting in July between the members of the TPB and CAC.

### Update on the Finalization of Visualize 2045

Stacy Cook of the TPB staff gave a briefing on the finalization of the Visualize 2045 long-range transportation plan. She provided an overview of the plan, including its purpose and development process, and also spoke about the incorporation of public comments into the final plan document.

Over the last two years, the CAC has received periodic presentations on the plan update. Drawing upon these briefings, CAC member comments and questions included the following:

- ***It's important to understand how the plan ties together state- and local-level processes.*** A member said she found it very important to understand that the long-range plan pulls together projects that have gone through state- and local-level processes that are quite different from each other. She said the TIP briefing, conducted in April, was helpful in explaining these different processes.
- ***Equity Emphasis Areas are an effective tool.*** A member said she appreciates the use of EEAs in the long-range plan. She said they are effective, geographically based way to look at equity.
- ***Data are helpful.*** A member said she welcomed the use of data in the plan and she would like to see it used even more. Data should not exclusively determine outcomes, she said, but data are helpful in supporting narratives and policies that underlie the plan.

### Briefing and Discussion About Public Engagement for Visualize 2045

John Swanson of TPB staff briefed the committee about public engagement for the long-range plan update, which was branded *Voices of the Region*. He said these efforts included three major activities: a public opinion survey, focus groups, and outreach via QR codes. Mr. Swanson probed the committee's impressions of these activities: What seems to have worked? What didn't? What lessons can we learn for the next plan update?

CAC member and observer questions and comments included the following:

- ***Voices of the Region effectively used a variety of tools.*** Members complimented the TPB staff's use of different tools to reach different audiences and seek different types of input. They had the following specific comments about the approaches used:
  - ***The survey should be repeated.*** Several members said that it would be interesting and useful to repeat the public opinion survey in the near future, particularly once the pandemic is over.

- ***Consider releasing the results of public outreach earlier in the planning process.*** An attendee suggested the TPB should make the results of public opinion research available to decision makers earlier in the planning process so that the information has more opportunity to actually influence the content of the plan while it is under development.
- ***Don't forget the importance of education as part of public involvement.*** A member suggested the TPB might do more to educate the public about the impacts of local decisions on regional outcomes. For example, he said, the public should better understand how decisions about zoning or development, which often appear completely local, can affect transportation demand across a broader geographic area.
- ***Public comments that are needs-oriented could be useful for local and state planners.*** A member noted that much of the public comment received through the Voices of the Region engagement was related to people's general needs and not to specific solutions. She encouraged the board to make sure that project planners and local elected officials are aware of this input, particularly as the comments received relate to an unfiltered articulation of people's concerns that are not biased by their attitudes toward specific projects.
- ***The concerns of road users should be more fully included in the future.***
  - ***More outreach to drivers.*** A member noted that the response rates for the *Voices of the Region* activities were high, but she observed that responses from people who are more "road-oriented" were much lower. She suggested that future outreach might find ways to better incorporate the opinions of people who primarily drive.
  - ***Focus on congestion.*** Another member suggested that information about worsening congestion, and the public's attitudes about congestion, should be more prominently featured in the plan and tied to concerns about economic development.
  - ***Tolls are an equity concern.*** Another member observed that many low-income people in the region have no option but to drive and for them, tolls are a question of personal economics. However, she said, planners often talk about tolling's effects on professionals who can easily change their schedules to accommodate varying prices.
- ***Don't forget the outer jurisdictions.*** Members acknowledged that it can be challenging to get input from people in the outer jurisdictions. But, they said, these perspectives deserve to be heard. Among other things, members suggested that discussions about transit in the region are too DC-centric. They suggested there should be more focus on connections between suburbs and business complexes.

## Preparation for Joint Meeting with TPB Officers

At the end of their June meeting, committee members informally discussed plans for next month's CAC meeting, on July 14, 6-8 PM, which will be a special joint session with the CAC and the members of the TPB. The session is being planned to strengthen the relationship between the TPB and the committee.

This meeting will feature short presentations from the three TPB officers – Chair Sebesky, Vice Chair Collins, and Vice Chair Henderson – in which they will describe how they balance their work on regional issues at the TPB with the local interests they represent as elected officials. After a full group discussion, the session will break into three groups, giving all participants – CAC and TPB members alike – the chance to discuss regional transportation issues that pertain to their own states.

The committee encourages all TPB members to attend this special July meeting. The meeting will be conducted virtually via Microsoft Teams. A link will be provided on the CAC meeting agenda, which will be posted on the COG/TPB website.

### **Other Business**

- Lyn Erickson of the TPB staff provided an overview of the upcoming TPB agenda.

### **Attendees**

#### Members

Ashley Hutson, Chair

Nancy Abeles

Ra Amin

Michael Artson

Lorena Rios

Emmet Tydings

Elisa Walton

#### Staff

Rachel Beyerle

Lyn Erickson

John Swanson

#### Other

Bill Orleans

Bill Pugh



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** June 9, 2022

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The Steering Committee met on June 3 and set the agenda for the June 15 TPB meeting.

There were no Steering Committee actions in June.

The attached materials include:

- Letters Sent/Received
- Announcements and Updates



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** June 9, 2022

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





National Capital Region  
**Transportation Planning Board**

May 19, 2022

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

Re: Mega Program Grant Application by the Virginia Department of Transportation for the National Landing Connecting Communities Through Choice Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Virginia Department of Transportation (VDOT) for a Multimodal Program Discretionary Grant (MPDG) grant for the National Landing Connecting Communities Through Choice project.

The Connecting Communities Through Choice project seeks to transform a segment of elevated urban freeway in Crystal City, Arlington County to an at-grade, tree-lined urban boulevard with wide spaces for sidewalks, street trees, lighting, and other amenities desired by citizens and landowners—and with safe crossings for pedestrians, bicyclists, and other users. Part of the Route 1 highway through the National Landing district, this transformation will reconnect the business district to adjacent neighborhoods, creating space for public transit, walking, and cycling, improving safety and transit accessibility, and providing mobility for residents and employees of the Amazon headquarters and other mixed-use developments in this area.

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

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

Sincerely,

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

Cc: W. Sheppard Miller III, Secretary, Virginia Department of Transportation



National Capital Region  
**Transportation Planning Board**

May 19, 2022

Nuria Fernandez  
Administrator  
Federal Transit Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Re: FY 2022 Bus and Bus Facilities and Low or No Emission (Low-No) Grant Programs Grant Application by the Washington Metropolitan Area Transit Authority for the Electrification Infrastructure at Bladensburg Bus Garage project

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Washington Metropolitan Area Transit Authority (WMATA) for a Bus and Bus Facilities and Low or No Emission (Low-No) Grant Programs grant for the Electrification Infrastructure at Bladensburg Bus Garage project.

In June 2021, WMATA's Board of Directors adopted a resolution requiring a transition to a 100% zero-emission bus fleet by 2045, a commitment in line with regional policies. WMATA has begun planning for the conversion of infrastructure and facilities to support bus electrification, including modernization of the Bladensburg Bus Garage, located in northeast Washington, D.C. This facility will be undergoing renovations over the next few years, and WMATA plans to modernize and update the facility to increase environmental safety features, accommodate an expanded bus fleet, and support the zero-emission bus plan. This grant will support design work and necessary facility and power improvements to make the Bladensburg bus facility ready to support electric buses in the future.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Andrew Off, Acting General Manager, WMATA



National Capital Region  
**Transportation Planning Board**

May 19, 2022

Nuria Fernandez  
Administrator  
Federal Transit Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Re: FY 2022 Low or No Emission (Low-No) Grant Program Grant Application by the Washington Metropolitan Area Transit Authority for the Electric Bus Charging at Northern Bus Garage project

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Washington Metropolitan Area Transit Authority (WMATA) for a Low or No Emission (Low-No) Grant Program grant for the Electric Bus Charging at Northern Bus Garage project.

WMATA has begun the reconstruction of the 100-plus year-old Northern Bus Garage into a new modern, safe, and environmentally sustainable bus facility. With support from this grant, WMATA will be able to make the transformative investment needed to cover the incremental costs associated with converting the facility to fully support electric bus technology, including charging infrastructure and associated electrical work. This will accommodate operations of electric buses from this facility once it reopens in 2026, which the surrounding community and local elected officials strongly support. Battery-electric buses will be a cornerstone of WMATA's transition to a zero-emission fleet and WMATA has begun planning for fleetwide conversion of infrastructure and facilities to support bus electrification, starting with the Northern Bus Garage.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Andrew Off, Acting General Manager, WMATA



National Capital Region  
**Transportation Planning Board**

June 8, 2022

Ms. Holly Arnold  
Administrator, MDOT MTA  
Maryland Transit Administration  
6 St. Paul St.  
Baltimore, MD 21202

Re: FY 2023 Statewide Transit Innovation Grant (STIG) Application by Montgomery County, Maryland for the Transit Driving Simulator Safety Project

Dear Administrator Arnold,

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a FY 2023 Statewide Transit Innovation Grant for the Transit Driving Simulator Safety Project.

Montgomery County proposes to acquire transit driving simulators and design a training program for new and existing bus operators of the Ride On system. The project will support efforts to improve transit reliability by reducing crashes, increasing operational efficiency, and improving driver retention.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the region's bus system and to improve safety outcomes on our roadways. Investing in operator training systems will provide benefits to the region's citizens and visitors through safer and higher quality public transportation service and is consistent with the TPB's adopted safety improvement strategies. The support and promotion of public transportation are key strategies of our adopted Regional Transportation Priorities Plan and Aspirational Initiatives.

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

Sincerely,

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** June 9, 2022

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



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** TPB, Technical Committee and Steering Committee Dates for Calendar Year 2022,  
**DATE:** June 9, 2022

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2022 have been set and the dates and times have not changed. Please find below a list of the proposed meeting format for the TPB’s monthly meetings for the rest of calendar year 2022 (In Person/Virtual).

Please note that the proposed format of the meeting would be continually assessed, and changes proposed based on feedback from members and topics that the board would be taking up during each upcoming meeting will be considered. **Members will be notified of any changes a month ahead.** Please note that meetings identified as In-person meetings will be primarily In-person and members would be able to participate virtually to accommodate any special needs of the members. Consistent with current Bylaws, members seeking such accommodations should notify staff ahead of time (no later than the Monday before the meeting).

<b>2022 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES</b>				
	<b>TPB Technical Committee</b>	<b>TPB Steering Committee</b>	<b>Transportation Planning Board</b>	<b>NEW INFO TPB Meeting Format</b>
	<b>1<sup>st</sup> Friday at 9 AM</b>	<b>1<sup>st</sup> Friday at 12:15 PM</b>	<b>3<sup>rd</sup> Wednesday at 12 Noon</b>	
June	3	3	15	<b>IN PERSON</b>
July	8 (2 <sup>nd</sup> Friday due to holiday)	8 (2 <sup>nd</sup> Friday due to holiday)	20	<b>VIRTUAL</b>
August	No meetings	No meetings	No meetings	-
September	9 (2 <sup>nd</sup> Friday due to holiday)	9 (2 <sup>nd</sup> Friday due to holiday)	21	<b>VIRTUAL</b>
October	7	7	19	<b>IN-PERSON</b>
November	4	4	16	<b>VIRTUAL</b>
December	2	2	21	<b>IN PERSON</b>

\* **VIRTUAL** – Meeting will be conducted in an all-virtual manner, with no members coming to the COG building.  
 \*\* **IN PERSON** – Meeting will be conducted in a hybrid format, with members coming to the COG building and including an option to participate virtually with notification per the TPB Bylaws (notify by the Monday before the TPB meeting).



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
**SUBJECT:** Joint meeting with the TPB and CAC, July 14, 6-8 PM  
**DATE:** June 9, 2022

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All TPB members are invited to attend a special joint meeting on July 14, 6-8 pm, designed to strengthen the relationship between the TPB and the TPB's Community Advisory Committee (CAC).

This session will feature short presentations from the three TPB officers – Chair Sebesky, Vice Chair Collins, and Vice Chair Henderson – in which they will describe how they balance their work on regional issues at the TPB with the local interests they represent as elected officials. After a full group discussion, the session will break into three groups, giving all participants – CAC and TPB members alike – the chance to discuss regional transportation issues that pertain to their own states.

The meeting will be conducted virtually via Microsoft Teams. The meeting link will be provided on the CAC meeting agenda, which will be posted on the COG/TPB website.

There is no requirement to register in advance, but if you have any questions, please contact Kanti Srikanth ([ksrikanth@mwkog.org](mailto:ksrikanth@mwkog.org)) or John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org)).

We hope to see you there!



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner, and  
Leo Pineda, TPB Transportation Planner  
**SUBJECT:** TPB Transportation Resiliency Webinars  
**DATE:** June 9, 2022

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## BACKGROUND

In 2022, the TPB conducted a Transportation Resiliency Study that produced a memorandum and white paper, now available online on the [Visualize 2045](#) and [COG websites](#). One of the recommendations of the study was to continue building the capacity of technical staff in this planning area. To this end, the TPB is conducting a 4-part webinar series on transportation resiliency.

### Transportation Resiliency Webinar Series

On April 8, the National Capital Region Transportation Planning Board (TPB) kicked off a new Transportation Resiliency Webinar Series. See details on each event below. Register online at: <https://www.mwcog.org/transportation/planning-areas/air-quality-and-environment/resiliency/>

Transportation agencies, metropolitan planning organizations (MPOs), and local governments across the country are assessing ways to ensure that transportation infrastructure is resilient in the face of natural disasters and preparing for the effects of climate change. One aspect of that preparation is capacity building and information sharing.

Through its planning priorities, the TPB supports resiliency research, development of data and mapping tools, professional capacity building, and local and regional collaboration to develop an integrated approach to resilience planning. The webinar series will bolster capacity by providing an introductory webinar on how resilience is approached in the region, along with three in-depth webinars focusing on planning for and technical application of climate integration into vulnerability assessments, resilience planning, and project development and design.

*Resiliency is*  
“the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.”  
[Federal Highway Administration](#)

A resiliency webinar will be held once a month this April, May, June, and July. Planners, engineers, transportation, environmental services, community development, and policy professionals are invited to participate in one or more of the sessions.



## **Webinar Topics and Schedule**

The four webinars will build on one another, covering how climate is changing in the region, how climate change affects the transportation system, and the funding opportunities available for transportation resilience. As listed, all webinars will be held on Fridays at 2:00 – 3:30 P.M.

**April 8**

**2:00 – 3:30 P.M.**

### **Webinar 1: Transportation Resilience in the Region: What Next?**

Provides an overview of transportation resilience to set the stage for the rest of the series

#### **Learning objectives:**

- Define key terms
- Understand COG and TPB resilience and equity work to date and available resources
- Understand climate impacts in the region
- Understand how traditionally marginalized populations may be particularly vulnerable to climate impacts
- Understand federal resilience requirements and funding opportunities

**May 13**

**2:00 – 3:30 P.M.**

### **Webinar 2: Get Started: Climate Vulnerability Assessments**

Increases understanding of approaches to conducting a vulnerability assessment and why these assessments are valuable to decision makers

#### **Learning objectives:**

- Understand the benefits and common challenges of a vulnerability assessment
- Understand different approaches to conducting a vulnerability assessment
- Understand your role in conducting or supporting a vulnerability assessment

**June 10\***

**2:00 – 3:30 P.M.**

### **Webinar 3: Break Down Barriers: Integrating Climate Resilience into Planning & Programming**

Illustrates the value of and process for integrating resilience into planning and programming

#### **Learning objectives:**

- Identify opportunities for integrating resilience into planning and programming
- Increase familiarity with new Federal Highway Administration (FHWA) resources
- Gain knowledge and lessons learned from peer organizations

July 15\*

2:00 – 3:30 P.M.

#### **Webinar 4. Break Down Barriers: Integrating Climate Resilience into Project Development & Design**

Illustrates the value of and process for integrating resilience into project development and design

#### **Learning objectives:**

- Identify opportunities for integrating resilience into project development and design
- Increase familiarity with FHWA [Synthesis of Approaches for Addressing Resilience in Project Development](#)
- Gain knowledge and lessons learned from peer organizations

\*Due to speaker availability, the order of the June and July webinars is subject to change.

#### **TPB Climate and Resiliency Resources**

In preparation for the webinar series, learn more about TPB resiliency and climate change studies by visiting COG's [Transportation Resilience page](#).

Recent COG and TPB reports:

[2030 Climate and Energy Action Plan](#) (2020)

[TPB Climate Mitigation Study of 2021](#)

[TPB Resiliency Study](#) (2021)

For more information on the webinar series:

Contact: **Stacy Cook or Leonardo Pineda**

Email: [scook@mwkog.org](mailto:scook@mwkog.org), [lpineda@mwkog.org](mailto:lpineda@mwkog.org)



June 1, 2022

To: COG Chief Administrative Officers (CAOs)  
Environment and Transportation Agency Directors

Re: Invitation to Support a Regional Electric Vehicle Infrastructure Deployment Plan

Dear colleagues:

On behalf of the Board of Directors and the Climate, Energy, and Environment Policy Committee (CEEPC) of the Metropolitan Washington Council of Governments (COG), I am writing to invite you to participate in the development of a Regional Electric Vehicle (EV) Infrastructure Deployment Plan ("Plan"). The COG Board believes the region will benefit from a collaborative effort to develop an EV deployment plan and has directed staff to identify member jurisdictions interested in participating.

Basic elements of the Plan would be to provide the region with an assessment of the number of EV charging stations by type that will be needed to support future fleets of EVs and potential optimal locations for the EV charging stations across the region. Results will be provided at the jurisdictional level using consistent methodologies and assumptions. In addition to helping advance our shared climate priorities, the Plan will be helpful in pursuing federal and state grants, either individually or collectively on behalf of the region, especially to position metropolitan Washington favorably for new infrastructure funding.

Several jurisdictions (Frederick County, the City of Rockville, and Prince George's County) have initiated work with COG on coordinated EV planning. We understand other members (Arlington, the District of Columbia, the City of Frederick, and the City of Alexandria) have completed or are currently working on local EV plans as well.

So that the region can develop a consistent and comprehensive Regional Electric Vehicle (EV) Infrastructure Deployment Plan, we encourage you to consider joining our initiative, either through direct staff or consultant coordination with our project team or through a contribution of funding to the effort.

Attached is a high-level proposed scope of work for the Plan. A detailed scope will be developed in consultation with participating jurisdictions. Please contact Jeff King, COG's Director of Climate, Energy, and Air Programs at (202) 962-3238 or by email at [jking@mwkog.org](mailto:jking@mwkog.org) to discuss joining the initiative. Thank you for your consideration of this forward-looking opportunity.

Sincerely,

A handwritten signature in blue ink that reads "Chuck Bean".

Chuck Bean  
Executive Director

# Regional Electric Vehicle Deployment Plan for Metropolitan Washington

## General Description

The purpose of this project is to assess the infrastructure needs across the metropolitan Washington region to support the transition of light-duty vehicles from fossil fuel to electric power. The results of the project could serve as the region's blueprint to deploy a robust regional network of electric vehicle (EV) support equipment (EVSE) to accommodate anticipated needs of the region's residents, workers, and visitors using EVs as a major element of mitigating the adverse impacts of Climate Change. The project, administered by COG with consultant support, will develop the core components of a regional EV deployment plan by: 1) conducting research and analyses regarding electric vehicles and related infrastructure; 2) assessing and quantifying the needs for EV chargers; and 3) identifying the optimum locations for these various types of EV chargers to form a network of EV charging stations.

## Detailed Description

Specific steps in the project shall include:

### Task 1: Electric Vehicle and Charging Needs Assessment and Forecast

1) Develop projections about future electric vehicle usage for the region. In collaboration with the project team, recommend and develop projection scenarios, including consideration of greenhouse gas emissions goals, growth in for-hire vehicles, and potential mode shifts. Projections of future EV fleet could be based on analysis of latest vehicle registration data, forecasts of population, employment, and housing, daily trips and vehicle miles traveled, and jurisdiction-level origins and destinations. Coordinate across all COG member jurisdictions.

2) Based on scenarios of future projected growth in electric vehicle-related travel, develop an assessment of projected number of electric vehicles charging stations needed matching the forecast future travel patterns and number of EVs. Use data from locally developed EV or Climate or Energy plans as available.

#### Deliverables:

- Literature review of and recommendation for an approach to develop projections for electric vehicles and the necessary supporting infrastructure.
- Draft and final Electric Vehicle and Infrastructure projections/forecast scenarios.

### Task 2: Electric Vehicle Charger Deployment Planning

1) Develop data on existing vehicle charging infrastructure in the region. Obtain and update GIS layers to document all EVSE locations with accompanying data.

2) Develop an approach to identify and recommend locations to place the estimated number of EV chargers throughout the region. The locations identified/recommended would be based on the forecast number of EV trips and their predominant travel patterns. This work will consider and incorporate the currently defined EV corridors in the region, as appropriate and COG's Regional Activity Centers (RAC), Equity Emphasis Areas (EEA) and High-Capacity Transit Stations (HCT). The intent of this work activity is for the recommended number and location of EV chargers to form a region wide network of EV charging stations to provide EV operators with a reasonable certainty/reliability of finding charging stations during travel.

3) The recommended EV charger locations, perhaps referred to as EV Charging Zones (EVCZs) will be mapped as a GIS layer. An analysis of the distribution of the EVCZs located within or adjacent to RACs, EEAs and HCTs will be provided, along with, to the extent possible, the number of EVs estimated to be served by these EVCZs. Additionally, information about the land use type (public, private, shopping, office, residential, etc.) at the recommended EV charger stations will be identified to the extent possible.

Deliverables:

- Recommended approach for developing EV Charging Zones plans.
- Draft and final list of EV Charging Zones by Locality.
- Draft and final EV Charging Zones Plans, with associated GIS maps and documentation on real estate types, and other considerations.

## ITEM 7 – Action June 15, 2022

### Approval of the 2022 Update to Visualize 2045, the FY 2023-2026 Transportation Improvement Program (TIP), the Air Quality Conformity Analysis Determination, and MPO Self Certification

All materials for approval can be found here:

<https://visualize2045.org/plan-update/draft-plan/>

The TPB acted in June and July 2021 to finalize the project list for inclusion into the 2022 Update to the Visualize 2045 long-range transportation plan – **the projects cannot be changed at this time in this 2022 plan/TIP**. Those projects as approved were analyzed according to the Clean Air Act conformity requirements and all requirements are met. On June 15, the TPB will be asked to take the following actions identified below to comply with federal metropolitan planning regulations and ensure flow of federal aid funds for transit and highway projects in the Washington region in a timely manner. In order to ensure that all members have equal opportunity to comment, depending on the time available and interest of members, Chair Sebesky will consider allocating time for members to comment.

**Action 1:** Adopt Resolution R15-2022 approving the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.

**Action 2:** Adopt Resolution R16-2022 finding that the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990.

**Action 3:** Adopt Resolution R17-2022 endorsing the appended Statement of Certification.

**Background:** Staff will again review the materials and recommend the following for Board Approval: draft 2022 Update to Visualize 2045 and FY 2023-2026 TIP, draft Air Quality Conformity Determination, and Self Certification Statement.

The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that “concurrent with the submittal of the entire proposed TIP...the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable requirements...” The board will be briefed on the Statement of Certification and asked to approve it.

#### ATTACHMENTS:

- Resolution R15-2022
- Resolution R16-2022
- Resolution R17-2022
- Self Certification Statement
- MDOT Letter reaffirming Phase 1 South Op Lanes Project transit improvements
- Presentation



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

**RESOLUTION APPROVING THE 2022 UPDATE TO THE VISUALIZE 2045 LONG-RANGE  
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION AND  
THE FY 2023–2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**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 Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify the development and content of the long-range transportation plan and of the transportation improvement program and require that it be reviewed and updated at least every four years; and

**WHEREAS**, on October 17, 2018, the TPB approved a new long-range transportation plan, called “Visualize 2045,” that meets federal planning requirements, addresses the federal planning factors and goals in the TPB Vision and the Regional Transportation Priorities Plan, and included a new “Aspirational Element” as specified by TPB Resolution R8-2018; and

**WHEREAS**, the TIP is required by FHWA and 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 the TPB approved the FY 2021-2024 Transportation Improvement Program (TIP) on March 20, 2020, which was developed as specified in the Federal Planning Regulations; and

**WHEREAS**, on December 16, 2020, TPB staff issued a Technical Inputs Solicitation Submission Guide, which is a formal call for area transportation implementing agencies to submit technical details, including information necessary to perform the required air quality analysis of the 2022 Update to the Visualize 2045 long-range transportation plan, and for projects and programs to be included in the FY 2023-2026 TIP that will meet federal planning requirements, and will address the federal planning factors and goals in the TPB Vision and the Regional Transportation Priorities Plan; and

**WHEREAS**, the transportation implementing agencies in the region provided project submissions for the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TPB Technical Committee and the TPB reviewed the project submissions at meetings in April, May, June and July 2021 meetings; and



**WHEREAS**, at its June and July 2021 meetings, the TPB approved the projects submitted for inclusion in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

**WHEREAS**, on April 1, 2022, the draft FY 2023–2026 TIP was released for a 30-day public comment and inter-agency review period along with the draft 2022 Update to Visualize 2045, and the Air Quality Conformity Analysis; and

**WHEREAS**, the FY 2023-2026 TIP has been developed to meet the financial requirements in the Federal Planning Regulations; and

**WHEREAS**, during the development of the 2022 Update to Visualize 2045, the FY 2023-2026 TIP, and the Air Quality Conformity Analysis, the TPB Participation Plan was followed, and several opportunities were provided for public comment: (1) a 30-day public comment period on project submissions for the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and the air quality conformity analysis scope of work was provided from April 2 to May 3, 2021; (2) the TPB Community Advisory Committee (CAC) was briefed on the project submissions at its April 15, 2021 meeting, (3) an opportunity for public comment on these submissions was provided at the beginning of the April, May, June and July 2021 TPB meetings; (4) on April 1, 2022 the draft 2022 Update to Visualize 2045, the FY 2023-2026 TIP, and the draft Air Quality Conformity Analysis were released for a 30-day public comment period which closed on May 1, 2022; (5) on April 6 and 7, 2022, a virtual open house was held where staff shared results of the plan analysis and provided an opportunity for questions and answers; (6) on April 14, 2022, a Public Forum was held on the development of the FY 2023-2026 TIP; (7) an opportunity for public comment on these documents was provided on the TPB website and on the Visualize 2045 website, and at the beginning of the April, May and June 2022 TPB meetings; and (8) the documentation of the 2022 Update to Visualize 2045, the FY 2023-2026 TIP, the Air Quality Conformity Analysis includes summaries of all comments and responses; and

**WHEREAS**, the TPB Technical Committee has recommended favorable action on the 2022 Update to Visualize 2045, the FY 2023-2026 TIP, and the Air Quality Conformity Analysis by the Board; and

**WHEREAS**, on June 15, 2022, the TPB passed Resolution R16-2022, determining that the 2022 Update to Visualize 2045, the FY 2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

**WHEREAS**, the FY 2023-2026 TIP projects are consistent with the 2022 Update to Visualize 2045, and are selected in accordance with the Federal Planning Regulations; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program.

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

**RESOLUTION FINDING THAT THE 2022 UPDATE TO THE VISUALIZE 2045  
LONG-RANGE TRANSPORTATION PLAN AND THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM CONFORM WITH THE REQUIREMENTS OF  
THE CLEAN AIR ACT AMENDMENTS OF 1990**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

**WHEREAS**, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for the TPB to make a determination of conformity of its financially constrained long-range transportation plan and Transportation Improvement Program (TIP) with the State Implementation Plan (SIP) for air quality maintenance within the Metropolitan Washington non-attainment area; and

**WHEREAS**, on December 16, 2020, the TPB staff released the Technical Inputs Solicitation Submission Guide and asked for inputs to the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

**WHEREAS**, a scope of work was developed to address all procedures and requirements, including public and interagency consultation, and the scope was released for public comment on April 2, 2021, and approved by the TPB at its June 16, 2021 meeting; and

**WHEREAS**, highway and transit project inputs submitted for inclusion in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP were released for public comment on April 2, 2021, and approved by the TPB at its June and July 2021 meetings; and

**WHEREAS**, on April 1, 2022, the draft results of the air quality conformity analysis of the 2022 Update to the Visualize 2045 transportation plan and FY 2023-2026 TIP were released for a 30-day public comment period with inter-agency consultation; and

**WHEREAS**, the analysis reported in the Summary Report: Air Quality Conformity Analysis of the 2022 Update to Visualize 2045, dated June 15, 2022, demonstrates adherence to all mobile source emissions budgets for ground level ozone precursors Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), and meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP with the requirements of the CAAA; and

**WHEREAS**, as part of the TPB's interagency consultation process, the Metropolitan Washington Air Quality Committee (MWAQC) concurs with the regional air quality conformity determination of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and provided other comments relating to the region's air quality;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board determines that the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

TPB R17-2022  
June 15, 2022

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

**RESOLUTION ENDORSING THE 2022 CERTIFICATION OF THE METROPOLITAN  
TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION**

**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 Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify that "the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable requirements..."; and

**WHEREAS**, the Statement of Certification documenting how the TPB's planning process is being carried out and how the process is compliant with all of the applicable requirements is appended to this resolution; and

**WHEREAS**, a Statement of Certification has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the TPB and is appended to this resolution.

**NOW, THEREFORE BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board does hereby certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements:

The appended Statement of Certification, dated June 15, 2022, which finds that the transportation planning process is addressing the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements, is hereby endorsed and the Chair of the TPB is authorized to sign it.



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

**NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD  
STATEMENT OF CERTIFICATION**

June 15, 2022



# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD STATEMENT OF CERTIFICATION

June 15, 2022

This document describes how the federal metropolitan transportation planning process is being conducted by the National Capital Region Transportation Planning Board in accordance with all the applicable requirements; this self-certification of the planning process is required under 23 CFR 450.334 and is signed by the three state departments of transportation and the TPB.

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The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington DC-MD-VA Urbanized Area. The TPB has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area. The FAST Act was signed into law on December 4, 2015, and the final planning rule which is the most current was published on May 27, 2016. On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law). The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certified the planning process for the TPB's TMA on June 4, 2019. The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certify that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all federal metropolitan planning applicable requirements as evidenced by the descriptions below. The TPB reviewed this self-certification document at its June 2022 meeting.

## **1. The Unified Planning Work Program for Transportation Planning**

The FY 2023 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 16, 2022, and approved by FHWA and FTA on June 1, 2022. The UPWP was developed to address the applicable metropolitan planning requirements of record in March 2022 as well as to comply with the air quality conformity regulations. The UPWP includes support for 14 standing committees that assist with carrying out the federally-required metropolitan planning process; Figure 6 on page 24 shows the TPB committee structure. More about the UPWP can be found at [mwcog.org/transportation/plans/upwp/](https://mwcog.org/transportation/plans/upwp/).

## **2. Roles and Responsibilities for Transportation Planning and Programming**

In the metropolitan Washington region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA and the state and local government public transportation operators for cooperatively carrying out transportation planning and programming have been recently updated. As required under the federal metropolitan planning regulations, the TPB, the state DOTs and the providers of public transportation have documented their transportation planning roles and responsibilities in the metropolitan Washington region in a Memorandum of Understanding (MOU) that was approved on April 18, 2018.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with the Metropolitan Washington Council of Governments (COG), dated July 29, 2019, that specifies the terms and conditions for funding its administrative support of the transportation planning process. COG is the administrative agent for the TPB. The responsibilities for the primary planning and programming activities are indicated in the UPWP.

There is also an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and Calvert County, Maryland, for completing the conformity analysis

and determination of transportation plans, programs, and projects in Calvert County, Maryland that was approved in 2016. The agreement ensures that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as required in the Clean Air Act Amendments of 1990 (with subsequent amendments).

Also included in the UPWP is the 2021 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to being responsible for meeting the TMA responsibilities for the transportation planning and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on the TPB's current planning cycle.

Representatives of DDOT, MDOT and VDOT, the signatories of this self-certification statement and document, meet every month through the State Technical Working Group (STWG), with WMATA, to coordinate and ensure that the TPB is meeting all applicable metropolitan planning and air quality conformity regulations. At the May 3, 2022, and May 31, 2022, STWG meetings, representatives of the state DOT's discussed the process and content for this self-certification statement and document.

### 3. Regional Policy Documents and the Federal Planning Factors

The TPB's work is guided by three overarching policy documents: the TPB Vision of 1998, the Regional Transportation Priorities Plan (RTPP) of 2014, and the Aspirational Initiatives of 2017 and 2018. Additionally, the TPB passed resolutions in 2020 rededicating its commitments to safety and equity, and endorsing COG climate change mitigation and readiness goals. The FAST Act's ten federal planning factors are encompassed by both the Vision and the RTPP. The Vision can be found at [mwcog.org/transportation/plans/tpb-vision](https://www.mwcog.org/transportation/plans/tpb-vision) and. The RTPP can be found at <https://www.mwcog.org/rtp/>. The Aspirational Initiatives can be found at <https://visualize2045.org/strategies/#aspirational-initiatives>. More information about the TPB policy framework can be found at Goals and Future Factors - TPB Visualize 2045.

The RTPP, the Vision, and the planning factors were also used to guide project submissions for the financially constrained element of the 2022 update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP). The 2022 update to Visualize 2045 Technical Inputs Solicitation Submission Guide asked submitting agencies to identify how newly proposed projects will address regional policy goals and the federal planning factors. The Technical Inputs Solicitation document can be found in [Appendix B: Summary of Projects in the Financially Constrained Element](#). Responses by project sponsors to these questions for each project can be found online at: <https://visualize2045.org/plan-update/>

[Chapter 3](#) of the plan document details the policy framework and [Chapter 1](#) and [Chapter 3](#) highlight the federal requirements and national goals that Visualize 2045 used as guidance. [Chapter 6](#) of the 2022 update to Visualize 2045 also explicitly draws connections between the federal planning factors and RTPP goals, and elements of the TPB's planning efforts and programs. The 2022 update to Visualize 2045 includes, in [Chapter 7](#), an evaluation of the financially constrained element's performance in terms of helping to implement the TPB Goals, Aspirational Initiatives and federal planning factors.

## 4. Four-Year Updates of the Long-Range Transportation Plan

Federal metropolitan planning regulations require the TPB to update the plan every four years. Prior to SAFETEA-LU, TEA-21 required updates to the constrained long-range plan (CLRP) every three years.

Documentation of previous updates include:

The TPB's 2018 metropolitan long-range transportation plan, known as Visualize 2045, was the last official quadrennial update. It was Approved by the TPB on October 17, 2018, and is documented at <https://www.mwcog.org/documents/2018/10/17/visualize-2045-a-long-range-transportation-plan-for-the-national-capital-region-featured-publications-tpb-visualize-2045/>.

The *2014 Update to the Financially Constrained Long-Range Transportation* Approved by the TPB on October 15, 2014, and is documented at <http://www1.mwcog.org/clrp/>.

*2010 Update to the Financially Constrained Long-Range Transportation Plan*. Approved by the TPB on November 17, 2010, and documented on the website the same date, with a report published in 2011.

*2006 Update to the Financially Constrained Long-Range Transportation Plan*. Approved by the TPB on October 18, 2006, and documented on the website the same date, with a brochure "What's in the Plan for 2030? The Regional Long-Range Transportation Plan as adopted October 18, 2006" finalized in March 2007.

*2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*. Approved by the TPB on December 17, 2003, and published in 2004.

*2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*. Approved by the TPB on October 18, 2000, and published in 2001.

## 5. The Currently Adopted Plan and Transportation Improvement Program (TIP)

On March 20, 2020, the TPB approved the March 2020 Amendment to Visualize 2045, the FY 2021-2024 TIP, and the determination of their associated Air Quality Conformity analysis. The TIP includes transit, highway, bikeway and pedestrian and ridesharing improvement projects and transit and ridesharing operating support. It only includes projects that can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained.

On May 27, 2020, FHWA and FTA found that the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

## **6. The New Plan and Transportation Improvement Program (TIP)**

On December 16, 2020, the TPB began the development of the financially constrained element of the 2022 update to Visualize 2045 by releasing the Technical Inputs Solicitation Submission Guide for the 2022 update to Visualize 2045 and the FY 2023-2026 TIP. The guide requested that the transportation implementing agencies explicitly consider the Vision, the Regional Transportation Priorities Plan, the ten planning factors, and other TPB and COG policy documents and studies as the policy framework when they submitted projects and programs for inclusion in the financially constrained element of Visualize 2045. New questions added to this input solicitation included a question about if the project implements any of the TPB's Aspirational Initiatives, if the project can be expected to contribute to the COG and TPB greenhouse gas (GHG) reduction goals, and three related questions asking for narrative explanations as to how projects advance, the Aspirational Initiatives, RTPP Goals, and GHG reductions goals.

### **APPROVAL OF THE NEW PLAN AND TIP**

The 2022 update to Visualize 2045 and the FY 2023-2026 TIP were developed according to the provisions of the metropolitan planning regulation of record in December 2020. The 2022 update to Visualize 2045 and the FY 2023-2026 TIP meet the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The 2022 update to Visualize 2045 and the FY 2023-2026 TIP were adopted by the TPB on June 15, 2022.

## **7. Annual Listing of Projects**

The FAST Act requires that the TPB publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001. The annual listing of projects is available on the web at [mwcog.org/obligation-report](http://mwcog.org/obligation-report).

In 2020 and 2021 the TPB implemented a new database, known as Project InfoTrak, to collect, manage, analyze, and report on data on projects in the long-range transportation plan and the Transportation Improvement Program (TIP). The database software vendor has an arrangement with the Federal Highway Administration that gives the TPB, access to the Federal Management Information System (FMIS). This enables the TPB staff to automatically generate lists of obligated funds for the annual project listing and share that listing with implementing agencies in the TPB region.

## **8. The Air Quality Conformity Determination for the New Plan**

On June 15, 2022, the TPB approved the findings of the Air Quality Conformity analysis of the financially constrained element of the 2022 update to Visualize 2045 and the FY 2023-2026 TIP for the metropolitan Washington region. The plan and TIP conform to the requirements (Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)), and

meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993, Federal Register, and (2) as subsequently amended, most recently in April 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. The air quality conformity report can be found at <https://www.mwcog.org/transportation/planning-areas/air-quality-and-environment/air-quality-conformity/>.

## 9. The Financial Plan

The financial plan for the 2022 update to Visualize 2045 demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2045. The TPB conducted an analysis of the financial resources available for Visualize 2045 which is documented in Visualize 2045 **Appendix A: Financial Plan**. Forecast revenues and expenditures for Visualize 2045 total \$223.3 billion in year of expenditure dollars for the period of 2023 through 2045. The forecasts were prepared by the transportation implementing agencies and jurisdictions. The TPB was briefed on the preliminary financial analysis at its June 16, 2021, meeting and again on the final analysis and completed financial plan at its April 20, 2022, meeting. More information on the financial plan is available in **Appendix A: Financial Plan** of Visualize 2045, found at <https://visualize2045.org/plan-update>.

The region's long-range metropolitan transportation plan is periodically updated with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available. When an amendment to the plan is developed, the financial analysis is reviewed to ensure the amendment conforms with the requirements in federal transportation law.

The long-range transportation plan must be updated every four years as required by federal transportation law; the first iteration of Visualize 2045, completed in 2018, included a full financial analysis. The next update of the long-range transportation plan will be the 2024 amendment and will include a new full financial analysis which will reflect new revenue sources and expenditure estimates in consultation with the state and local DOTs and public transportation operators.

A significant development in transportation funding for the region in 2018 was the approval for new, long-term dedicated funding for WMATA's state of good repair needs by the District of Columbia, Maryland, and Virginia. In addition to continued support for the current capital subsidy, the three jurisdictions will provide an additional \$500 million annually in funding. The funding allocation was arrived at through WMATA's capital costs formula: the District of Columbia to provide \$178 million, Maryland \$167 million, and Virginia \$154 million per year.

The dedicated funding for WMATA came with various requirements and restrictions. The most important of these financially is a restriction on increases in the WMATA operating subsidy, limiting general increases to 3 percent per year or some portion of funds would be withheld. In this financial analysis, TPB staff have assumed that WMATA will adhere to this annual subsidy increase limit indefinitely.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act which provided an additional \$3 billion in revenues over 10 years in funding for WMATA's capital and preventive

maintenance projects, with \$150 million per year of federal funding and a matching \$150 million per year in required dedicated local matching revenues, as approved by the legislatures of Maryland, Virginia, and the District of Columbia. This additional funding was assumed to be available through 2045 in the financial plan for Visualize 2045. On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law), which provides \$550 billion over fiscal years 2022 through 2026 in new federal investment in infrastructure.

## 10. Performance-Based Planning and Programming

Performance-based planning and programming (PBPP) is a process authorized in the Fixing America's Surface Transportation (FAST) Act. PBPP requires states and MPOs to "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 coordination with partners, the TPB was tasked with setting targets for 26 performance measures, which it has completed in coordination with its state agency partners. The TPB will update targets and report performance data as required by federal law. The 2022 update to Visualize 2045 is the first TPB quadrennial plan that reports data and includes discussions on progress toward PBPP targets. This information can be found in **Chapter 8** of the plan and in Appendix D to the plan, the System Performance Report. The FY 2023-2026 TIP also includes a discussion and analysis of how projects in the TIP address PBPP targets by reporting on specific funds used that would target various performance measures.

More information about the TPB's PBPP efforts can be found in the region's Visualize 2045 long-range metropolitan transportation plan in **Appendix D: PBPP System Performance Report on the plan update page** <https://visualize2045.org/plan-update/> and at <https://www.mwcog.org/PBPP>.

The TPB, state departments of transportation, and providers of public transportation use the PBPP process in the following areas:

- Highway Safety;
- Highway Assets;
- Highway System Performance;
- Vehicular Emissions;
- Transit Asset Management; and
- Transit Safety.

For each of the six areas, the TPB is responsible for determining how to calculate measures and set targets for the metropolitan planning area. The TPB's efforts overlap with state-level transportation agencies and public providers of transportation who are also responsible for calculating measures and setting targets at the state level or for the transit system. Accordingly, the TPB coordinates with the states and transit agencies in establishing measures and targets for the region. This ensures consistency in the methods used to calculate measures and adequately reflects the various factors considered. The TPB has individual letters of agreement with each responsible party which identify exactly how information will be shared and how targets will be coordinated and set for each of the 26 performance measures.



## 11. Participation Plan and Public Involvement

The TPB is committed to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the federally required long-range transportation plan. An update to the TPB's Participation Plan was approved in 2020 and can be found at <https://www.mwcog.org/tpb-participation-plan/>. This update reflects a year-long process to make the plan easier for the public and staff to use.

The plan articulates the TPB's policy for public participation. It describes how members of the public can get involved and demonstrates how staff work to meet and exceed federal requirements. The plan guides TPB staff interactions with the public so that 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 and Title VI. The plan builds on previous efforts designed to encourage participation in the TPB process and provides reasonable opportunities for residents and other interested agencies to be involved in the metropolitan transportation planning process. As required by federal regulation, TPB staff developed the Participation Plan in consultation with interested parties, including residents, representatives of people with disabilities, users of public transportation and bicycle and pedestrian facilities, and affected public agencies.

During the development of the 2022 update to Visualize 2045 and the FY 2023-2026 TIP, the participation procedures outlined in the TPB Participation Plan were followed, and opportunities were provided for public comment. The staff also provided presentations during a series of virtual forums and presented to and held discussions with the TPB Community Advisory Committee and Access for All Advisory Committee. Visualize 2045's Appendix H and I document how the plan implemented the Participation Plan and describe the comment periods, including appendices with a listing of all comments received.

Public participation for the 2022 update to Visualize 2045 was conducted in 2020, 2021, and 2022.

### VOICES OF THE REGION

For the Visualize 2045 update, the TPB conducted public engagement known as 'Voices of the Region' to gather information about public opinions on transportation through a survey, focus groups, and a regional virtual activity about the TPB's Aspirational Initiatives. The role of the Voices of the Region is to gather public opinion on issues important to the TPB, provide a more nuanced understanding how regional transportation policies affect people in the metropolitan Washington region, and to highlight voices that have been underrepresented in the past.

As a package, the Voices of the Region outreach accomplished all five of the TPB's Policy Goals for participation. Each activity took different approaches to incorporating the Principles for Engagement into its planning and execution. And while the primary constituency for participation in the three activities was the general public, the audience for the input collected was the other constituencies — active participants, community leaders, and decision-makers who serve on the TPB.

The following sections provide a summary of the specific Voices of the Region participation activities and a description for how they sought to achieve the Policy Goals, incorporate the Principles for Engagement, and engaged the Constituencies for Engagement.

For more information on Voices of the Region visit: [visualize2045.org/voices-of-the-region](https://visualize2045.org/voices-of-the-region).

### **Public Opinion Survey**

The Voices of the Region public opinion survey was a representative and statistically significant regional survey of residents in the metropolitan Washington region.

The purpose of the survey was to gather information on attitudes and behaviors related to transportation topics in order to inform the Visualize 2045 update and other regional planning efforts. The study focused on topics addressed in the plan, including transportation access and mobility, future technology, and climate change.

Respondents were randomly selected using an address-based sample of 10 county and city-level jurisdictions in the metropolitan Washington region, and were invited to participate in a web survey via a series of letters they received in the mail.

2,407 people participated in the survey. The TPB conducted this study in collaboration with the Survey Research practice within ICF. The survey report and presentations can be found online at: [visualize2045.org/voices-of-the-region](https://visualize2045.org/voices-of-the-region).

### **Focus Groups**

In the winter of 2021, the TPB conducted 11 virtual focus groups with 112 residents from around the Washington region. Each session was created with a specific demographic or geographic focus to better understand the perspectives of different populations groups of the region. The groups discussed the participants' lived experiences, challenges, and opportunities associated with transportation equity, safety, and climate change. Through the lens of these three topics, insights were provided across a range of TPB policy priorities.

These "Voices of the Region" focus groups were designed to be part of a wider package of public engagement activities that supported the update of Visualize 2045.

The purpose of the focus groups was to gather qualitative and in-depth data that contextualizes and informs how different population groups understand and experience transportation equity, safety, and climate change. The project prioritized recruiting and selecting participants from historically underrepresented population groups to supplement perspectives received in the public opinion survey.

### **Aspiration to Implementation**

In the summer of 2021, the TPB conducted a 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, which was conducted virtually, 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

## **PUBLIC COMMENT – APRIL 2021**

For each amendment or update to its long-range plan that requires an Air Quality Conformity determination, the TPB conducts two 30-day public comment periods. This process was used for the 2022 Visualize 2045 and FY 2023-2026 TIP. The first public comment period occurred in the Spring 2021 before the TPB voted to approve new projects for inclusion in the Air Quality Conformity analysis for the plan. The second comment period occurred in Spring 2022 for the final approval of the full plan. Comments and responses from the two public comment periods were posted on the website. The TPB reviewed and accepted staff responses to the comments. The final versions of the plan and TIP documents include summaries of all comments and responses.

At the April 2021 TPB meeting, the board was briefed on the draft project submissions to be included in the Air Quality Conformity Analysis of the constrained element (project list) of the update to Visualize 2045 and the FY 2023-2026 TIP. The project submissions were released for a 30-day public comment and interagency review period at the TPB Technical Committee meeting on April 2, 2021. The comment period closed on May 3, 2021.

During this comment period, the TPB received: 163 comments via email, 65 from the public comment form on the TPB website, 1 comment via phone call, and 11 letters sent by individuals and advocacy groups.

Comments were summarized in a memo dated May 13, 2021, and were presented to the board on May 19, 2021. The board was asked to take these comments into consideration when approving project inputs and the Air Quality Conformity Analysis scope of work at the June TPB meeting. This comment period was not required by federal regulations.

## **PUBLIC COMMENT – APRIL 2022**

The TPB held an open public comment period and interagency review of the following draft documents for public comment from April 1-May 1, 2022: Air Quality Conformity Analysis of the plan and TIP: Summary (this is Appendix C of the plan); 2022 Update to Visualize 2045, TPB's long-range transportation plan; FY 2023-2026 Transportation Improvement Program. Members of the public were invited to review the public comment materials available on the 2022 Update to Visualize 2045 draft plan page: <https://visualize2045.org/plan-update/draft-plan/> and they

were invited to submit comments on the draft materials. TPB staff advertised the public comment period via the TPB's public comment email distribution list, social media, TPB News, and newspaper advertisements on the Washington Post, Washington Hispanic, and the Afro-American Newspapers. Additionally, information about the public comment period was shared with the TPB's Technical, Community Advisory, and the Access for All Committees. The TPB also mailed out more than more than 3600 postcards announcing the comment period, the location of the draft materials, as well as conducted three virtual forums.

During this comment period, the TPB received 518 comments, which staff provided to the board in their entirety. Staff also produced a summary of comments and presented the summary to the board during its May 2022 meeting. One Comment from MWAQC was received confirming that the draft determination Air Quality Conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP) meets applicable standards. Comments were posted on the board meeting page and also online at <https://visualize2045.org/get-involved/>.

## **TIP FORUM**

For the FY 2023-2026 TIP, TPB staff conducted a federally required public meeting on the TIP in April of 2022. Due to ongoing concerns related to the COVID pandemic, this meeting was conducted virtually. At this event, called the "Virtual TIP Forum," TPB staff and staff of the implementing agencies answered questions about projects in the draft TIP and provided information on the funding and planning processes that are reflected in the TIP.

## **ONGOING INFORMATION SHARING**

Beginning in 2010, the TPB made available to the public in an online, searchable database of all the transportation projects and programs in the long-range transportation plan and TIP. The 2022 update Visualize 2045 plan and website also includes a variety of other maps and visualizations, including new major projects in the financially constrained element of the plan, a new Voices of the Region Story Map, an interactive and enhanced environmental mitigation map, plus more.

The TPB also provided new ways of learning about the plan and the TPB's Aspirational Initiatives, including creating animated videos and infographics. These are available, some in Spanish, on the TPB's Visualize2045.org website on the resources page: <https://visualize2045.org/plan-update/resources/>.

## **12. Title VI and Related Nondiscrimination Regulations**

The TPB has complied with longstanding federal regulations and guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making regardless of race, ethnicity, income level, disability status, gender or age. Its current policy reads:

### **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](http://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](http://www.mwcog.org/nondiscrimination) o llame al (202) 962-3300.

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The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG that specifies the terms and conditions for funding its administrative support of the transportation planning process (described in Section 2). The agreement requires COG to meet all US DOT MPO planning requirements and to adhere to Title VI of the Civil Rights Act of 1964 and applicable non-discrimination laws, and to comply with the small, disadvantaged and women-owned business enterprise requirements.

## **TITLE VI: CIVIL RIGHTS ACT OF 1964**

The TPB fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. The planning process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C 794, 23 U.S.C. 324 regarding the prohibition of discrimination based on gender and USDOT guidance on environmental justice. The planning process also conforms to the Surface Transportation and Uniform Relocation Assistance Act of 1987, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

The FTA requires that COG, as a Designated Recipient of the FTA Section 5310 Enhanced Mobility program, submit a Title VI Program to “document compliance with DOT’s Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA”. The Program includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. The Program also includes general requirements for MPOs. The TPB serves as the MPO for the Metropolitan Washington region. In May 2021, the COG Board also adopted the Title VI Program as required by FTA.

COG, as the administrative agent for the TPB, also has a “Title VI Plan to Ensure Nondiscrimination in all Programs and Activities” to document the ongoing efforts by COG and the TPB to ensure compliance with Title VI based on FHWA requirements. This Plan includes policies and procedures to ensure nondiscrimination in all COG and TPB programs and services (available at [www.mwcog.org/nondiscrimination](http://www.mwcog.org/nondiscrimination)). While there is overlap between the Title VI Plan and Title VI Program, the Plan includes required elements for the FHWA, FTA, and other Federal agencies. COG’s Title VI plan and the Title VI complaint form are available here: <https://www.mwcog.org/nondiscrimination/>.

## **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES AND LIMITED ENGLISH SPEAKERS**

To provide access to documents, meetings or any other planning activities for limited English proficiency populations and those with disabilities, the TPB follows the COG accommodations policy (<https://www.mwcog.org/accommodations/>). The accommodations policy is translated into the 6 most commonly spoken languages in the region other than English, available on the Accommodations page of the website, the six languages are Spanish, French, Korean, Vietnamese, Amharic and Chinese. The Visualize 2045 website includes a Google translation tool that will translate the webpage text from English to one of 90+ different languages. The TPB has a Language Assistance Plan that is provided in **Attachment F of COG's Title VI Plan**: <https://www.mwcog.org/file.aspx?D=t4YvIJWohdJDJzNILxx30CFRUhHwbfYYfy8u5U10%2b00%3d&A=9I5whxGU9mviEtK2SkDzGFq196snOHHkAdeLUA%2ftkkc%3d>. In 2022 COG added the Language Line Solutions for services to allow for translating phone calls to Spanish, Chinese (Mandarin and Cantonese), French, Japanese, Polish, Russian, Vietnamese, Armenian, Cambodian, German, Haitian Creole, Italian, Korean, Portuguese, Farsi, Tagalog, Thai, Urdu, and all other languages.

## **ENVIRONMENTAL JUSTICE EXECUTIVE ORDER**

The USDOT Order 6640.23A issued "FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" in June 2012 to provide guidance on how recipients of federal transportation assistance comply with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations issued February 11, 1994.

To follow these federal environmental justice requirements, the TPB must identify and address, as appropriate, disproportionately high or adverse effects of its programs, policies, and activities on minority populations and low-income populations. The TPB has a two-pronged approach to ensuring nondiscrimination and meeting Title VI and Environmental Justice requirements both described here: Analysis: examining forecast impacts of the long-range transportation plan on low-income and minority populations, and Involvement: engaging transportation-disadvantaged populations in the planning process.

## **ANALYSIS OF DISPROPORTIONATE AND ADVERSE IMPACTS OF THE FINANCIALLY CONSTRAINED ELEMENT OF VISUALIZE 2045**

An enhanced Environmental Justice Analysis will be conducted on the financially constrained element of the 2022 update to Visualize 2045. The enhanced EJ analysis will occur in two phases. The first phase is the identification of Equity Emphasis Areas which are small geographic areas that have above average concentrations of low-income and minority populations based on Census tract-level data. Low-income is defined as individuals with household income less than 1.5 times the federal poverty level, depending on size. The minority populations that will be used to identify the Equity Emphasis Areas include African American, Asian, and Hispanic or Latino. Identification of additional traditionally-disadvantaged populations will be included for research and analysis of regional equity discussion. Phase 2 of the EJ analysis will include examining accessibility to jobs, educational institutions, hospitals and travel times for the Equity Emphasis Areas compared to the rest of the region between the current year and 2045.

More information on the Equity Emphasis Areas, the enhanced EJ analysis of the 2018 Visualize 2045 and the EJ analysis of the 2018 approved plan are available here

<https://www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/>.

## **INVOLVEMENT OF TRANSPORTATION-DISADVANTAGED POPULATIONS IN THE PLANNING PROCESS**

To ensure that the voices of traditionally-disadvantaged populations are heard in the planning process, the TPB created the Access for All (AFA) Advisory Committee in 2001 to advise on issues and concerns of low-income populations, minority populations, and persons with disabilities. In 2016, the AFA was enhanced to include the work of the former Human Service Transportation Coordination Task Force updating the membership to include community leaders representing people with disabilities, low-income populations, minority populations, older adults, and people with limited English proficiency, as well as ex-officio representation from the transportation agencies in the region. The AFA is chaired by a member of the TPB who then makes regular reports to the TPB on AFA issues and concerns. The AFA website is at <https://www.mwcog.org/tpbafa/>.

Each time the region's long-range transportation plan and TIP are updated, the TPB solicits comments representing the concerns of traditionally disadvantaged populations (See Section 11). The TPB's mailing lists include hundreds of community groups that represent Title VI protected groups throughout the Washington region. Press releases are also sent to newspapers published by and for Title VI protected groups. In addition, the AFA committee reviews maps of proposed major projects and comments on the long-range transportation plan. The AFA chair, currently Canek Aguirre, presented those comments to the board on May 16, 2022. The comments are also documented in a memorandum to the TPB, which can be found in **Appendix I: Summary of Public Comment Periods**, available at [visualize2045.org/plan update](https://visualize2045.org/plan-update).

As described under Section 13 below, the updated Coordinated Human Service Transportation Plan is scheduled to be adopted by the TPB in December 2022. The Coordinated Plan identifies unmet transportation needs for people with disabilities, low-income individuals and older adults. The Coordinated Plan and information on the Enhanced Mobility funding program is available at <https://www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/human-service-transportation-coordination/> and <https://www.mwcog.org/transportation/programs/enhanced-mobility/>.

## **AMERICANS WITH DISABILITIES ACT AND REHABILITATION ACT OF 1973**

The TPB complies with the provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation ensuring the nondiscrimination of individuals with disabilities. The TPB also complies with related regulations under Section 504 of the Rehabilitation Act of 1973.

The TPB also complies with the Older Americans Act, confirms opportunity for employment with no discriminatory personnel practices because of age and Section 324 of 23 U.S.C. No one of the basis of gender shall be denied participation in or benefits of any program or activity receiving federal assistance under Title 23.

## **DISADVANTAGED BUSINESS ENTERPRISES (DBES) GOAL AND SMALL BUSINESS PARTICIPATION ELEMENT**

It is COG's policy to ensure nondiscrimination in the award and administration of its DOT-assisted contracts and to create a level playing field on which Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 26, can compete fairly for COG's DOT-assisted contracts. Accordingly, COG encourages DBEs to compete for COG contracts and subcontracts and encourages joint ventures between DBE and non-DBE firms who compete for COG contracts and subcontracts.

COG's "Disadvantaged Business Enterprise Program Administrative Program Policy" dated March 2020 includes procedures to provide for subcontracting to disadvantaged businesses enterprises and a Small Business Participation Element and can be found at <https://www.mwcog.org/documents/2020/03/11/dbe-program-policy-dbe-policy/>. COG's FY2022-2024 DBE goal methodology for Disadvantaged Business Enterprise (DBE) participation has been provided to FTA Region III and will be posted upon FTA approval. All COG contracts and subcontracts include the required standard clauses, including lobbying prohibition. These documents can be found at <https://www.mwcog.org/purchasing-and-bids/dbe-policy/>.

## **13. Human Service Transportation Coordination**

The TPB adopted an update to the Coordinated Human Service Transportation Plan in November 2014 to guide the implementation of the FTA Enhanced Mobility for Older Adults and Individuals with Disabilities Program (Section 5310) which can be found here: <https://www.mwcog.org/coordinated-human-service-transportation-plan/>. A draft of an updated plan is in process and is anticipated to be completed and submitted to FTA for approval in December 2022. The Coordinated Plan identifies the unmet transportation needs for people with disabilities, low-income individuals, and older adults, and also provides demographic data and maps of traditionally-disadvantaged population groups. The TPB's AFA Committee oversaw the development of the updated Coordinated Plan. People with disabilities, older adults, and those with low-incomes, in addition to transportation and human service agencies, serve on the AFA.

COG serves as the designated recipient for the FTA Enhanced Mobility Section 5310 programs in the Washington DC-VA-MD Urbanized Area. The Coordinated Plan and information on the Enhanced Mobility Program are available at <https://www.mwcog.org/transportation/programs/enhanced-mobility/> and the updated version will be posted upon FTA approval.

## **14. Congestion Management Process**

The TPB maintains a Congestion Management Process (CMP) that is part of the regional transportation plan and is committed to management of the existing and future transportation system through the use, where appropriate, of demand management and operational management strategies. These strategies, when taken form a large portion of the CMP. The CMP addresses the requirements laid out in the final planning regulations. The 2022 update to Visualize 2045 addresses the CMP in its "Performance Planning" chapter, along with the topics of Performance-Based Planning and Programming (PBPP) and Safety. More information on the CMP can be found at <https://www.mwcog.org/CMP>, in **Chapter 8 (Planning for Performance)** of



Visualize 2045, and in **Appendix E: CONGESTION MANAGEMENT** found at [visualize2045.org/plan-update](https://visualize2045.org/plan-update).

The CMP has four main components:

1. Monitoring and evaluating transportation system performance
2. Defining and analyzing strategies
3. Compiling project-specific congestion management information
4. Implementing and assessing strategies With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

Congestion Management Process (CMP) documentation is included in the TPB's process for soliciting projects from implementing agencies for Visualize 2045 and the TIP. The transportation implementing agencies are required to submit a Congestion Management documentation form for each project or action proposing an increase in SOV capacity. The implementing agencies submit documentation of CMP strategies considered in conjunction with significant federally-funded Visualize 2045 or TIP projects.

## **15. Systems Performance, Operations and Technology**

The TPB has several on-going efforts related to management, operations and technology to help the region maximize the efficiency and effectiveness of the transportation system. The TPB has a Systems Performance, Operations and Technology Subcommittee. Related programs include the Metropolitan Area Transportation Operations Coordination (MATOC) Program and the Regional Intelligent Transportation Systems (ITS) Architecture, and recent research regarding the potential impacts of Connected and Autonomous Vehicles (CAVs) on metropolitan transportation planning. More details on the committees and programs can be found at <https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/>.

## **16. Safety Planning**

The TPB ensures the consideration of safety throughout the transportation planning process. Safety is a key factor in the long-range transportation planning process. It is a consideration for all projects submitted for inclusion within the financially constrained element of the 2022 update to Visualize 2045. Safety is a key element of the PBPP process – the TPB monitors and sets targets for five PBPP highway safety-related performance measures. In July 2020, the TPB adopted Resolution R3-2021 articulating a policy statement on roadway safety and establishing a Regional Roadway Safety Program to assist member jurisdictions and the region to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users. This resolution was informed by the results of an in-depth consultant-led study commissioned by the TPB to understand the factors behind the unacceptably high number of traffic fatalities and serious injuries on the region's roadways and identify evidence-based strategies to address them.

The TPB's Transportation Safety Subcommittee meets regularly to guide ongoing highway safety analysis, identify the most significant highway safety problems, and exchange information among member jurisdictions and other stakeholders. For more information and to view the activities of

the transportation safety subcommittee, go to <https://www.mwcog.org/committees/transportation-safety-subcommittee/>.

## 17. Freight Planning

The TPB is dedicated to incorporating freight into the transportation planning process. The 2016 National Capital Region Freight Plan describes the role freight transportation plays in the region's economy, provides an overview of the region's multimodal freight transportation system, describes the drivers of freight demand and the freight flows resulting from it, identifies the most significant freight issues in the region, and provides policies and recommendations to ensure the multimodal freight transportation system continues to support the economy of the region and the quality of life of its residents and visitors. The TPB Freight Subcommittee meets bimonthly to exchange information and to provide stakeholder input into the TPB freight planning products. The TPB intends to update its regional freight plan starting in 2022. For more information and to view the freight planning documents and freight subcommittee activities, go to <https://www.mwcog.org/freight>.

## 18. Bicycle and Pedestrian Planning

The TPB approved the 2022 Bicycle and Pedestrian Plan on May 18, 2022. This plan is available online at <https://www.mwcog.org/file.aspx?&A=gxbmEq%2bjA1DtBBoQyMuBPmE2QZ9lo1fbXXgHo2jnmns%3d>. The plan supports many TPB regional objectives including the National Capital Trail Network, and reflects emerging aspects such as micromobility and evolving pedestrian and bicycle facilities design. This plan identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out for major bicycle and pedestrian facilities. The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee assisted in the development of the plan and continues to meet regularly to exchange information among stakeholders and provide advice to the TPB on bicycle and pedestrian issues. This was a major update of the previous plan that the TPB approved on January 2015, available here: <https://www.mwcog.org/documents/bicycle-and-pedestrian-plan/>.

To promote pedestrian and bicycle safety, the TPB sponsors the regional Street Smart campaign, which consists of Fall and Spring waves of advertising, public relations, and enforcement activities. For more information on the campaign see [bestreetsmart.net](http://bestreetsmart.net).

An example of how TPB integrates bicycle and pedestrian considerations into the metropolitan planning process was the development of a regional Complete Streets Policy, which was adopted on May 16, 2012. TPB has also sponsored a regional Green Streets workshop as it considers ways to encourage more pedestrian-friendly streetscapes. More information about the TPB's bicycle and pedestrian planning activities can be found at: <https://www.mwcog.org/transportation/planning-areas/walking-and-biking/>.



## 19. Environmental Consultation and Mitigation

The TPB uses established procedures in its Participation Plan for environmental consultation. The TPB has completed an extensive data collection and mapping effort that compares the constrained element of the 2022 update to Visualize 2045 with the region's natural and historic resources and associated conservation plans. Under this initiative, the TPB has worked with federal, state, and local resource agencies in the region to collect a wealth of environmental data on locations of floodplains, green infrastructure (as defined by Virginia and Maryland conservation plans), historic sites (as defined by national and separate state registers), protected lands (as defined by state wildlife management and conservation plans), and wetlands. In order to accurately compare the transportation plan with these resources and environmental plans, the TPB directly collaborated with regional environmental resource experts at the MWCOG. An updated and enhanced interactive map can be accessed at <https://www.mwcog.org/maps/map-listing/visualize-2045-environmental-consultation-environmental-inventory-mapping/>.

Visualize 2045 also includes an environmental potential mitigation discussion which identifies potential activities to moderate the environmental impacts of the long-range transportation plan. The TPB's environmental consultation process is described in Chapter 6 of the 2022 update to Visualize 2045, in Appendix G of the 2022 plan (<https://visualize2045.org/plan-update/>) and historical information on TPB's previous CLRP website: <https://www.mwcog.org/clrp/elements/environment/default.asp>

## 20. Regional Transportation Priorities Plan and Aspirational Initiatives

The TPB approved the Regional Transportation Priorities Plan (RTPP) in January 2014 at the conclusion of a three-year process. The RTPP is a policy document that focuses attention on a limited number of transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision. The strategies are meant to be "within reach" both financial and politically. They were identified through a combination of technical analysis, stakeholder input, and public outreach.

Seeking ways to promote implementation of the RTPP, the TPB in 2014 asked staff to compile a list of unfunded transportation projects identified by member jurisdictions that could potentially play a role in improving transportation system performance but have not been included in the region's plans due to a lack of anticipated funding. In 2015, the TPB established a working group to identify a limited number of unfunded priority projects that will address key deficiencies in the long-range transportation plan and support implementation of RTPP goals. This TPB working group was later named the TPB Long-Range Plan Task Force. Full documentation of their proceedings is available at <https://www.mwcog.org/lrptf>.

In 2015 and 2016, staff compiled a draft inventory of unfunded capital transportation needs, comprising approximately 500 projects that are included in state, local and regionally approved plans, but are not currently included in the CLRP. In 2016, the task force oversaw scenario planning activities that analyzed the potential impacts of building all the projects in this inventory (the "All-Build Scenario") and conversely identified the impacts of building no new projects (the "No-Build Scenario") between now and 2040.

Having learned from the All-Build study that new capacity projects alone cannot solve the region's transportation issues, the TPB directed the Long-Range Plan Task Force to explore ways to enhance the current mix of projects, programs and policies that make up the region's long-range transportation plan. The TPB directed the task force to identify six to ten projects, policies, and programs that would have the potential to improve the performance of the region's transportation system and to make substantive progress towards achieving the goals laid out in TPB's and COG's governing documents.

The Long-Range Plan Task Force used the RTPP as a guide throughout their deliberations – the goals from the RTPP were used as the goals the task force set for their own work – and the regional challenges identified in the RTPP shaped the challenges the task force set out to address. The task force explored combinations of approaches that would promote multimodal travel and reduce vehicle miles traveled. The task force voted to determine which packages of projects should be studied, made that recommendation to the TPB, and the TPB approved the list of ten initiatives for study. TPB staff and a consultant team studied the ten initiatives chosen for analysis and presented the results back to the task force and the TPB. The scenario analysis exercise demonstrated how the ten initiatives compared to each other in terms of a set of performance measures and challenges agreed upon by the task force.

The task force then came to a consensus that five of the ten initiatives that were studied held the most promise, based on the results from the analysis. On December 6, 2017, the task force agreed to advance five of the ten initiatives that were studied to the TPB for its endorsement (Bring Jobs and Housing Closer Together, Expand Bus Rapid Transit Regionwide, Move More People on Metrorail, Provide More Telecommuting and Other Options for Commuting, and Expand Express Highway Network).

At the December 2017 TPB meeting, the TPB passed a resolution proclaiming that the TPB “endorses the attached list of five initiatives, found to have the most potential to significantly improve the performance of the region's transportation system compared to current plans and programs, for future concerted TPB action, and directs staff to include these initiatives in the aspirational element of the TPB's long-range transportation plan, Visualize 2045.”

The final two of the seven Aspirational Initiatives were endorsed by the TPB at its January 2018 meeting. These two initiatives focus on regional pedestrian and bicycle improvements (Improve Walk and Bike Access to Transit and Complete the National Capital Trail). In addition to including the initiatives in the aspirational element of Visualize 2045, the TPB resolved that staff should use the initiatives “as a factor in selecting projects for the TPB's Transportation Land Use Connections (TLC) Program and the federally funded Transportation Alternatives Set-Aside Program,” effectively establishing a system to ensure these initiatives are prioritized through activities the TPB directs.

Endorsing these seven Aspirational Initiatives helps the TPB provide strategies and guidance to the region to fulfill the goals originally laid out in the RTPP.

Following the approval of the 2018 plan, the TPB staff have taken steps to promote and support implementation of the Aspirational Initiatives. Activities include producing infographics and animated videos about the Aspirational Initiatives, conducting a series of site visits to meet with the Transportation and Planning Directors in the TPB planning area to discuss the initiatives, the

agencies' activities, and how the TPB could support its member jurisdictions. The TPB also conducted a public outreach activity called Aspiration to Implementation to gather input from the public on how real projects, programs and policies that represent the initiatives, such as existing components of the National Capital Trail Network, impact their lives. This information was shared in a report and via a Story Map.

## 21. Transportation/Land Use Connections (TLC) Program

The Transportation/Land Use Connections Program provides short-term consultant services to local jurisdictions working on creative, forward-thinking, and sustainable plans and projects. The TPB provides consultant assistance of \$30,000 to \$60,000 for local planning projects, and up to \$80,000 for design or preliminary engineering. Since 2007, the TLC program has funded more than 156 projects for nearly \$7 million. Technical assistance may include a range of services, such as: transit corridor and station area planning; transit demand and feasibility assessments; pedestrian and bicyclist safety and access studies; streetscape improvement plans; design guidelines and roadway standards; trail design; Safe Routes to School planning; Complete Streets policy guidance; and transit-oriented development studies. More about TLC can be found at <https://www.mwcog.org/transportation/planning-areas/land-use-coordination/tlc-program/>.

In recent years, the TLC Program focused its project solicitation on key regional objectives, including strengthening Regional Activity Centers, better serving the people that live in Equity Emphasis Areas, and promoting access to transit, and increasing cross-jurisdictional coordination in planning. The TLC Program also includes a Regional Peer Exchange Network, which conducts programs to encourage learning among TPB member jurisdictions and stakeholders about TLC projects and experiences.

Since 2012, the TLC Program has provided staffing support for the TPB's responsibilities under the MAP-21 Transportation Alternatives Program (TAP). On annual basis, the TPB works with the state DOTs to select small capital improvement projects using TAP funding sub-allocated to the metropolitan Washington region.

## 22. Related Documents and Other Items on the Web

This self-certification refers to information and documents available on the website; below is a summary of where to find the latest information after the June 15, 2022, TPB approval of Visualize 2045, the TIP and the air quality conformity determination.

Item	Specific Location in Visualize 2045 or on the Website
Visualize 2045	<a href="https://visualize2045.org">visualize2045.org</a>
2022 and 2018 Visualize 2045 Plan Document	<a href="https://visualize2045.org">visualize2045.org</a>
Visualize 2045 Voices of the Region outreach and Story Map	<a href="https://visualize2045.org/voices-of-the-region/">https://visualize2045.org/voices-of-the-region/</a> <a href="https://visualize2045.org/voices-of-the-region/story-map/">https://visualize2045.org/voices-of-the-region/story-map/</a>
FY 2023-2026 TIP	<a href="https://www.mwcog.org/TIP">mwcog.org/TIP</a>

Air Quality Conformity Analysis of the Financially Constrained Element of Visualize 2045	Appendix C – Air Quality Conformity Report <a href="https://visualize2045.org/plan-update">visualize2045.org/plan-update</a>
Visualize 2045 Technical Inputs Solicitation	Appendix B – Summary of Projects in the Financially Constrained Element <a href="https://visualize2045.org/plan-update">visualize2045.org/plan-update</a>
Public comments on the plan and TIP	Appendix J – Summary of Public Comment Periods <a href="https://visualize2045.org/plan-update">visualize2045.org/plan-update</a>
Financial Plan	Appendix A – Financial Analysis <a href="https://visualize2045.org/plan-update">visualize2045.org/plan-update</a>
Regional Transportation Priorities Plan	<a href="https://mwcog.org/RTPP/">mwcog.org/RTPP/</a>
Participation Plan	<a href="https://mwcog.org/tpb-participation-plan/">mwcog.org/tpb-participation-plan/</a>
COG Accommodations Policy	<a href="https://mwcog.org/accommodations/">mwcog.org/accommodations/</a>
FY 2023 UPWP	<a href="https://mwcog.org/transportation/plans/upwp/">mwcog.org/transportation/plans/upwp/</a>
Coordinated Human Services Transportation Plan	<a href="https://mwcog.org/coordinated-human-service-transportation-plan/">mwcog.org/coordinated-human-service-transportation-plan/</a>
Congestion Management Process	Appendix E – Congestion Management Process Federal Compliance and Impact on Plan Development <a href="https://visualize2045.org/plan-update">visualize2045.org/plan-update</a>
Annual Listing of Projects	<a href="https://mwcog.org/obligation-report">mwcog.org/obligation-report</a>
Online Visualize 2045 & TIP Project Database	<a href="https://projectinfotrak.mwcog.org/">https://projectinfotrak.mwcog.org/</a>
Environmental Mitigation Discussion	Appendix G – Environmental Consultation and Mitigation <a href="https://visualize2045.org/plan-update">visualize2045.org/plan-update</a>
Visualization of the Projects in the Financially Constrained Element of Visualize 2045	<a href="https://visualize2045.org/plan-update">visualize2045.org/plan-update</a>
Freight Plan	<a href="https://mwcog.org/freight-plan">mwcog.org/freight-plan</a>
Bike and Pedestrian Plan	<a href="https://mwcog.org/documents/bicycle-and-pedestrian-plan/">mwcog.org/documents/bicycle-and-pedestrian-plan/</a>
Safety Element and TPB Safety Program	Appendix F – Safety Planning <a href="https://visualize2045.org/plan-update">visualize2045.org/plan-update</a>
COG Title VI Plan	<a href="https://mwcog.org/TitleVI">mwcog.org/TitleVI</a>
Language Assistance Plan	Attachment B in <a href="https://mwcog.org/TitleVI">mwcog.org/TitleVI</a>

Long-Range Plan Task Force	<a href="http://mwcog.org/lrptf/">mwcog.org/lrptf/</a>
Transportation Land Use Connections (TLC) Program	<a href="http://mwcog.org/tlc">mwcog.org/tlc</a>

## 23. Federal Review of the TPB’s Planning Process

In April 2019, FHWA and FTA conducted a certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). The review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO area.

The certification review is documented in a June 2019 report. The next review will be scheduled in late 2022. All 2019 certification recommendations were completed and a summary letter describing the actions taken was transmitted on August 17, 2021.

## 24. Signature Pages

After the table on page 17 showing where each applicable requirement is described in the document, the signature pages are provided from the Departments of Transportations of the District of Columbia, Maryland, Virginia and the Transportation Planning Board and certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements.

## 25. Metropolitan Transportation Planning Process Applicable Federal Requirements

The following table identifies the section and pages where each of the applicable federal requirements listed on the signatures pages is addressed in this document.

Requirement	Addressed in Section	Page(s)
(1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);	All	2 to 20
(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);	8	5
(3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;	12	11 to 15
(4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;	12	11 to 15
(5) Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement);	12	15
(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;	12	12
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 <i>et seq.</i> ) and 49 CFR parts 27, 37, and 38;	12	11 to 15
(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;	12	11 to 15
(9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and	12	11 to 15
(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities	12	11 to 15

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION  
FOR THE NATIONAL CAPITAL REGION**

June 15, 2022

In accordance with 23 CFR 450.334, the District Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation and the National Capital Region Transportation Planning Board (TPB) which is the Metropolitan Planning Organization for the Washington DC-MD-VA Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);
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Pam Sebesky, Chair  
National Capital Transportation Planning Board (TPB)

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Date

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Everett Lott  
Director  
District Department of Transportation

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Date



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R. Earl Lewis  
Deputy Secretary of Policy, Planning, and Enterprise Services  
Maryland Department of Transportation

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Date

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- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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John D. Lynch, P.E.  
District Engineer  
Virginia Department of Transportation

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Date



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June 8, 2022

The Honorable Pamela Sebesky  
Chair  
Mr. Kanathur Srikanth  
Deputy Executive Director, Metropolitan Planning  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capital Street, N.E., Suite 300  
Washington DC 20002

Dear Chair Sebesky and Mr. Srikanth:

I am writing to provide an update to the National Capital Region Transportation Planning Board (TPB) on transit improvements being developed as part of Phase 1 South of Op Lanes Maryland. This update was requested as part of resolution TPB R2-2022.

As part of Phase 1 South, the Maryland Department of Transportation (MDOT) is committed to encouraging carpooling and providing regional transit benefits consistent with the Aspirational Initiatives incorporated in Visualize 2045. Vehicles with three or more occupants and buses will be able to use the proposed high-occupancy toll (HOT) lanes for free. This will provide new options for carpools and new opportunities for free-flow transit crossing the new American Legion Bridge, connecting people and jobs in Maryland and Virginia. A bicycle and pedestrian path will also be provided across the new American Legion Bridge connecting trails in Maryland and Virginia and providing the option of interstate bicycle travel.

In addition to the above carpooling and transit benefits, MDOT committed to provide mitigation as part of the Phase 1 South highway improvements including increasing the number of bus bays at the Shady Grove Metrorail Station, increasing parking capacity at the Westfield Montgomery Mall Transit Center, and delivering the Metropolitan Grove Operations and Maintenance Facility including the necessary bus fleet. Since the TPB resolution, MDOT has further defined the scope and developed conceptual design for each of these transit improvements in collaboration with Montgomery County and other stakeholders. We remain committed to furthering the development of these transit benefits with stakeholders and delivering these mitigation resources as part of Phase 1 South to support expanded transit operations for the long term.

The MDOT also remains committed to funding not less than \$60 million for designing and permitting high priority transit investments in Montgomery County. The specific projects were recently identified by Montgomery County and MDOT has allocated funding in fiscal years 2023 and 2024 to facilitate coordination with stakeholders and develop plans for final delivery and operation. An estimated \$300 million in transit investment from toll revenues is currently proposed by the Developer over the operating term of Phase 1 South.

The Honorable Pamela Sebesky  
Mr. Kanathur Srikanth  
Page Two

These transit commitments will be included in the Final Environmental Impact Statement for the I-495 and I-270 Managed Lanes Study (MLS), which is expected to be published on June 17, 2022. A Record of Decision (ROD) for the MLS is expected later this summer. All funding and future agreements are contingent upon a ROD and the financial close of a future public-private partnership (P3) agreement with the Developer. As this project advances, MDOT remains committed to updating the TPB at future milestones and approval stages of the project.

By connecting Phase 1 South to the Virginia Department of Transportation's 495 Express Lanes Northern Extension and complimenting these managed lanes network with transit investments, MDOT has implemented policies that align with several Aspirational Initiatives to address the region's toughest challenges. From providing opportunities for commuter bus routes that connect people and jobs, expanding the congestion-free managed lanes network to encourage carpooling, and removing barriers for walkers and bicyclists, Phase 1 South will dramatically improve people's lives over the next 20 plus years.

We look forward to working with the TPB and our partners to advance new travel options and opportunities for our citizens, and we will continue to update you as we move forward with this program. If you need further assistance, please contact Jeffrey T. Folden, P.E., DBIA, MDOT State Highway Administration (MDOT SHA) I-495 and I-270 P3 Office Director, at 410-637-3321 or [jfolden1@mdot.maryland.gov](mailto:jfolden1@mdot.maryland.gov). Mr. Folden will be happy to assist you.

Sincerely,



R. Earl Lewis, Jr.  
Deputy Secretary

cc: Mr. Jeffrey Folden, Director, Office of Public Private Partnership, MDOT SHA  
Mr. Jeff Hirsch, Assistant Secretary for Policy Analysis and Planning, MDOT  
Ms. Heather Murphy, Director, Office of Planning and Capital Programming, MDOT  
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,  
MDOT

# Recommendation for Approval, Draft: Air Quality Conformity Findings, 2022 Update and FY 23- 26 TIP; and Self Certification

Stacy Cook, TPB Transportation Planner  
Transportation Planning Board  
June 15, 2022  
Agenda Item #7



**visualize**  
**2045**


A long-range  
transportation plan  
for the National  
Capital Region

# Agenda Item #7

- Today, the TPB will be asked to take the following actions:
  - Adopt Resolution R15-2022 to approve the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP
  - Adopt Resolution R16-2022 finding that the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990
  - Adopt Resolution R17-2022 to self-certify that the TPB is following the metropolitan transportation planning process

# Resolution to Approve the 2022 Update to Visualize 2045 and FY 23-26 TIP

- TPB staff recommend that the TPB take the following action:
  - Adopt Resolution R15-2022 approving the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP)



*The 2022 Update to Visualize 2045 long-range transportation plan and the TIP meet the federal requirements for fiscal constraint, and all other federal requirements.*



# Resolution to Approve Air Quality Conformity Determination

- TPB staff recommend that the TPB take the following action:
  - Adopt Resolution R16-2022 finding that the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990



*The 2022 Update to Visualize 2045 meets the federal Air Quality Conformity requirements—mobile source VOC and NOx emissions associated with the plan/TIP are below EPA approved motor vehicle emissions budgets*

# Resolution to Approve Self Certification

- TPB staff recommend that the TPB take the following action:
  - Adopt Resolution R17-2022 to self certify that the TPB is following the metropolitan transportation planning process



*The TPB carries out a cooperative and comprehensive performance-based multimodal transportation planning process consistent with federal regulations (23 CFR § 450).*

*Representatives of the Departments of Transportation of the State of Maryland, Commonwealth of Virginia, and District of Columbia provide oversight, and sign the self-certification document.*

## Stacy M. Cook

Transportation Planner

(202) 962-3335

scook@mwcog.org

**[mwcog.org/TPB](http://mwcog.org/TPB)**

Metropolitan Washington  
Council of Governments

777 North Capitol Street NE,  
Suite 300

Washington, DC 20002

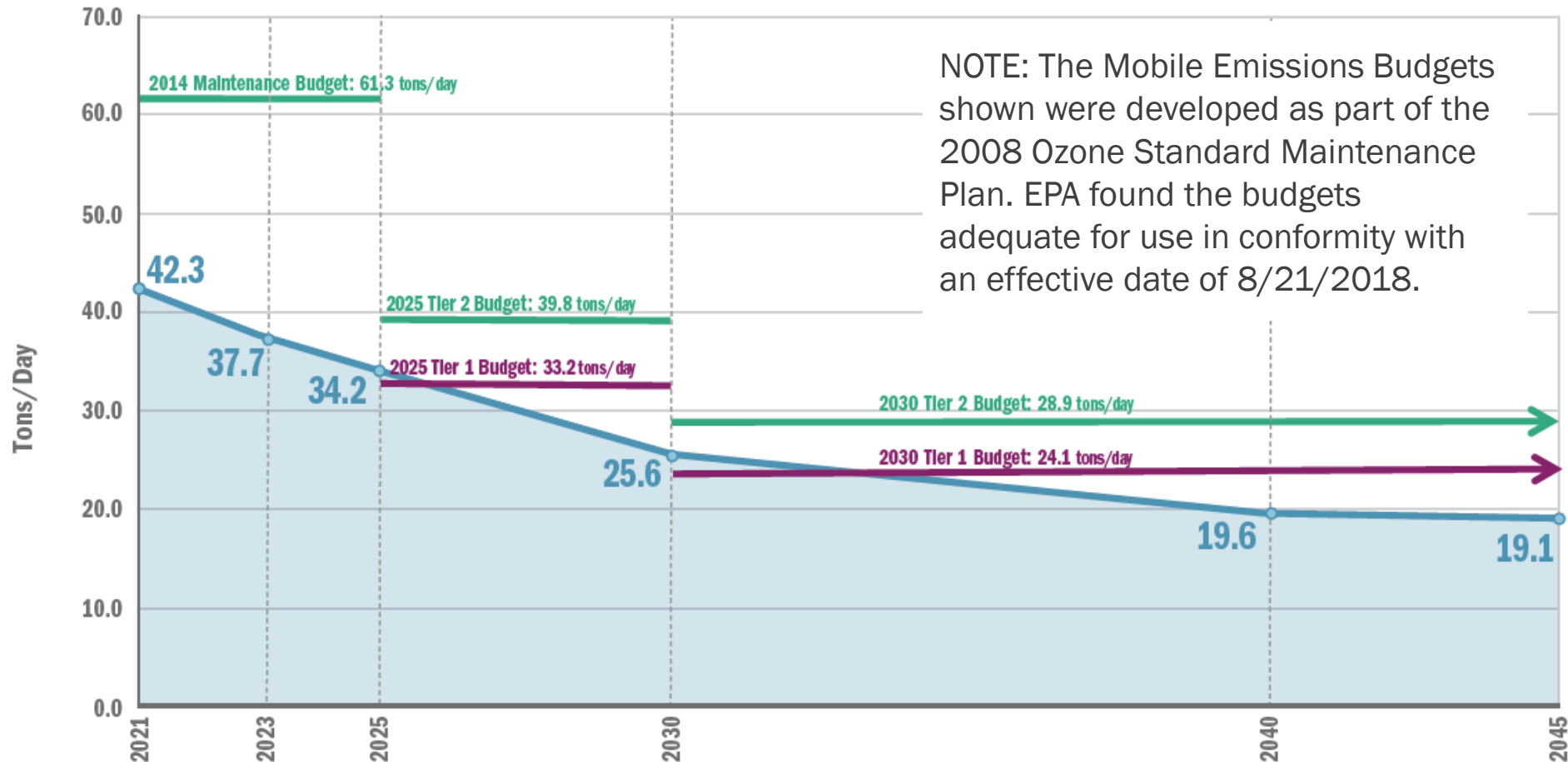
# Many Federal Requirements

<b>Federal Planning Factors</b> <ul style="list-style-type: none"> <li>• Preservation of the existing transportation system.</li> <li>• Efficient system management &amp; operation</li> <li>• Integration &amp; connectivity across and between modes</li> <li>• Support the economic vitality of the metropolitan area</li> <li>• Protect &amp; enhance the environment</li> <li>• Increase the security of the transportation system</li> <li>• Support homeland security &amp; safeguard security of all users</li> <li>• Improve resiliency &amp; reliability of transportation system</li> <li>• Increase the safety of the transportation system</li> <li>• Increase accessibility &amp; mobility of people</li> <li>• Increase accessibility &amp; mobility of freight</li> <li>• Enhance travel and tourism.</li> </ul>	<b>Financial Constraint</b> Funds must be reasonably expected to be available.	<b>Air Quality</b> Emissions generated by use of the transportation system in the future must not exceed pollution budgets set by the EPA.
	<b>Public Participation</b>	<b>Performance-Based Planning and Programming</b> <ul style="list-style-type: none"> <li>• Highway Safety</li> <li>• Highway Assets</li> <li>• Highway System Performance</li> <li>• Vehicular Emissions</li> <li>• Transit Asset Management</li> <li>• Transit Safety</li> </ul>
	<b>Congestion Management Process</b> Agencies must consider alternatives to adding capacity for single-occupant vehicles	
	<b>Title VI and Environmental Justice</b>	

# Air Quality Conformity

Forecast  
Data

## 2022 Update to Visualize 2045 Air Quality Conformity Mobile Source Emissions and Mobile Emissions Budgets Ozone Season: Volatile Organic Compounds (VOCs)



# What Are Federal Requirements to Fund Visualize 2045?

- 20+ year horizon
- For purposes of transportation system operations and maintenance: system-level estimates of costs and revenue sources
- Estimates of funds that will be available to support metropolitan transportation plan implementation
- All necessary financial resources from public and private sources that are **reasonably expected** to be made available to carry out the transportation plan shall be identified

(BeyondDC/Flickr)



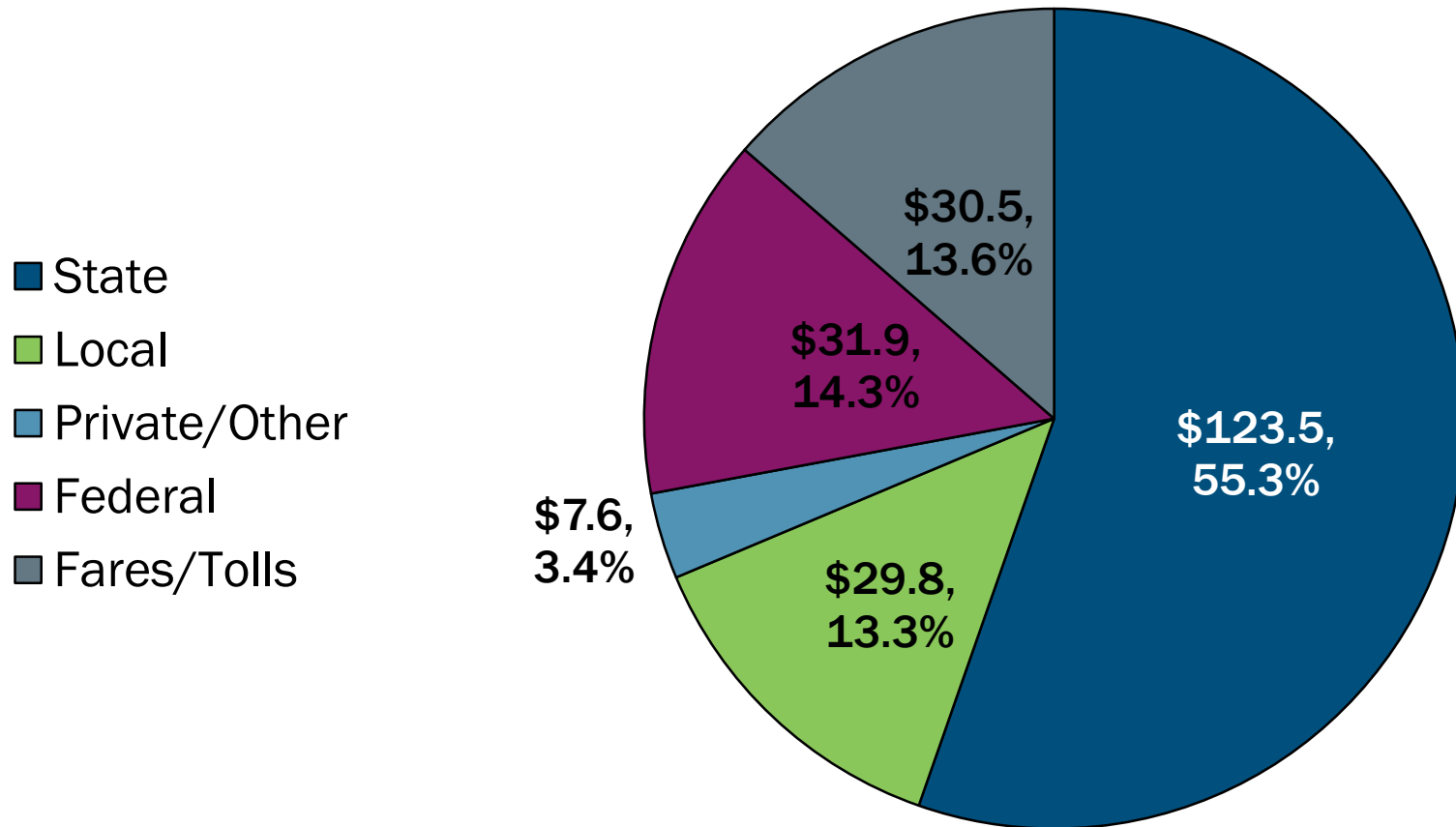
*The 2022 Update to Visualize 2045 long-range transportation plan meets the federal requirements for fiscal constraint.*

§ 450.324 Development and content of the metropolitan transportation plan.

# Regional Revenues: Visualize 2045

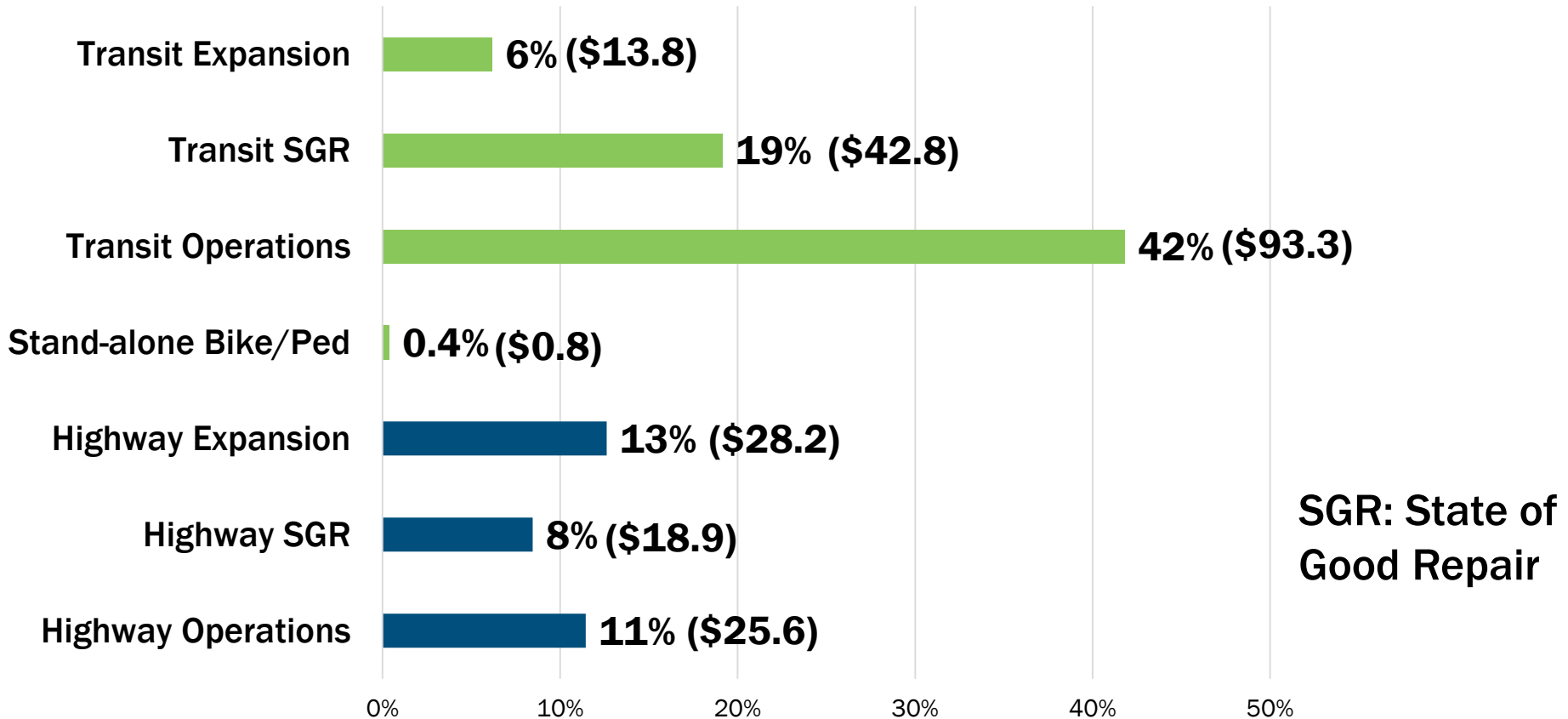
(2023-2045; Billions, in Year of Expenditure)

**Total of \$223.3 Billion**



# Regional Expenditures: Visualize 2045

(2023-2045; Billions, in Year of Expenditure)



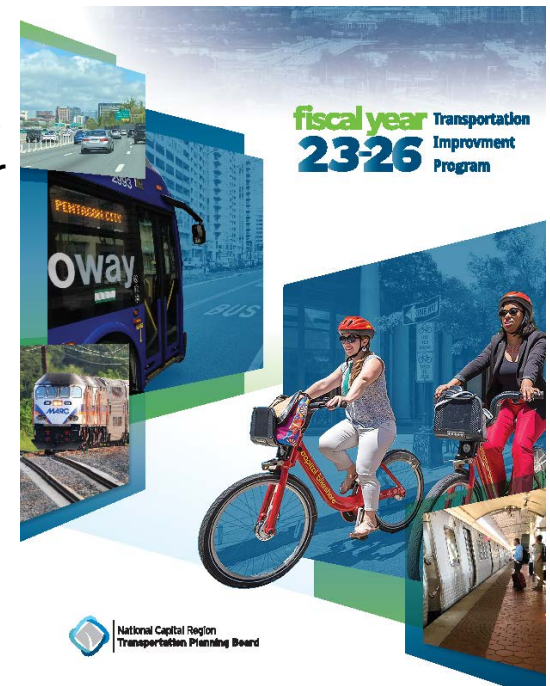
**Total = \$223.3 Billion**





# Draft FY 2023-2026 Transportation Improvement Program (TIP) Summary

- About \$11 Billion in funding for next four years
- TIP provides the schedule for the next four years for distributing federal, state, and local funds for state and local transportation projects
- TIP projects include those that are in the first four years of the plan, plus other project types that use federal funding, such as roadway and transit maintenance projects, and operational programs



## **ITEM 8 – Action**

June 15, 2022

### **Adoption of Transportation-Sector-Specific Greenhouse Gas Reduction Goals and Strategies**

**Action:** Adopt Resolution R18-2022: Adding greenhouse gas (GHG) reduction goals and strategies, specifically for the on-road transportation sector, as planning priorities in the development of the regional long range transportation plans, to help support the region attain its multi-sectoral GHG reduction goals.

**Background:** The TPB had previously stated its desire to adopt greenhouse gas (GHG) reduction goals and strategies as part of its long-range transportation plan update. The TPB has been engaged in studying and discussing this over the past year. Based on the results of the study, subsequent discussions, a TPB member survey, and on interactions at two TPB work sessions (held on April 20 and May 18), the TPB will be considering formally adopting a GHG reduction goal for the on-road transportation sector and a set of GHG reducing strategies as regional planning priorities to inform transportation planning and programming decisions of its members.

The board will be asked to adopt the transportation-sector goals and strategies in the associated resolution.

#### **ATTACHMENTS:**

- Resolution R18-2022
- 8A – Staff Memo on Climate Change Goals and Strategies Resolution
- 8B - Staff Memo follow up information from the May 18 Work Session
- VDOT Letter regarding TPB’s Proposed Climate Change Goals and Strategies



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

**RESOLUTION ON THE ADOPTION OF ON-ROAD TRANSPORTATION GREENHOUSE GAS  
REDUCTION GOALS AND STRATEGIES**

**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 consistent with the requirements of federal law (23 CFR, Parts 450.300 - 450.340); and

**WHEREAS**, the TPB is committed to developing its long-range transportation plans while also preserving and enhancing the region's environment through transportation plans emphasizing reduced congestion with reduced reliance on single-occupant motor vehicles and emphasizing projects and programs that move more people and goods efficiently; and

**WHEREAS**, the TPB is associated with the Metropolitan Washington Council of Governments (COG) and works closely with COG's Board of Directors ("COG Board") and its regional policy advisory committees, including the Climate, Energy and Environment Policy Committee (CEEPC), and the Region Forward Coalition, as well as the Metropolitan Washington Air Quality Committee (MWAQC) on matters of regional multi-sectoral planning; and

**WHEREAS**, in November 2008, the COG Board, through resolution R60-08, adopted the National Capital Region Climate Change Report that included voluntary goals to reduce greenhouse gases by 10 percent below business as usual projections by 2012, by 20 percent below 2005 levels by year 2020, and by 80 percent below 2005 levels by year 2050; and

**WHEREAS**, the TPB recognizes achieving reductions in criteria air pollutants and greenhouse gas (GHG) emissions as a priority and has been reporting projected on-road GHG emissions in the region's Long-Range Transportation Plan (LRTP) performance report since 2010; and

**WHEREAS**, the TPB, in 2010, conducted a scenario study, "What Would it Take?" that examined the type of actions needed to reduce GHG emissions specifically within the on-road transportation sector; and

**WHEREAS**, the TPB, between 2015 and 2016, completed a multi-sector study in collaboration with COG and MWAQC, that identified implementable and stretch local, regional, and state actions to reduce GHG emissions in four sectors (energy, transportation, land use, and built environment); and

**WHEREAS**, the region has been able to reduce criteria air pollutants (such as ozone and fine particulate matter) and GHG emissions since 2010, due to federal, state, and local actions across sectors, including transportation and land use, even while accommodating considerable growth in population and employment; and

**WHEREAS**, the region met its GHG reduction goal for 2012 with a report on the status of its 2020 goal anticipated to be published later this year; and

**WHEREAS**, in 2019, the Intergovernmental Panel on Climate Change (IPCC) updated its guidance to recognize that the world is already experiencing the impacts of global warming and identified 2030 as one of the earliest target years, and noting that to avoid the most severe climate impacts, GHG emissions must be significantly reduced as expeditiously as possible; and

**WHEREAS**, in October of 2020, the COG Board adopted a new interim-year regional GHG reduction goal of 50% reduction below 2005 levels by 2030; and

**WHEREAS**, in November 2020, the TPB acted to affirm the new interim regional 2030 GHG reduction goal and the region's climate resilience goals of becoming a Climate Ready Region by 2030; and

**WHEREAS**, COG's Climate, Energy, and Environment Policy Committee (CEEPC) adopted the 2030 Climate and Energy Action Plan (CEAP), a detailed study of GHG emissions in the region in various sectors and the strategies available within each sector to reduce these emissions; and

**WHEREAS**, the CEAP states that "achieving the regional goals [for 2030 and 2050] would require unprecedented, aggressive cross-sectoral action from all COG members and its state and federal partners;" and

**WHEREAS**, the 2030 CEAP provides a roadmap for how the region could achieve the 2030 GHG reduction goal with Priority Collaborative Actions in Climate Action Areas (sectors) including Clean Energy, Zero Energy Buildings, Zero Emission Vehicles, Mode Shift and Travel Behavior, Zero Waste, Sequestration, and Equity; and

**WHEREAS**, COG has not adopted GHG reduction goals for any of the above sectors, the CEAP assumes specific levels of implementation for various GHG reduction strategies within these sectors; and

**WHEREAS**, there is currently no federal requirement for MPOs to set goals for GHG reductions and or report GHG emissions levels resulting from its long-range transportation plans; and

**WHEREAS**, the TPB is committed to the transportation sector being an active partner, with the other sectors, in the region's efforts to reduce GHG emissions and meet the region's GHG reduction goals while meeting all requirements for metropolitan planning, which include addressing federally required planning factors; and

**WHEREAS**, in 2021, the TPB stated its desire to voluntarily adopt on-road transportation-specific GHG reduction goals and strategies as part of its long-range transportation plan and planning process so as to inform the transportation decision making of its members; and

**WHEREAS**, the TPB commissioned the Climate Change Mitigation Study (CCMS) of 2021 to explore several GHG reduction strategies from three pathways: Vehicle Technology and Fuels; Mode Shift and Travel Behavior; and Transportation Systems Management and Operations (TSMO); and

**WHEREAS**, the CCMS showed a few combinations of strategies studied could reduce GHG emissions to 80% below 2005 levels by 2050, but did not show any combination of strategies that could meet the study’s transportation-sector-specific reduction goal of 50% below 2005 levels by 2030, though there were combinations of strategies that were estimated to have the potential to reduce GHG emissions between 23% and 32% below 2005 levels by 2030; and

**WHEREAS**, the TPB has expressed an interest in implementing strategies found to reduce GHG emissions and hence conducted a survey of its members to determine the level of on-road transportation GHG emissions reduction goals the region could consider adopting, along with the GHG reduction strategies that the TPB could adopt as planning priorities; and

**WHEREAS**, the TPB conducted work sessions in April and May 2022 reviewing the result of the TPB member survey and discussing the on-road transportation sector GHG reduction goals and strategies for adoption.

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:**

1. Adopts regional, voluntary, on-road transportation-sector-specific GHG reduction goals of 32% below 2005 levels by 2030 and 80% below 2005 levels by 2050; and
2. Adopts seven greenhouse gas reduction strategies, listed in Table 1 below, that have the potential to reduce on-road transportation GHG emissions; and
3. Identifies seven other greenhouse gas reduction strategies, listed in Table 2 below, as having the potential to reduce on-road GHG emissions which merit further coordinated discussion of the implementation issues among the various concerned entities of the TPB member jurisdictions and commits to participate in such discussions aiming to be able to adopt these strategies as planning priorities for the region.

Table 1 On-road GHG Reduction Strategies For Adoption As Priorities By the TPB

Ref.	Description of Strategy
1	Improve walk/bike access to all TPB identified high-capacity transit stations.
2	Increase Walk/Bike modes of travel - Complete the TPB’s National Capital Trail Network by 2030.
3	Convert private and public sector light, medium and heavy-duty vehicles, and public transit buses to clean fuels, by 2030.
4	Deploy a region-wide robust electric vehicle charging network (or refueling stations for alternate fuels).
5	Add additional housing units near TPB-identified high-capacity transit stations and in COG’s Regional Activity Centers.
6	Reduce travel times on all public transportation bus services.
7	Implement transportation system management & operations (TSMO) improvement measures at all eligible locations by 2030.

Table 2 On-road GHG Reduction Strategies To Be Explored In Coordination At Local and State Levels

Ref.	Description of Strategy
1	Take action to shift growth in jobs and housing from locations currently forecast 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.
2	Make all public <u>bus</u> transportation in the region fare-free by 2030.
3	Make all public <u>rail</u> transportation in the region fare-free by 2030.
4	Price workplace parking for employees – only in Activity Centers by 2030 and everywhere by 2050
5	Convert a higher proportion of daily work trips to telework by 2030 and beyond.
6	Charge a new fee per vehicle mile of travel (VMT) by motorized, private, passenger vehicles in addition to the prevailing transportation fees and fuel taxes.
7	Charge a “cordon fee” (Commuter tax) per motorized vehicle trip for all vehicles entering Activity Centers in the core of the District of Columbia, by 2030.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Information to consider before voting on greenhouse gas reduction goals and strategies for on-road transportation  
**DATE:** June 9, 2022

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This memo provides information to consider before voting on greenhouse gas (GHG) reduction goals and strategies for on-road transportation for inclusion in the National Capital Region Transportation Planning Board's (TPB's) long-range transportation plan, Visualize 2045.

**The TPB is federally required to maintain a financially constrained long-range transportation plan (LRTP). Federal laws/regulations require, among other things, that the region's LRTP:**

- contain the region's collective long-term plans to fund, operate, maintain, and, potentially, expand the transportation system within a minimum planning horizon of 20 years.
- include all transportation projects (highway, transit and non-motorized) that affect the transportation system's capacity, irrespective of the source of funding used for the project.
- include all transportation projects (highway, transit and non-motorized) that use federal funds, irrespective of its impact on the transportation system's capacity.
- be updated at least once every four years; the TPB's 2018 LRTP must be updated and federally approved in 2022; failure to meet this deadline will adversely impact the flow of all federal transportation funds to the region and impact timely federal approval of projects and programs.
- demonstrate that funding will likely be available to maintain and operate the transportation system and fully fund the capital expenditure of all projects in the plan.
- demonstrate that the estimated emissions of specific pollutants (in TPB's case, volatile organic compounds, and nitrogen oxides, which are ozone precursors) conform to the state air quality implementation plans (SIPs) designed to meet federal air quality standards.

The TPB is scheduled to consider, at its June 15 meeting, the adoption of its 2022 update of Visualize 2045, which, according to TPB staff, meets all federal requirements.

**The TPB is considering *voluntarily* adopting greenhouse gas (GHG) reduction goals and strategies for the on-road transportation sector, which would be included in its LRTP and its long-range transportation planning process:**

- There is currently no federal requirement for MPOs to report GHG emissions resulting from their LRTPs or to establish GHG emission reduction goals.



- Research conducted by TPB staff found a few MPOs with state-mandated reduction goals, but did not find any MPOs that had voluntarily adopted GHG reduction goals for their long-range transportation plans.
- There are no federal restrictions on MPOs adopting such additional policy goals, especially if such aspirational goals do not preclude the MPO from adopting the federally mandated LRTP in a timely manner.
- The TPB began tracking and reporting greenhouse gas emissions from its LRTP in 2010.
- Projects, programs and policies in the draft 2022 update of Visualize 2045 that will be considered for adoption by the TPB at the June 15, 2022 meeting are expected to reduce GHG emissions from on-road sources by 18% below 2005 levels by 2045 (17% below 2005 levels by 2030).<sup>1</sup>

**The COG Board adopted greenhouse gas reduction goals for the region:**

- The COG goals for the region are:
  - 50% below 2005 levels by 2030.<sup>2</sup>
  - 80% below 2005 levels by 2050.<sup>3</sup>
- The above GHG reduction goals are regional goals and will require reductions from *all* sectors including:
  - Energy Grid
  - Energy Usage in buildings (Residential, Commercial, and Industrial)
  - Transportation (On-road, Aviation, Rail, Marine, Off-road)
  - Waste (Water and Solids)
  - Other (Agriculture, etc.)
- While COG has not adopted individual GHG reduction goals for any of the above specific sectors, its 2030 Climate and Energy Action Plan (CEAP) assumes specific levels of implementation for various GHG reduction strategies within these sectors.
- The TPB has affirmed the region’s non-sector-specific goals for 2030 and 2050 and the TPB is now considering voluntarily adopting GHG reduction goals for the on-road transportation sector to assist the region in reaching its regional, non-sector-specific GHG reduction goals.
- The adoption of on-road-specific GHG reduction goals by the TPB in no way changes COG’s already established, regional, non-sectoral-specific goals. The TPB’s proposed goals are meant to support both the existing regional and national GHG reduction goals.

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<sup>1</sup> “Visualize 2045, A Long-Range Transportation Plan for the National Capital Region” (Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, October 17, 2018), 41, <https://www.mwcog.org/documents/2018/10/17/visualize-2045-a-long-range-transportation-plan-for-the-national-capital-region-featured-publications-tpb-visualize-2045/>.

<sup>2</sup> “Metropolitan Washington 2030 Climate and Energy Action Plan” (Washington, D.C.: Metropolitan Washington Council of Governments, November 18, 2020), <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>.

<sup>3</sup> “National Capital Region Climate Change Report,” Final Report (Washington, D.C.: Metropolitan Washington Council of Governments, November 12, 2008), <https://www.mwcog.org/file.aspx?A=R8%2F07kehmpgZBhW7Z%2F6R7fLiQ4aIY28XtL33ZwEgoJo%3D>.

- COG’s adoption of the 2030 GHG reduction goal was informed by its CEAP. According to the CEAP analysis, which covered all sectors, if the actions and implementation levels specified in the CEAP were implemented, the region would be able to attain, in total, the region’s GHG emissions reduction goal of 50% below 2005 levels by 2030.
- The strategies identified in the CEAP for the on-road transportation sector focus on clean fuel vehicles, reduced travel/vehicle-miles-travelled, and transportation system efficiency – as does the TPB’s Climate Change Mitigation Study (CCMS).<sup>4 5</sup>
- Although not explicitly stated in the 2030 CEAP, according to the underlying analysis, the transportation sector would need to reduce its GHG emissions by 32% (below 2005 levels by 2030) for the region to achieve its 50% reduction goal (assuming the other sectors also achieve their assumed reductions).

### **On-road, transportation-sector-specific GHG reduction goals and strategies for TPB’s consideration.**

Based on the discussion by the board on this topic since 2020, the 2021 CCMS, the 2022 TPB member survey on climate change mitigation, the recent 2022 TPB work sessions, and the June 3, 2022 TPB Steering Committee discussions, the staff resolution proposes the TPB:

1. **Adopt a goal of reducing GHG within the on-road transportation sector<sup>6</sup> by 32% below 2005 levels by 2030 and 80% below 2005 levels by 2050.**

Achieving this level of reduction would require the region to implement a combination of many of the strategies analyzed in the 2021 CCMS.<sup>7</sup> Table 1 shows a set of strategies and levels of implementation that were estimated to achieve a 32% reduction in GHG emissions if implemented in combination. The first seven strategies in the table, shown in black, were supported by a majority or plurality of TPB members in the TPB member survey. The second set of seven strategies, shown in blue, did not receive widespread support in the TPB member survey, but would likely be needed to achieve the 32% reduction. Many of these strategies shown in blue have substantive unresolved implementation issues, but could, in the future, be re-considered by the TPB and its member agencies.

2. **Adopt the seven GHG reducing strategies** examined by the TPB’s 2021 CCMS and **supported for adoption by a majority or plurality of the TPB member jurisdictions and agencies** (Table 2). The seven strategies shown in Table 2 are the same as the first seven shown in Table 1.
3. **Affirm that the TPB finds that seven other strategies examined by the TPB’s 2021 CCMS merit further examination** at the local and state levels regarding the viability and possible

<sup>4</sup> ICF, Fehr & Peers, and Gallop Corporation, “TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings,” Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022), <https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/>.

<sup>5</sup> ICF, Fehr & Peers, and Gallop Corporation, “TPB Climate Change Mitigation Study of 2021: Additional Transportation Scenarios Analysis: TPB Survey Identified Scenarios,” Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, June 3, 2022), <https://www.mwcog.org/events/2022/5/18/tpb-climate-work-session/>.

<sup>6</sup> While COG’s regional inventory of transportation sector GHG emissions include emission from on-road vehicles and those from Marine, Aviation, Rail and off-road vehicles, TPB is focused on the on-road vehicles (highway and transit).

<sup>7</sup> For example, the CCMS (Jan. 7, 2022) found that three to four of the ten scenarios analyzed would be able to attain a GHG reduction of 32% or more, depending on assumptions about the cleanliness of the electrical grid.

schedule of implementation of these strategies (Table 3). The seven strategies listed in Table 3 are the same as the last seven strategies listed in Table 1.

**Additional information:**

GHG Reduction goals level:

Recent board discussions have examined four levels of transportation-sector-specific GHG reduction goals for 2030:

- 50% below 2005 levels by 2030
- 32% below 2005 levels by 2030
- 29% below 2005 levels by 2030
- 23% below 2005 levels by 2030

The TPB's most recent and other previous studies have not identified a pathway to reduce the on-road sector's GHG emissions by 50% below 2005 levels by 2030. The 2021 CCMS shows that implementing all 14 strategies (Tables 1 and 2) including those that have substantive unresolved implementation issues (Table 2) still will not yield a 50% GHG reduction in GHG by 2030.

The goal of 32% on-road GHG reduction by 2030 is proposed for adoption and was described in the previous section.

The goal of 29% on-road GHG reduction by 2030 would require implementing all seven strategies identified for adoption by the TPB at this time (Table 2). The clean fuel strategy would have to be implemented at very high levels of implementation, e.g., by 2030, the share of vehicles that would need to be zero-emissions vehicles (ZEVs) would need to be 100% of new light-duty vehicles sold; 50% of new medium/heavy duty trucks sold; and 100% of all buses on the road, which may not be possible to attain, as these sales goals go beyond the most stringent technology goals in California. If ZEVs are not at such high levels of sales and operation by 2030, then additional significant mode shift and travel behavior strategies beyond the seven strategies would be needed.

The goal of 23% GHG reduction by 2030 would require implementing all seven strategies identified for adoption by the TPB at this time (Table 2) with the clean fuel strategy at a level that is considered very aggressive, yet consistent with the levels announced by the federal administration and some of the TPB member jurisdictions.

**Table 1 On-road GHG Reduction Strategies For 32% Reduction From 2005 Levels**

Ref.	Description of Strategy
1	Improve walk/bike access to all TPB identified high-capacity transit stations – 25% increase in bicycle access trips, by 2030.
2	Increase Walk/Bike modes of travel - Complete the TPB’s National Capital Trail Network (about 700 miles) by 2030.
3	Convert private and public sector light, medium and heavy duty vehicles, and public transit buses to clean fuels, by 2030. (50% of new light duty vehicles sold; 30% of new medium / heavy duty trucks sold; 50% of all buses <u>on the road</u> )
4	Deploy a region-wide robust electric vehicle charging network (or refueling stations for alternate fuels).
5	Add additional housing units near TPB-identified high-capacity transit stations and in COG’s Regional Activity Centers: 77,000 by 2030 and 126,000 by 2050.
6	Reduce travel times on all public transportation bus services – 15% by 2030/30% by 2050.
7	Implement transportation system management & operations (TSMO) improvement measures at all eligible locations by 2030.
8	<b>Shift growth in jobs and housing</b> , within jurisdictional boundaries, from forecast locations to near TPB-identified high-capacity transit stations and COG’s Regional Activity Centers (RAC).
9	Make <b>all public bus</b> transportation in the region <b>fare-free</b> by 2030.
10	Make <b>all public rail</b> transportation in the region <b>fare-free</b> by 2030.
11	<b>Convert a higher proportion of daily work trips to telework.</b> 40% of all work trips by 2030 (80% of telework eligible trips).
12	<b>Price workplace parking</b> for employees everywhere in region by 2030 (\$12-\$14/day in RACs; \$6/day outside RACs). 2022\$s to be adjusted for future years.
13	Charge a <b>new fee per vehicle mile of travel</b> (VMT) by motorized, private, passenger vehicles (on top of prevailing transportation fees/taxes). In 2030 -\$0.05/mile and in 2050 \$0.10/mile
14	Charge a “ <b>cordons fee</b> ” (Commuter tax) of \$10 per motorized vehicle trip for all vehicles entering Activity Centers in the core of the District of Columbia, by 2030.

**Table 2 On-road GHG Reduction Strategies For Adoption As Priorities By the TPB**

Ref.	Description of Strategy
1	Improve walk/bike access to all TPB identified high-capacity transit stations – 25% increase in bicycle access trips, by 2030.
2	Increase Walk/Bike modes of travel - Complete the TPB’s National Capital Trail Network (about 700 miles) by 2030.
3	Convert private and public sector light, medium and heavy duty vehicles, and public transit buses to clean fuels, by 2030. (50% of new light duty vehicles sold; 30% of new medium / heavy duty trucks sold; 50% of all buses <u>on the road</u> )
4	Deploy an region-wide robust electric vehicle charging network (or refueling stations for alternate fuels).
5	Add additional housing units near TPB-identified high-capacity transit stations and in COG’s Regional Activity Centers: 77,000 by 2030 and 126,000 by 2050.
6	Reduce travel times on all public transportation bus services – 10% by 2030/20% by 2050.
7	Implement transportation system management & operations (TSMO) improvement measures at all eligible locations by 2030.

**Table 3 On-road GHG Reduction Strategies To Be Explored Further At Local and State Levels**

Ref.	Description of Strategy
1	Take action to <b>shift growth in jobs and housing</b> from locations currently forecast 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.
2	Make <b>all public bus</b> transportation in the region <b>fare-free</b> by 2030.
3	Make <b>all public rail</b> transportation in the region <b>fare-free</b> by 2030.
4	<b>Price workplace parking</b> for employees – only in Activity Centers by 2030 (between \$12 - \$14/day) and everywhere by 2050 (between \$12-\$14/day and \$6/day outside of Activity Centers). 2022\$ to be adjusted for future years.
5	<b>Convert a higher proportion of daily work trips to telework.</b> 25% of all work trips by 2030 (50% of telework eligible trips) and 40% of all work trips by 2050 (80% of all eligible trips).
6	Charge a <b>new fee per vehicle mile of travel</b> (VMT) by motorized, private, passenger vehicles in addition to the prevailing transportation fees and fuel taxes. In 2030, the fee would be 5 cents/mile and in 2050, the fee would be 10 cents/mile
7	Charge a <b>“cordon fee”</b> (Commuter tax) of \$10 per motorized vehicle trip for all vehicles entering Activity Centers in the core of the District of Columbia, by 2030.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Follow-up information from the TPB's May 18, 2022 meeting and work session  
**DATE:** June 9, 2022

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Staff received comments and requests for additional information from various members of the board after the May 18, 2022 TPB work session and board meeting. Staff sought the assistance of the TPB's consultant team, led by ICF, to collect information needed to respond to some of the questions. The consultant team documented the questions and responses in a technical memo,<sup>1</sup> which was shared with the TPB's Technical Committee on June 7. The purpose of this staff memo is to summarize the information in the consultant memo.

### **WOULD THE ON-ROAD TRANSPORTATION GREENHOUSE GAS REDUCTION GOALS APPLY AT THE LOCAL LEVEL TO INDIVIDUAL JURISDICTIONS?**

No. Like COG's regional, non-sector-specific GHG reduction goals, any transportation-specific goal adopted by the TPB would be a regional goal, not locality specific. TPB will continue to report on-road GHG emissions from its long-range transportation plan at a regional level.

### **CAN THE DIFFERENT LEVELS OF ON-ROAD TRANSPORTATION GOALS UNDER CONSIDERATION HELP THE REGION ACHIEVE COG'S GOAL OF 50% BELOW 2005 EMISSIONS LEVELS BY 2030?**

Yes, to varying degree (see below for details). COG's 2030 Metropolitan Washington Climate and Energy Action Plan (CEAP) provides a roadmap for how the region can achieve its 2030 goal with actions from all sectors, including the four largest sectors: energy, buildings, transportation, and waste. Regarding the likelihood of each of the three alternative levels of GHG reduction goal for the transportation-sector under consideration by the TPB helping the region achieve COG's regional 2030 goal:

TPB Goal Option A: 50% reduction in on-road transportation GHGs below 2005 levels by 2030

- YES, this level of reduction would help the region achieve its multi-sector GHG reduction goal, assuming contributions from other sectors.
- This option would significantly exceed the reductions needed from the on-road sector for the region to achieve its overall 2030 goal as in COG's 2030 CEAP.
- HOWEVER, not even the scenarios with a combination of the most aggressive strategies in the TPB's Climate Change Mitigation Study (CCMS), including those with unresolved

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<sup>1</sup> Michael Grant, Mike McQueen, and Sam Pournazeri to Kanti Srikanth et al., "Clarifications Regarding On-Road Transportation Greenhouse Gas (GHG) Reduction Goals and Strategies," Memorandum, June 3, 2022, <https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/>.



implementation issues, would be able to reduce on-road GHG emissions by this level. As such, a pathway to achieve this goal is unknown at this time.

#### TPB Goal Option B: 32% reduction in on-road transportation GHGs below 2005 levels by 2030

- YES, this level of reduction would help the region achieve its multi-sector GHG reduction goal assuming other sectors contribute reductions consistent with the COG CEAP.
- This option would meet the reductions from the on-road sector for the region to achieve its overall 2030 goal as in COG's 2030 CEAP.
- HOWEVER, only scenarios with the most aggressive combinations of strategies in the TPB's CCMS, which are unprecedented for the region, were estimated to achieve this goal. About half of the strategies needed to meet this goal have unresolved implementation issues and thus are not being considered for adoption by the TPB at this time. Prospects for resolving all issues before 2030 are uncertain at best.

#### TPB Goal Option C: 23% reduction in on-road transportation GHGs below 2005 levels by 2030

- Yes, this level of reduction would help the region achieve its multi-sector GHG reduction goal yet be short of the level of contribution needed from the transportation sector for the region to achieve the overall 2030 goal. The region could still achieve its overall 2030 goal if other sectors are able to reduce GHG emissions further than the reductions in COG's 2030 Climate and Energy Action Plan.
- HOWEVER, this level of GHG reduction is based on the strategies in the TPB's Climate CCMS, that the TPB is considering for adoption as planning priorities, including significant and rapid changes in vehicle technology (at least 50% of all light-duty vehicles sold would be zero emissions by 2030, which is in line with the Biden Administration's goal). It is possible that this set of strategies could exceed a 23% reduction in emission if the strategies are implemented at levels beyond what was assumed in the analysis.

## HOW DO THE ON-ROAD TRANSPORTATION GOALS BEING CONSIDERED BY TPB COMPARE TO GOALS FOR PEER MPOS IN CALIFORNIA?

The state legislated, state-wide GHG reduction goals in California (SB 375) are generally comparable to COG's voluntary, region level GHG reduction goals. However, within the transportation sector, it is more difficult to make comparisons, since the GHG reduction goals established for California MPOs are per capita GHG reductions that are limited to vehicle miles traveled by light-duty vehicles and do not include GHG reductions realized via state clean vehicle programs. In order to compare the goals for peer MPOs in California with the goals being considered by the TPB, ICF estimated the reduction in per capita light-duty vehicle miles traveled (VMT) that would be needed to meet the respective goals, factoring in the fact that the California goals are to be achieved by 2035, while the TPB is considering goals for 2030.

The four largest California MPOs – Los Angeles, Sacramento, San Diego, San Francisco – will need a 19% reduction in per capita light-duty VMT by 2035, compared to 2005 levels, to achieve GHG reduction targets established by SB 375 and the California Air Resources Board. The latest reports indicate that the statewide 2019 passenger VMT per capita *exceeded* 2005 passenger VMT per capita in California.

Using aggressive assumptions about clean vehicle technology adoption (assuming 50% of all light-duty vehicles sold in the region would be EVs or similar zero-tailpipe emissions, 30% of new medium/heavy duty truck sales would be zero-tailpipe emissions, and 50% of buses on the road

would be zero-tailpipe emissions by 2030). With regard to the three alternatives for GHG reduction goals being considered by the TPB, goal options A and B would require significantly more aggressive levels of passenger VMT per capita reduction than the goals of California's largest MPOs – 19% below 2005 levels .

TPB Goal Option A: 50% reduction in on-road transportation GHGs below 2005 levels by 2030, would require 53-57% reduction<sup>2</sup> in per capita passenger VMT, compared to 2005, by 2030

TPB Goal Option B: 32% reduction in on-road transportation GHGs below 2005 levels by 2030, would require 20-26% reduction<sup>3</sup> in per capita passenger car VMT, compared to 2005, by 2030

TPB Goal Option C: 23% reduction in on-road transportation GHGs below 2005 levels by 2030, would require 3-10% reduction<sup>3</sup> in per capita passenger car VMT needed, compared to 2005, by 2030.

Regardless of the goal option that is ultimately chosen, the goals under consideration by the TPB could be considered ambitious relative to peer MPOs given that TPB staff research showed that 1) many peer MPOs do not have any on-road transportation sector GHG reduction goals, 2) TPB would be the first MPO adopting these types of goals without a state mandate and 3) California MPOs have been unable to achieve their per capital VMT reduction levels.

## **DO THE GHG GOALS ACCOUNT FOR UPSTREAM EMISSIONS ASSOCIATED WITH VEHICLE PRODUCTION/MANUFACTURING?**

A comment was made during the meeting that the term “zero emissions vehicles” (ZEVs) is misleading since even if the vehicles do not emit GHGs and the electric grid is carbon free, there are upstream emissions associated with the manufacturing and maintenance of the vehicles.

From a full life-cycle perspective, there are GHG emissions associated with the manufacture, repair, and disposal of vehicles (automobile and transit), as well as roadway and transitway maintenance and operations , which are not considered in the TPB's analysis. Typically, regional emissions inventories do not include upstream or downstream emissions associated with the manufacture of products outside of the region, and if manufactured in the region would be counted as industrial-related emissions. Similarly, the regional inventory does not include emissions associated with the production of goods used by residents in the region, such as clothing, furniture, toys, or other products purchased by residents, if they are manufactured outside of the region.

It should be noted that the Climate Change Mitigation Study (CCMS) of 2021 included estimates of both tailpipe GHG emissions from motor vehicles and GHG emissions associated with the electricity needed to power electric vehicles (EVs). A review of many other studies and GHG reduction plans for on-road transportation sources show, by contrast, account for only tailpipe emissions from motor vehicles.

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<sup>2</sup> Range depends on the electric grid assumptions in the TPB's CCMS – Reference case Grid; Modified Grid and Clean Grid. .







# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

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May 31 2022

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

RE: TPB's Proposed Climate Change Goals and Strategies for the Visualize 2045 Plan and Planning Process

Dear Chair Sebesky:

The Commonwealth of Virginia is supportive of the TPB's effort in advancing climate change mitigation for the region. This was documented on the Commonwealth responses to the Climate Change Mitigation Goals and Strategies Questionnaire in April 2022. Also, as the VA-DOT representative, I participated in the TPB's workshops in April and May 2022 to discuss the proposed Greenhouse Gas (GHG) reductions goals and the appropriate levels of implementation that could be pursued for the proposed strategies.

As documented on our response to the TPB's Climate Change Mitigation Goals and Strategies Questionnaire and stated during the TPB's workshops, the adoption of GHG reductions goals and targets should be aspirational and not directly tied to the performance of the Visualize 2045 Plan as it is not required by Federal law. After reviewing the three potential GHG reduction levels for consideration, VDOT supports Option C "Pragmatic goals", at more moderate levels of implementation compared to those listed in the survey resulting in 23% GHG reductions by 2030 below 2005 levels.

I am offering the following comments on behalf of the Commonwealth to express our position on the recommended climate change goals and strategies actions to be considered at the next June Board meeting.

### General Comments:

- The Commonwealth did not respond with "Adopt" or "Explore" to any proposed level of GHG reduction. Our response was "Other" indicating that we needed more information regarding some of the questions before making a determination.
- Regardless of the proposed level of implementation, the adoption of GHG reduction goals/targets should be aspirational and not directly tied to the performance of the Visualize 2045 Plan because it is not required by Federal law.

- As the VA-DOT representative, I support Option C “Pragmatic goals”, at more moderate levels of implementation compared to those listed in the survey resulting in 23% GHG reductions by 2030 below 2005 levels.
- The GHG reduction proposed goals and targets should not exclude any jurisdiction or any mode of transportation improvement/strategy from the Visualize 2045 plan future updates; likewise reporting of GHG reduction should be system wide for the region, not project or jurisdiction specific. Projects and strategies have synergies that can only be realized when reported system wide.
- The TPB survey of other MPO’s did not find any peer MPO that have voluntarily adopted on-road transportation greenhouse gas reduction targets for their long-range transportation plan (LRTP). Some states such as California, Oregon, and Colorado have adopted GHG reduction targets at a much lower level than proposed by TPB due to requirements of their own state legislation. California and Oregon adopted per capita measures and Colorado has an absolute reduction measure ranging between 2% and 7%.
- Based on Virginia Code, an alternative option could be to develop a scenario that mainly promotes zero-emission vehicles and infrastructure, including electrified transport, decreasing the carbon intensity of the transportation sector, encouraging alternative transportation options, and increasing the efficiency of motor vehicles.

Specific Comments from Questions proposed at the 5/18/22 Climate Strategies Work Session

- Of the three identified levels of greenhouse gas (GHG) reduction goals the TPB should consider adopting, specifically for the on-road transportation sector: **VA-DOT supports The Pragmatic approach (Option C) with the more modest levels of implementation since it is the more attainable option.**
  - Additional Content:
    - *The Commonwealth further recognizes that addressing climate change requires reducing greenhouse gas emissions across the Commonwealth's economy sufficient to reach net-zero emission by 2045 in all sectors, including the electric power, transportation, industrial, agricultural, building, and infrastructure sectors.*
    - *The progress should be reported for the region system-wide to maximize the synergy of projects and strategies. This avoids putting any one mode or locality at a disadvantage.*

*This section summarizes our actual response to the TPB’s Climate Change Mitigation Goals and Strategies Questionnaire in April 2022. This section only documents our responses to the seven strategies that the majority of survey respondents support.*

Specific comments related to which of the two levels of implementation for the seven GHG reduction strategies the TPB survey has indicated majority support for adoption, should the TPB consider adopting specifically for the on-road transportation sector.

**1. Improve walk and bicycle access to all TPB identified high-capacity transit stations.**

- Depending on the improvement, the Commonwealth might not be able to maintain or operate.

**2. Complete the TPB’s National Capital Trail Network to (NCTN) to increase the walk and bike mode of travel.**

- The Commonwealth agrees in concept, however, funding for implementation will need to be identified or competed through the construction programs.
- Implementation will be based on funding availability.

**3. Implement Transportation Systems Management and Operations (TSMO)** measures at all eligible locations, including advanced ramp metering, enhanced incident management systems, active signal controls, and transit bus priority treatments.

- Criteria for all eligible locations will need to be identified.
- Funding will need to be identified or it would compete among other modes.

**4. Develop an electric vehicle (EV) charging network in the region** In the CCMS, this strategy was considered an enabling action for the clean fuel vehicle strategy C1. Thus, no GHG emissions amounts were estimated or attributed to this EV charging network strategy.

- Agree TPB should adopt this strategy for the region and monitor progress
- The Commonwealth is currently implementing this strategy through the use of VW settlement funding and other funding mechanisms. Additionally, VDOT's Office of Transportation Sustainability is assisting in the development of the Commonwealth's EV Infrastructure Deployment Plan under the guidance of the Secretary of Transportation's office.

**5. Convert light-, medium- and heavy-duty vehicles and buses to clean fuel, e.g., electric or hydrogen.**

- More comprehensive examination of the implications and implementation actions of this strategy is recommended prior to the TPB's adoption.
- The Commonwealth does not have the authority for the proposed level of implementation. The question references various vehicle types as being either "new", "sold", and/or "on the road", and additional clarification is requested.
- In December 2021, the Virginia State Air Pollution Control Board adopted regulations for Low-Emission Vehicle (LEV) and Zero-Emission Vehicle (ZEV) standards consistent with the California Advanced Clean Cars (ACC) program that would aggressively increase the light-duty vehicle ZEV market share beginning in 2025. It is anticipated that California's ACC II program will result in 100% of new light-duty vehicle purchases essentially being EVs by 2035, and this may include some medium-duty vehicles as well. Virginia can only legally adopt federal motor vehicle emissions standards, or California's, and has no authority to adopt separate and/or more stringent vehicle emission standards.
- In addition, Virginia recently signed on to the multistate Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding, along with 15 other states including Maryland and Washington, D.C. This MOU aims to electrify all new large trucks and buses in the state by 2050, and is a voluntary measure that is not legally binding.
- Since the Commonwealth is clearly limited in its ability to adopt more stringent vehicle emission standards, VDOT would recommend that TPB further evaluate clean vehicle strategies to ensure that they are achievable.
- Last, EPA recently proposed new, stronger standards to promote clean air and reduce pollution from heavy-duty vehicles and engines starting in model year (MY) 2027. The proposed standards would reduce emissions of smog- and soot-forming nitrogen oxides (NOx) from heavy-duty gasoline and diesel engines and set updated greenhouse gas (GHG) standards for certain

commercial vehicle categories. This proposed rule would ensure the heavy-duty vehicles and engines that drive American commerce and connect people across the country are as clean as possible while charting a path to advance zero-emission vehicles in the heavy-duty fleet.

- The adoption of fleet penetration goals and targets for EVs should be aspirational and not directly tied to the performance of the Visualize 2045 Plan.

**6. Add additional housing units, above current COG Cooperative forecasts (Round 9.2) near TPB-identified high-capacity transit (HCT) stations and in COG's regional activity centers (RAC).**

- TPB should consult with the jurisdictional representatives on the specifics and implementation prospects prior to the TPB's adoption.
- Lacks the specific authority to implement this strategy.
  - VDOT, DRPT, and VPRA is supportive of TOD, although this question is not directly applicable to Virginia state agencies. In the Commonwealth the land use authority falls to localities.

**7. Reduce travel times, relative to 2020, on all public transportation buses.**

- TPB should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
  - This question is not applicable directly to Virginia state agencies. DRPT provides operating assistance to all transit agencies in the Commonwealth through a funding formula. It is the responsibility of the local transit agency and their governing board to determine how to use those funds in their service delivery plans. DRPT does, however, support reduced travel times for public transit services.

Please let me know if you have any questions or additional information is needed.

Thank you for your consideration.

Sincerely,



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

cc: Angel Deem, Chief of Policy

## **ITEM 9 – Action**

June 15, 2022

### **PBPP: CMAQ Program 2022-2025 Targets**

**Action:** Adopt Resolution R19-2022 to approve the 2022-2025 CMAQ Program Targets.

**Background:** In May the board was briefed on federal performance-based planning and programming (PBPP) requirements for MPOs to set targets for CMAQ Program performance measures for traffic congestion and emissions reduction for the period 2022 through 2025. A draft set of targets developed by staff in coordination with the state DOTs was presented. An updated set of targets is presented for adoption by the board.



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

**RESOLUTION TO ADOPT REGIONAL  
CONGESTION MITIGATION AND AIR QUALITY PROGRAM PERFORMANCE MEASURE  
TARGETS FOR 2022-2025 FOR THE NATIONAL CAPITAL REGION**

**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 provisions of the federal surface transportation acts continue the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

**WHEREAS**, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to quadrennially establish data-driven targets for the CMAQ Program performance measures and for MPOs to work in coordination with state DOTs in the development of two-year and four-year targets; and

**WHEREAS**, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT) and the TPB are required to establish unified two-year and four-year targets for the Washington-DC-VA-MD urban area for the CMAQ Program performance measures of Peak Hour Excessive Delay (PHED) and Mode Share – Non-Single Occupancy Vehicle (Non-SOV); and

**WHEREAS**, DDOT, MDOT, VDOT are required to establish two-year and four-year targets for the performance measure of Emissions Reduction from CMAQ-funded projects and programs for their portion of the Washington DC nonattainment area for two applicable criteria pollutants and precursors: Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx), and the TPB is required to coordinate with state DOTs in the establishment of two-year and four-year targets for emissions reduction from CMAQ-funded projects and programs for the portion of the Washington DC nonattainment area within the metropolitan planning area boundary; and

**WHEREAS**, TPB staff have coordinated with officials at DDOT, MDOT and VDOT to develop regional CMAQ Program targets that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded projects, programs, and policies; and



**WHEREAS**, the TPB encourages every jurisdiction in the region to adopt aspirational goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs and policies to achieve reductions in traffic congestion and emissions; and

**WHEREAS**, the TPB will use the two-year and four-year regional CMAQ Program target setting process as one method to evaluate the region’s progress toward achieving said aspirational goals going forward with each future performance period; and

**WHEREAS**, these CMAQ Program targets have been reviewed and recommended for TPB approval by the TPB Technical Committee at its May 6 and June 3 meetings, and have been reviewed by the TPB at its May 18 meeting;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board adopts the following set of two-year and four-year CMAQ Program targets for the period 2022-2025 for the National Capital Region, as shown in the following tables and as described in the attached materials.

**CMAQ Program: Traffic Congestion**

Performance Measure for the Washington DC-MD-VA Urbanized Area	2-year Target CY 2022 – 2023	4-year Target CY 2022 – 2025
<b>Peak Hour Excessive Delay (PHED)</b> – Annual hours of peak hour excessive delay per capita	<b>22.5 Hours</b>	<b>22.7 Hours</b>
<b>Mode Share</b> - Percent of Non-SOV Travel on the National Highway System (NHS)	<b>37.4%</b>	<b>37.7%</b>

**CMAQ Program: Emissions Reduction**

Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area	2-year Target FFY 2022 – 2023	4-year Target FFY 2022 – 2025
<b>Volatile Organic Compounds (VOCs)</b>	<b>0.610 Kg/Day</b>	<b>9.408 Kg/Day</b>
<b>Nitrogen Oxides (NOx)</b>	<b>2.830 Kg/Day</b>	<b>21.117 Kg/Day</b>

# CMAQ PROGRAM PERFORMANCE

- DRAFT

Performance-Based Planning and Programming

June 2022

Pictures on cover to be included in final version

## **CMAQ PROGRAM PERFORMANCE REPORT**

June 3, 2022

### **ABOUT TPB**

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

### **CREDITS**

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### **ACKNOWLEDGEMENTS**

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James Ponticello and Margie Ray, Virginia Department of Transportation (VDOT)

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**DRAFT**

# CMAQ PROGRAM PERFORMANCE

This report summarizes the federal requirements for the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the metropolitan Washington region, in the establishment of performance measure targets associated with the Congestion Mitigation and Air Quality (CMAQ) Program. This includes unified urbanized area targets for the performance measures of Peak Hour Excessive Delay (PHED) and Mode Share in the area of traffic congestion, and a quantifiable target for Emissions Reduction for applicable pollutants and precursors for the nonattainment/ maintenance areas within the TPB planning area boundary. The targets described in this report meet the joint planning regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and the performance-based planning and programming (PBPP) requirements.

The targets developed and adopted by the TPB are consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia. These 2022 targets were approved by the National Capital Region Transportation Planning Board (TPB) at its regular meeting on June 15, 2022.

## Overview of Performance-Based Planning and Programming Requirements

Under MAP-21 and reinforced in the FAST Act, federal surface transportation regulations require the implementation of performance management requirements through which States and 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.”

FHWA and FTA issued a set of rulemakings for the implementation of this process. Each rulemaking lays out the goals of performance for an 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, State Departments of Transportation (DOTs), MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas:

- Highway Safety;
- Highway Assets: Pavement and Bridge Condition;
- System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program);
- Transit Safety; and
- Transit Asset Management.

The final 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. The PBPP process requires coordination and agreement on specific responsibilities for each organization in accordance with the planning rule.

## MPO CMAQ PERFORMANCE PLANS

Per statute 23 USC 134 (h)(2) MPOs serving a large Transportation Management Area (TMA) must develop a MPO CMAQ Performance Plan. In the CMAQ Performance Plan and its biennial updates, these MPOs report 2 and 4-year targets, describe how they plan to meet their targets, and detail their progress toward achieving the targets over the course of the performance period.

TPB submitted its Baseline MPO CMAQ Performance Plan for 2018-2021 in September 2018, followed by a Mid-Period Plan in September 2020. For September 2022, a Final Period Plan for 2018-2021 must be submitted, as well as a Baseline Period Plan for 2022-2025. The Plans will be drafted, reviewed with State DOT staff, and submitted by each of the three State DOTs with their overall PBPP reports due to FHWA/FTA by October 1, 2022.

## Overview of CMAQ Program Performance Measures

FHWA published the System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ) Final Rule on January 18, 2017, with an effective date of May 20, 2017. The State Departments of Transportation (DOTs) then had one year until May 20, 2018 to set their initial targets. The rule requires States to set targets for four performance measures concerning Highway and Freight: 1) Interstate Travel Time Reliability (TTR), 2) National Highway System (NHS) TTR, 3) Greenhouse Gas Emissions, and 4) Freight Reliability. In addition, FHWA requires States to set three performance measures concerning CMAQ: 1) Peak Hour Excessive Delay (PHED), 2) Mode Share, and 3) Emissions Reduction.

This report covers the CMAQ Program: Traffic Congestion performance measures of PHED and Mode Share, and the CMAQ Program: Emissions Reductions performance measure. It provides an overview of the measures, data acquisition, and methodology used for developing targets for these performance measures. Additionally, information concerning the CMAQ Program in general is presented, as well as details concerning CMAQ project selection and programming by Virginia, Maryland, and the District of Columbia.

**Table 1: Summary of CMAQ Program: Traffic Congestion and Emissions Reductions Measures**

	Performance Measure
<b>CMAQ Program: Traffic Congestion</b>	<b>Peak Hour Excessive Delay (PHED)– Annual hours of peak hour excessive delay per capita</b>
	<b>Mode Share – Percent of Non-SOV Travel on the NHS</b>
<b>CMAQ Program: Emissions Reduction</b>	<b>Emissions Reductions– CMAQ-funded projects on-road mobile source total emissions reduction for each applicable criteria pollutant and precursor</b>

## TARGET SETTING AND COORDINATION

For the three CMAQ Program targets, State DOTs, in coordination with MPOs, must collectively establish a single, unified two-year and four-year target for each applicable measure. For the first four-year performance period (2018-2021) State DOTs had to set targets by May 20, 2018 and report targets to FHWA by October 1, 2018. For the second four-year period (2022-2025), targets must be set and reported by October 1, 2022.

MPOs have up to 180 days following State DOT adoption to set targets. However, in addition to the responsibility of MPOs to set targets, MPOs that have a population of over 1 million people within a nonattainment or maintenance area must prepare a CMAQ Performance Plan. The MPOs are required to prepare the CMAQ Performance Plans for inclusion with the Biennial Performance Reports submitted by State DOTs by October 1. Accordingly, TPB is adopting the 2022-2025 CMAQ Program targets in June 2022 to enable synchronization with the State DOTs agreeing to these targets and the information being included in the CMAQ Performance Plans.

With the mid-performance period progress report due by October 1, 2024 for the 2022-2025 performance period, progress against two-year targets will be reported and four-year targets may be adjusted. The CMAQ Performance Plan provides information on projects associated with the reduction of emissions and traffic congestion, as well as target and methodology information for the performance measures of PHED, Mode Share, and Emissions Reduction

### **PHED and Mode Share**

Applicable State DOTs and MPOs must collectively establish a single, unified two-year and four-year target for each applicable urbanized area.

### **Emissions Reduction**

State DOTs, with coordination from the MPO, must establish statewide two and four-year targets for total emissions reduction of on-road mobile source emissions for all nonattainment and maintenance areas within the state boundary, for applicable criteria pollutants and precursors. MPOs, with coordination from the State DOTs, must establish two and four-year targets for all nonattainment and maintenance areas within the metropolitan planning area. In both cases, the targets shall reflect the anticipated cumulative emissions reductions to be reported in the CMAQ Public Access System (PAS).

### **MPO Coordination with State DOTs**

MPOs are required to establish their performance targets in coordination with their State partners. TPB staff have worked closely with the Virginia Department of Transportation (VDOT), the Maryland Department of Transportation (MDOT), and the District Department of Transportation (DDOT) in the development of these performance targets.



# CMAQ Program: Traffic Congestion - PHED and Mode Share Performance Measures

## PHED

PHED is based on the calculation of all segments of the National Highway System. PHED is defined as the extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. For this measure, the speed threshold is 20 mph or 60% of the posted speed limit, or whichever is greater. The FHWA requires that the data collected must occur during the weekdays (Monday through Friday), with a required morning peak timeframe of 6:00AM – 10:00AM, and a choice between two evening peak timeframes: 3:00PM – 7:00PM or 4:00PM – 8:00PM. TPB staff have used the earlier PM peak (3:00PM – 7:00PM) for all calculations; the same PM peak is also being used by the three State DOTs.

Data for all peak periods was collected for the region from the National Performance Management Research Data Set (NPMRDS), using a widget created by the Regional Integrated Transportation Information System (RITIS). RITIS is an automated data sharing, dissemination, and archiving system that includes many performance measure, dashboard, and visual analytics tools that help agencies to gain situational awareness, measure performance, and communicate. It is managed by the University of Maryland Center for Advanced Transportation Technology Laboratory (CATT Lab). The RITIS widget is designed to assist with performance measurement target creation using NPMRDS data.

## PHED Forecasting and Target Setting

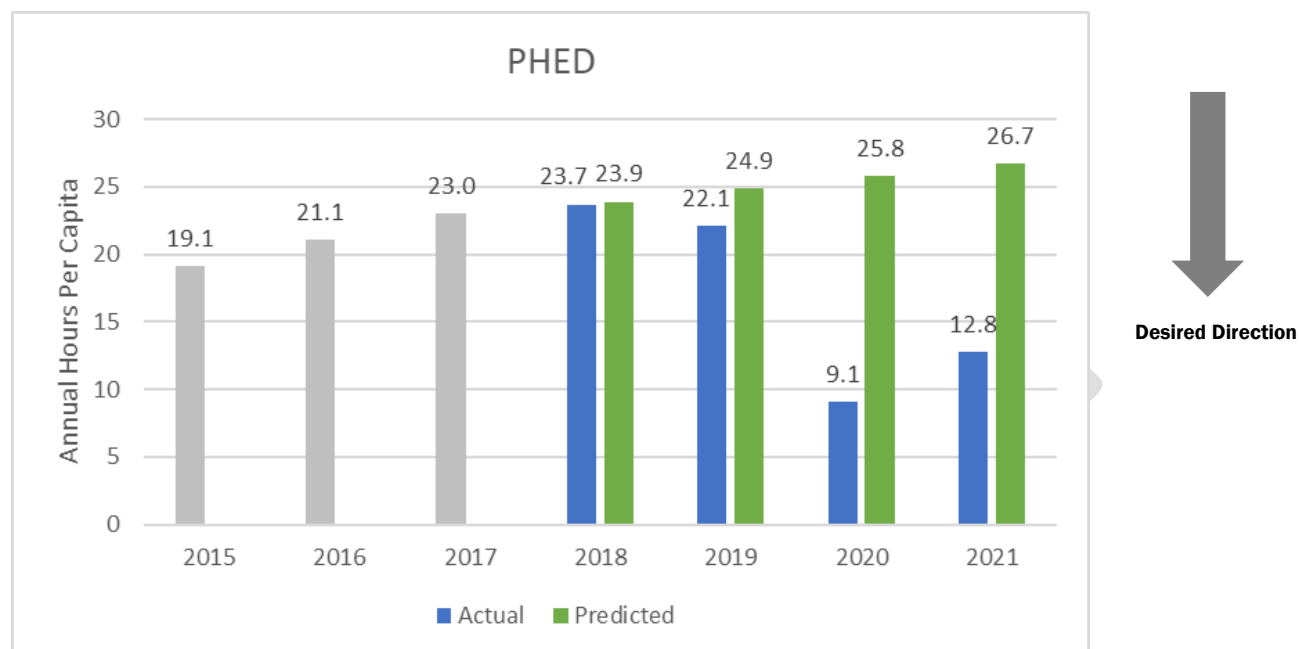
In 2018, TPB staff considered a number of methodologies for forecasting performance and setting targets. The choice was to average two approaches: the extrapolation of measured performance and the use of travel demand model data.

- Extrapolation of Measured Performance
  - For this approach, measured data for the recent years is extrapolated, via linear regression, for the next four years. This approach uses a best fit line to project performance.
  - The extrapolation method captures trends over time but depends upon consistent data.
- Travel Demand Model
  - The TPB uses a detailed travel demand model to meet air quality conformity requirements by modelling travel and emissions twenty or more years into the future as required for the region's long-range metropolitan transportation plan. As part of this process, results are generated for various modelled years, including current and near-term years. For the purposes of the CMAQ Traffic Congestion measures, forecasting uses an indicator output, the AM Peak Hour VMT estimate, to project change in congestion and applies the percentage change to measured performance.
  - Use of the travel demand model takes into account near-term predicted changes in population, employment and other factors that affect travel demand, as well as changes in the highway and transit network.

## PHED Performance vs Targets

The forecasting of performance for the 2018-2021 period can now be compared with actual performance for that period. Figure 1 shows the predicted performance and the actual performance as obtained from the NPMRDS dataset. Performance was better than predicted in 2018 and 2019. The impact of the coronavirus pandemic that began in March 2020 is then evident. The four-year target was easily met.

**Figure 1: PHED: Performance vs. Targets**



Data previous to the four-year target period are shown in gray-colored bars. Actual performance data are shown in blue bars, with predictions from 2018 shown in green.

## MODE SHARE

Mode Share is a calculation of the percent of Non-Single Occupant Vehicle (SOV) travel within the urbanized area. Non-SOV travel, defined by FHWA, applies to travel occurring on modes other than driving alone in a motorized vehicle and includes travel that is avoided by telecommuting. It is a measure of the percentage of all surface transportation occurring in the urbanized area. An urbanized area is defined as having a population of at least 1 million people in a nonattainment/maintenance area for any of the criteria pollutants under the CMAQ program. For the TPB region, this includes the Washington DC-MD-VA urbanized area (UZA).

The FHWA has provided three data collection models as a means of estimating the required performance targets. Model A allows use of the ACS data found in the table titled “Journey to Work.” Model B allows for data collected from localized surveys. Model C involves estimating the percent of non-SOV based on volume measurements of actual use for each mode of transportation, including telework. In coordination with the State DOTs, the TPB chose to use Model A.

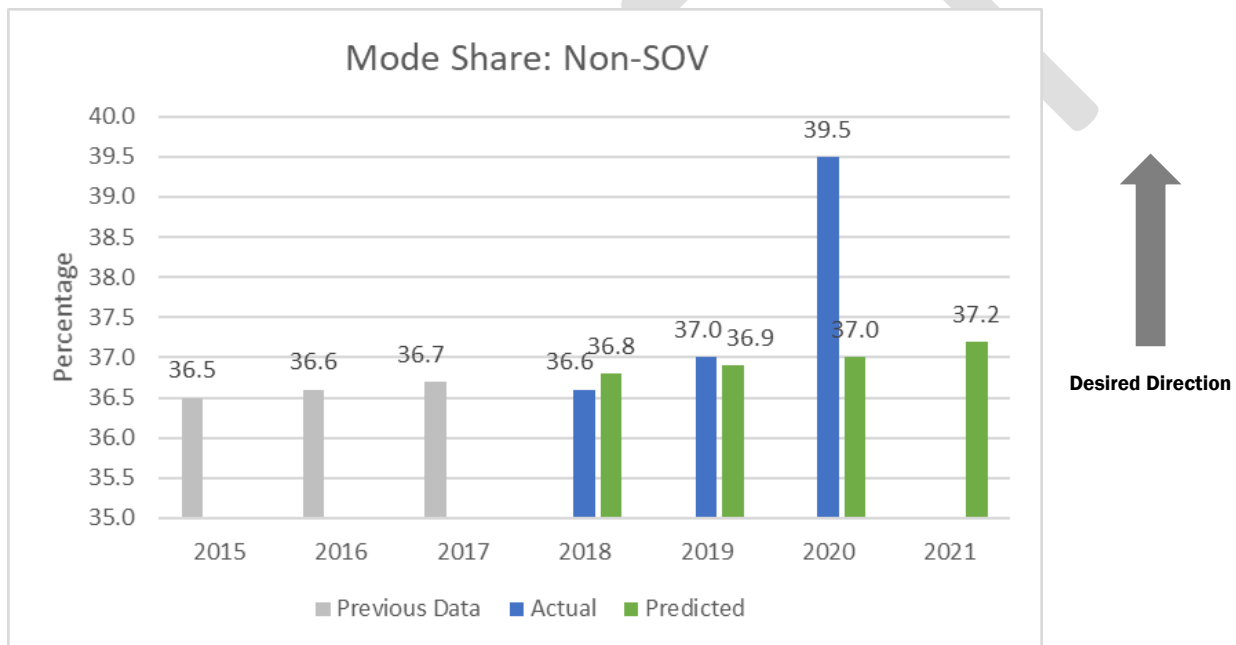
For Model A, explicit guidelines are provided on how to utilize the ACS data. Data is to be obtained from the “Journey to Work” dataset, labeled *DPO3*. These data sets contain the five-year estimates of

the economic characteristics of those surveyed. Within this dataset is a breakdown on how people commute to work, either by driving alone (SOV) or car-pooling, public transportation, walking, other means, or working at home, all collectively added to produce the Non-SOV percentage.

The TPB is responsible for setting both two-year and four-year unified targets with VDOT, MDOT, and DDOT. In determining the unified targets for both two and four years there is no formula or calculation specified. The FHWA only requires estimations for target projections. Accordingly, there are several methodologies that can be used by the TPB to develop targets. The approach selected was a straight-line projection and use of data from the travel demand model.

The data in Figure 2 was created from the “Journey to Work” DP03 dataset. Until the 2016-2020 dataset, there had not been significant change in the rate of SOV or Non-SOV travel within the Washington UZA. The impact of the pandemic on travel in 2020 is the most likely factor in the observed change below. It will not be until early 2023 when the 2021 five-year dataset is published that it will be known how actual performance compares to the target established in 2018.

**Figure 2: Mode Share: Performance vs. Targets**



Data previous to the four-year target period are shown in gray-colored bars. Actual performance data are shown in blue bars, with predictions from 2018 shown in green.

**Development of the 2022-2025 CMAQ: Traffic Congestion Targets**

For forecasting for the new four-year performance period, TPB staff decided to use methodologies similar to that for the previous performance period. The PHED measure was forecast using the average of the trendline and an indicator output from the near-term years of the Travel Demand Model for both two-year and four-year targets. The Mode Share (Non-SOV) target was forecast using only the trendline. The developed targets are presented in Table 2.

**Table 2: 2022-2025 CMAQ Program Regional Targets: Mode Share and PHED**

**CMAQ Program: Traffic Congestion**

Performance Measure for the Washington DC-MD-VA Urbanized Area	2-year Target 2022 - 2023	4-year Target 2022 - 2025
<b>Peak Hour Excessive Delay (PHED)</b> – Annual hours of peak hour excessive delay per capita	<b>22.5 Hours</b>	<b>22.7 Hours</b>
<b>Mode Share</b> - Percent of Non-SOV Travel on the National Highway System (NHS)	<b>37.4%</b>	<b>37.7%</b>

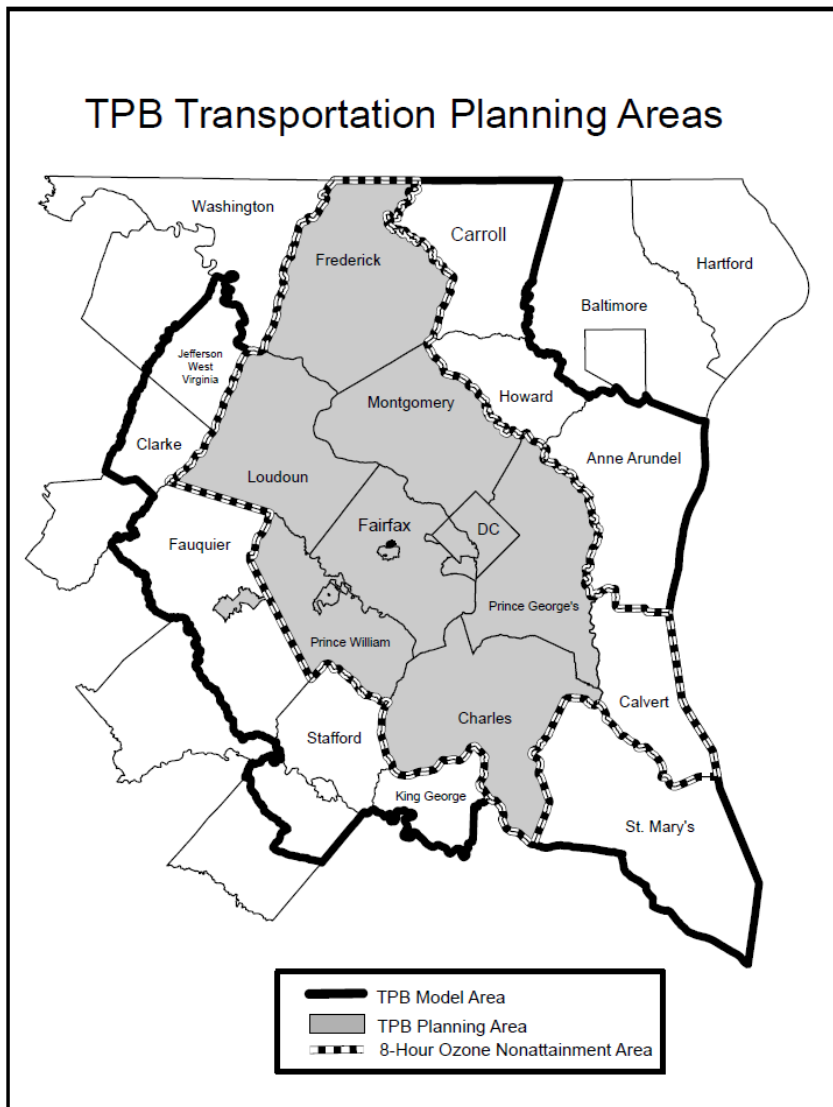
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## CMAQ Program: Emissions Reduction

Emissions reduction is defined as the total on-road mobile source emissions reductions for each applicable criteria pollutant and precursor for a nonattainment area. For the nonattainment area in the TPB region, the applicable criteria pollutants are Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). This performance measure applies to projects that receive or are programmed for CMAQ funding. Data was collected from the CMAQ Public Access System (PAS), as specified in the federal rulemaking.

It should be noted that the regional nonattainment area includes Calvert County, Maryland; however, this county is not part of the TPB planning area. MDOT and Calvert County conduct a separate performance measure process for emissions reduction for that part of the nonattainment area.

**Figure 3: Map of TPB Planning Area and Regional Nonattainment Area**



## **FEDERAL REQUIREMENTS FOR CMAQ PROJECT FUNDING**

The CMAQ Program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion. While these goals are not new elements of the program, they were strengthened in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and further bolstered in provisions added to MAP-21. Highway congestion continues to rise at a faster rate than transportation investments. Reducing congestion is a key objective of federal surface transportation policy, and one that has gathered increasing importance over time. The costs of congestion can be an obstacle to economic activity. In addition, congestion can hamper quality of life through diminished air quality, lost personal time, and other negative factors. Accordingly, the CMAQ Program includes federal funds programmatically allocated to each state for funding applicable projects.

A CMAQ project must meet three basic criteria: it must be a transportation project, it must generate an emissions reduction, and it must be in or benefit a nonattainment or maintenance area. Additionally, as with all Federal-aid projects, CMAQ projects must be included in the MPO's current metropolitan transportation plan and TIP (or the current Statewide TIP in areas without an MPO). In nonattainment and maintenance areas, the project also must meet the conformity provisions contained in section 176(c) of the CAA and the transportation conformity regulations. Lastly, all CMAQ-funded projects need to complete National Environmental Policy Act (42 U.S.C. 4321 et seq.) (NEPA) requirements and satisfy the basic eligibility requirements under titles 23 and 49 of the United States Code.

DDOT, MDOT, and VDOT each receive CMAQ funding and allocate it annually to fund applicable projects. Each state follows its own selection process for identifying and funding CMAQ projects are selected on various criteria, only one of which is estimated emissions reduction benefits. Projects are not required to have quantifiable emissions reduction benefits; a qualitative assessment is sufficient. All projects awarded annually must be entered into the CMAQ PAS. Data for the CMAQ Emissions Reduction performance measure for the region is taken from the quantified benefits included in the projects listed in the PAS that have been funded in the region.

Adopted targets reflect the anticipated cumulative emissions reduction to be reported in the CMAQ PAS for new projects over the next four years.

## **MARYLAND CMAQ PROJECT PROGRAMMING**

The Maryland Consolidated Transportation Program (CTP) is a six-year capital budget for transportation projects, where CMAQ programming is determined during the one-year development process. CMAQ projects selected for programming are done so based on criteria provided by the CTP. Projects should: meet all federal and legal requirements; support departmental program priorities; meet all federal match requirements to maximize federal revenue; support State plans and objectives; support existing project commitments and uphold intergovernmental agreements; and support alternative modes of transportation (transit, bike, pedestrian). Projects selected for programming must also be consistent with local plans and be included in the regional MPO long-range plan.

A majority of the CMAQ funding in Maryland is used for transit projects (bus replacements, MARC, and light rail), which historically have been focused on the Baltimore region. CMAQ monies have also funded some signal synchronization projects and part of the CHART program; one of the signal projects was responsible for approximately eighty percent of the emission reductions calculated for the 2018-2021 performance period.

The Maryland CMAQ projects are programmed through MDOT's Maryland Transit Administration (MTA) and State Highway Administration (SHA). The target setting methodology FFY 2022 through 2025 utilized a combined approach of historic project selection and anticipated CMAQ projects programmed over the next four years.

- i. MDOT MTA programming in FFY 2022 through 2025 includes:
  - Battery Electric Buses (BEBs) will be added to the transit bus fleet.
  - Charging infrastructure will be constructed in support of a transition to a BEB fleet.
  - Construction of the Purple Line Capital Crescent Trail (3.3-mile trail length).
  - LOTS Ridesharing Program. Benefits are quantified once during the performance period and assigned to the Baltimore region.
  - LOTS Guaranteed Ride Home Program. Benefits are quantified once during the performance period and reported for the Baltimore and Washington regions separately.
- ii. MDOT SHA CMAQ projects in FFY 2022 through 2025 include sidewalk improvements and pedestrian facilities in Cecil, Frederick, Prince George's and Montgomery counties, Smart Signal projects, park and ride facility improvements, and congestion mitigation measures.
- iii. Continued funding will be assigned to projects for which emissions were quantified in prior years. These include: transit bus procurement under multi-year contracting arrangements and replacement of Metro fleet and train control equipment

MDOT primarily uses three analysis tools for estimating emissions benefits of CMAQ projects: 1) The Maryland Air Quality Off-Network Estimator (MAQONE), a Maryland specific tool for analyzing off-network projects that uses Maryland Motor Vehicle Emissions Simulator (MOVES) emission rates and is populated with county-level defaults; 2) the FHWA Emissions Calculator Toolkit, which supports a number of project types developed by FHWA to analyze CMAQ projects; and 3) TRIMMS (Trip Reduction Impacts of Mobility Management Strategies), which estimates the impacts of a broad range of transportation demand initiatives.

The 2022-2025 targets were developed using historic emissions reductions in the FFYs 2018-2021 and 2014-2017 performance periods. The targets were adjusted to omit outlier projects that will not be replicated and accounted for programs where utilization is depressed due to altered commute patterns and COVID rebound. Forecasts are adjusted to represent light-duty vehicle average emission rates which decline over time due to the federal vehicle and fuel standards, along with vehicle fleet turnover.

### **VIRGINIA CMAQ PROJECT PROGRAMMING**

Within the region, the Northern Virginia Transportation Alliance (NVTA) coordinates Northern Virginia's annual programming of federal CMAQ projects as well as Regional Surface Transportation (RST) funds. The recommendation for programming is done through the Regional Jurisdiction and Agency Coordinating Committee (RJACC). Final approval is given by the Commonwealth Transportation Board (CTB). VDOT provides local matches for approved CMAQ projects, but only if the project utilizes the funds within an established timeline. Recipients have 24 months to obligate the funds and then 48 months to expend the funds. CMAQ projects are eligible for potential funding after an application submission, a Transportation Emissions Estimation Models (TEEM) worksheet submittal for air quality benefit calculation, and a resolution of support from the respective governing bodies.

### **DISTRICT OF COLUMBIA CMAQ PROJECT PROGRAMMING**

The District of Columbia programs CMAQ projects annually. A majority of the CMAQ funding in the District has historically been used for bike lanes and Travel Demand Management (TDM) projects.



## TPB METHODOLOGY FOR TARGET SETTING

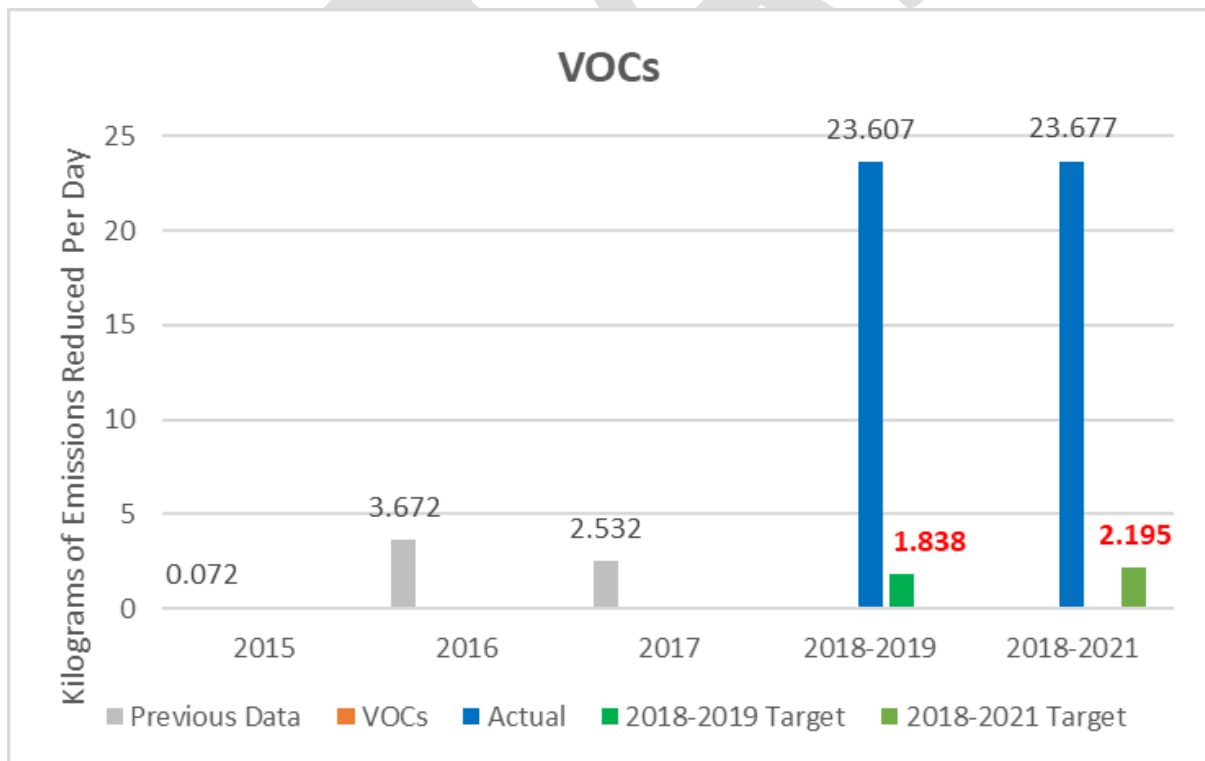
TPB staff conducted several coordination calls with the State DOTs, proposing and reviewing multiple target setting methodologies. The State DOTs then each selected their preferred method, as described above, and reported their targets to the TPB. The TPB staff summed the emissions reduction benefits forecast by each DOT to create the two-year and four-year targets for the TPB's nonattainment area.

### CMAQ Emissions Reductions Performance vs. Targets

It is important to note that in contrast to all other performance measures and targets, the emissions reductions targets are measured by federal fiscal year (October 1 – September 30) to align with the data in the CMAQ PAS and that emissions reductions performance is measured additively, with two-year performance summing all emissions reductions achieved across two years and four-year performance summing all emissions reductions achieved across the full four years of the performance period. The same applies for targets, which forecast all predicted emissions reductions expected to be achieved across the two-year and four-year periods respectively.

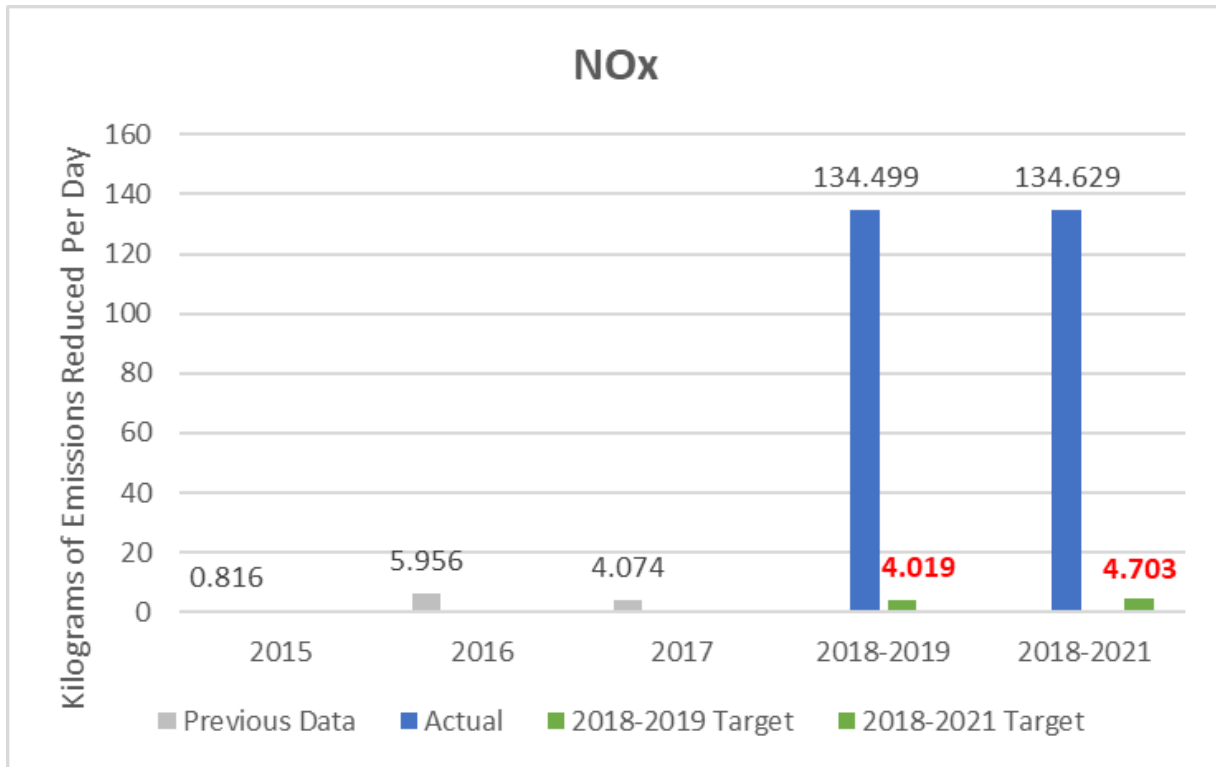
Figures 4 and 5 include the data submitted in the CMAQ PAS by the three State DOTs as of the time of this report for VOCs and NOx emissions reduced. CMAQ emissions reductions are cumulative. The projects submitted into the CMAQ PAS for the past three years have quantitative estimates that considerably exceed the two-year and four-year targets set in 2018.

**Figure 4: 2018-2021 CMAQ Emissions Reduction Performance for VOCs**





**Figure 5: 2018-2021 CMAQ Emissions Reduction Performance for NOx**



## DEVELOPMENT OF THE 2022-2025 CMAQ: EMISSIONS REDUCTIONS TARGETS

For forecasting for the new four-year performance period, TPB staff used a methodology consistent with that for the previous performance period, working with the State DOTs to collect their predicted emissions from programmed or likely CMAQ funded projects. The developed regional targets for VOC and NOx are presented in Table 3.

**Table 3: 2022-2025 CMAQ Program Regional Targets: On-Road Mobile Emissions Reductions**

Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area	2-year Target FFY 2022 - 2023	4-year Target FFY 2022 - 2025
Volatile Organic Compounds (VOCs)	0.610 Kg/Day	9.408 Kg/Day
Nitrogen Oxides (NOx)	2.830 Kg/Day	21.117 Kg/Day

## APPENDIX

The CMAQ Performance Plan must include a description of the projects identified for CMAQ funding and how these particular projects will aid in the achievement of the set targets concerning traffic congestion and emissions reduction. On the following pages, Table A-1, illustrates the CMAQ projects projected to be completed within the next four years. With the completion of these listed projects, all provided by the state DOTs, the established targets will be achieved. Table A-1 provides a description of the project, the anticipated year of CMAQ obligation, the benefits by pollutant and precursors, as well as the traffic congestion benefits. Those cells within Table A-1 that are blank represent information that is not available.

For the 2022-2025 period, the following CMAQ project list has been provided.

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**Table A-1: Description of CMAQ Projects**

DOT	Project Title	Year Anticipated for CMAQ Obligation	NOx Benefit (kg/day)	VOC Benefit (kg/day)
VDOT	VRE WOODBRIDGE PLATFORM IMPROVEMENTS - New Continuation	2022	0.046	0.007
VDOT	VRE MANASSAS PARK STATION SECOND PLATFORM - New Project	2022	0.541	0.086
VDOT	PRINCE WILLIAM PARKWAY SIDEWALK - New Project	2023	0.025	0.029
VDOT	HERNDON METRORAIL INTERMODAL ACCESS IMPROVEMENTS PH II - New Project	2023	0.000	0.201
VDOT	JOHN MARSHALL HIGHWAY(RTE. 55) SIDEWALK - New Project	2024	0.055	0.030
VDOT	WEST END TRANSITWAY OPERATIONS - New Project	2024	1.948	2.080
VDOT	MANASSAS TRAFFIC SIGNAL OPTIMIZATION & S/WARE EQUIP UPGRADE - New Project	2025	2.296	0.580
MDOT	Purple Line/Capital Crescent Trail Construction (3.3 Mile Trail)	2023	0.088	0.080
MDOT	LOTS State of Maryland Guaranteed Ride Home	2024	11.634	5.919
MDOT	Sidewalk improvements/pedestrian facilities; Smart Signal projects; Park and Ride facilities	2022-2023	1.620	0.130
MDOT	Sidewalk improvements/pedestrian facilities; Smart Signal projects; Park and Ride facilities	2024-2025	1.840	0.110

# PERFORMANCE BASED PLANNING & PROGRAMMING

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## CMAQ Program Measures: Targets for 2022–2025

Eric Randall, TPB Transportation Engineer

Transportation Planning Board  
June 15, 2022



# Contents of Presentation

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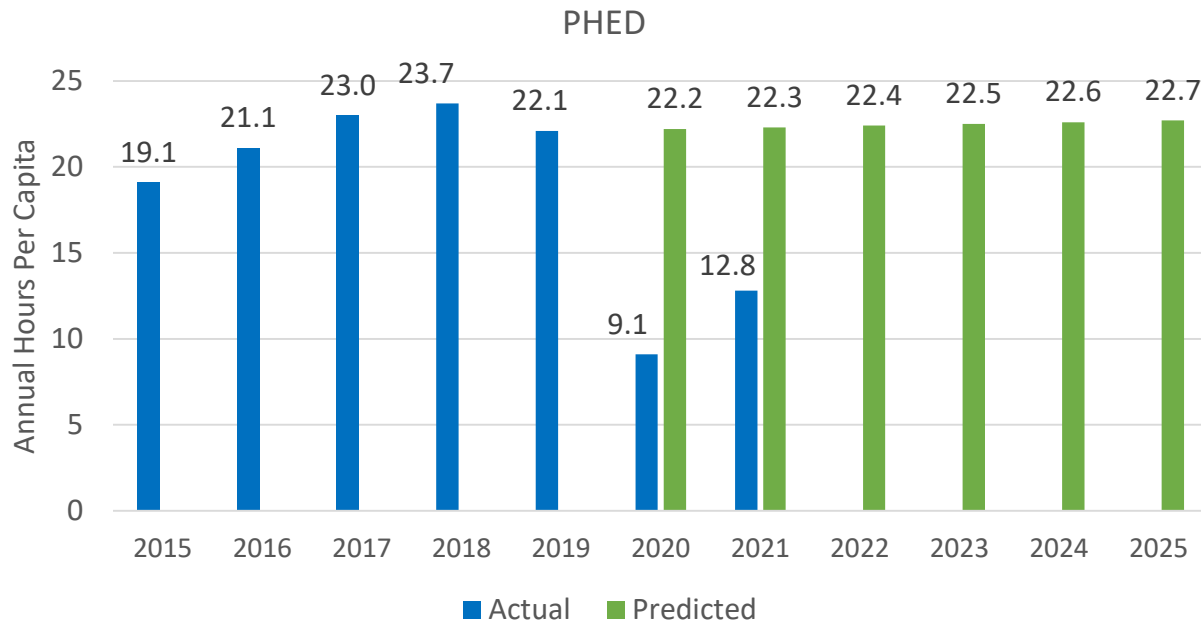
- CMAQ Program Performance Measures
  - Traffic Congestion: Peak Hour Excessive Delay
  - Traffic Congestion: Mode Share (non-SOV)
  - On road Emissions Reduction
- CMAQ Program Performance Targets were developed in close coordination with State DOTs
  - Reviewed by State DOT staff and by TPB Technical Committee
  - ❖ The draft targets and the methodology for forecasting were briefed to the board at its May 18 meeting

# CMAQ Program: Performance Measures

	Performance Measures
<b>CMAQ Program: Traffic Congestion</b>	<b>Peak Hour Excessive Delay (PHED)</b> – Annual hours of peak hour excessive delay per capita
	<b>Mode Share</b> - Percent of Non-SOV Travel on the National Highway System (NHS)
<b>CMAQ Program: Emissions Reduction</b>	<b>Emissions</b> - CMAQ-funded projects on-road mobile source total emission reductions for each applicable criteria pollutant and precursor

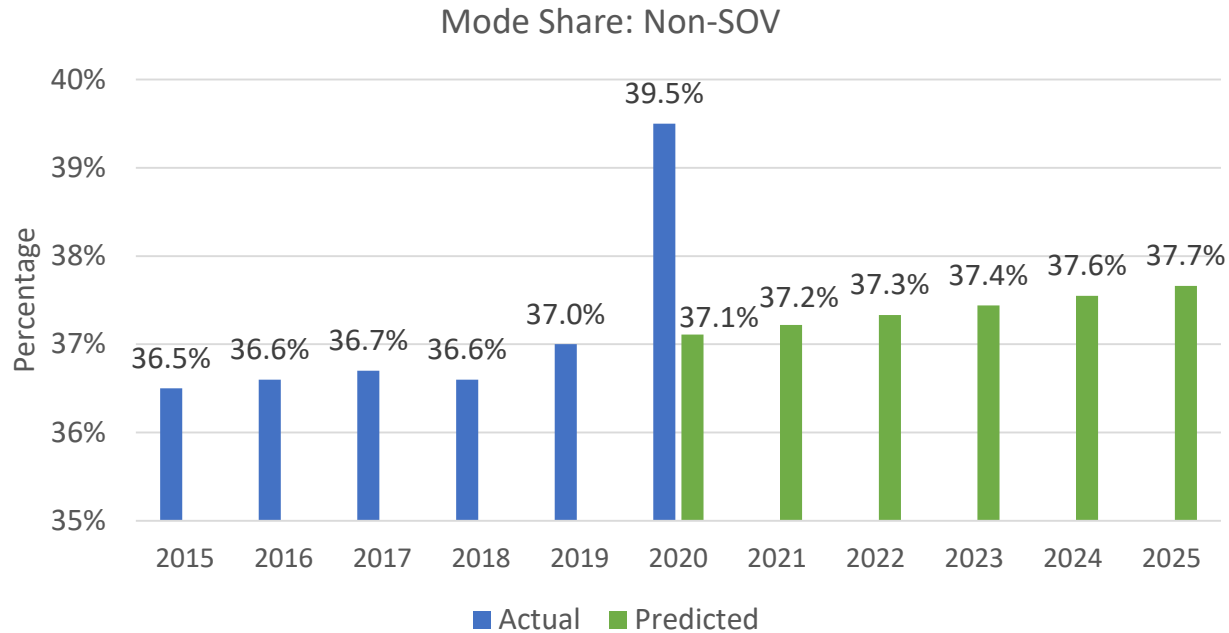


# 2022-2025 Draft PHED Graph and Target



<b>DRAFT</b>	<b>CY 2022 – 2023 Two Year Target</b>	<b>CY 2022 – 2025 Four Year Target</b>
<b>Peak Hour Excessive Delay (PHED)</b>	<b>22.5 Hours</b>	<b>22.7 Hours</b>

# 2022-2025 Draft Mode Share Graph and Target



<b>DRAFT</b>	<b>CY 2022 – 2023 Two Year Target</b>	<b>CY 2022 – 2025 Four Year Target</b>
<b>Mode Share (Non-SOV)</b>	<b>37.4%</b>	<b>37.7%</b>





# 2022-2025 Emissions Reduction Targets

Factors in 2022-2025 CMAQ Emission Reduction forecasting and target-setting

- Maryland and Virginia CMAQ Projects already selected through 2026, though not all have quantitative emissions calculated
- DC's CMAQ projects are still in development
- Draft targets based on forecast reductions or average of past annual reductions

	<b>FFY 2022 - 2023 Two Year Target</b>	<b>FFY 2022 - 2025 Four Year Target</b>
<b>Volatile Organic Compounds (VOCs)</b>	<b>0.610 Kg/Day</b>	<b>9.408 Kg/Day</b>
<b>Nitrogen Oxides (NOx)</b>	<b>2.830 Kg/Day</b>	<b>21.117 Kg/Day</b>



# Next Steps

- Following adoption, transmit approved CMAQ traffic congestion and emissions reductions targets to State DOTs and adjoining MPOs
  - FAMPO and BRTB need to approve PHED and Mode Sahre targets for the Washington DC urban area
  - TPB Steering Committee approval of BRTB MPO targets for Baltimore urban area
- TPB staff will complete the MPO CMAQ Performance Plans (2018-2021, 2022-2025) and submit to State DOTs by September
  - State DOTs submit targets and MPO Performance Plans to FHWA by October 1, 2022



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National Capital Region  
Transportation Planning Board

**ITEM 10 – Action**  
June 15, 2022

Regional Roadway Safety Program Approval

**Action:** Approve Regional Roadway Safety Program technical assistance recipients.

**Background:** Staff solicited applications for the third round of Regional Roadway Safety Program technical assistance between January 18 and March 18, 2022. The Selection Panel met on May 19 and reached a consensus on projects to recommend for funding. The board will be briefed and asked to approve the recommended applications.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Jon Schermann, Transportation Planner  
**SUBJECT:** FY 2023 Regional Roadway Safety Program Technical Assistance Funding Recommendations  
**DATE:** June 9, 2022

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This memo provides information on the recommendations of the Selection Panel for the third round (FY 2023) of technical assistance under the Regional Roadway Safety Program (RSPP). The panel met in May and recommended 4 projects for funding. The TPB is scheduled to vote on the panel's recommendations on June 15.

### **FUNDING RECOMMENDATIONS FOR FY 2023**

A total of \$250,000 in FY 2023 Unified Planning Work Program (UPWP) funding was authorized for the Regional Roadway Safety Program. The RSPP Selection Panel recommends 4 projects for funding.

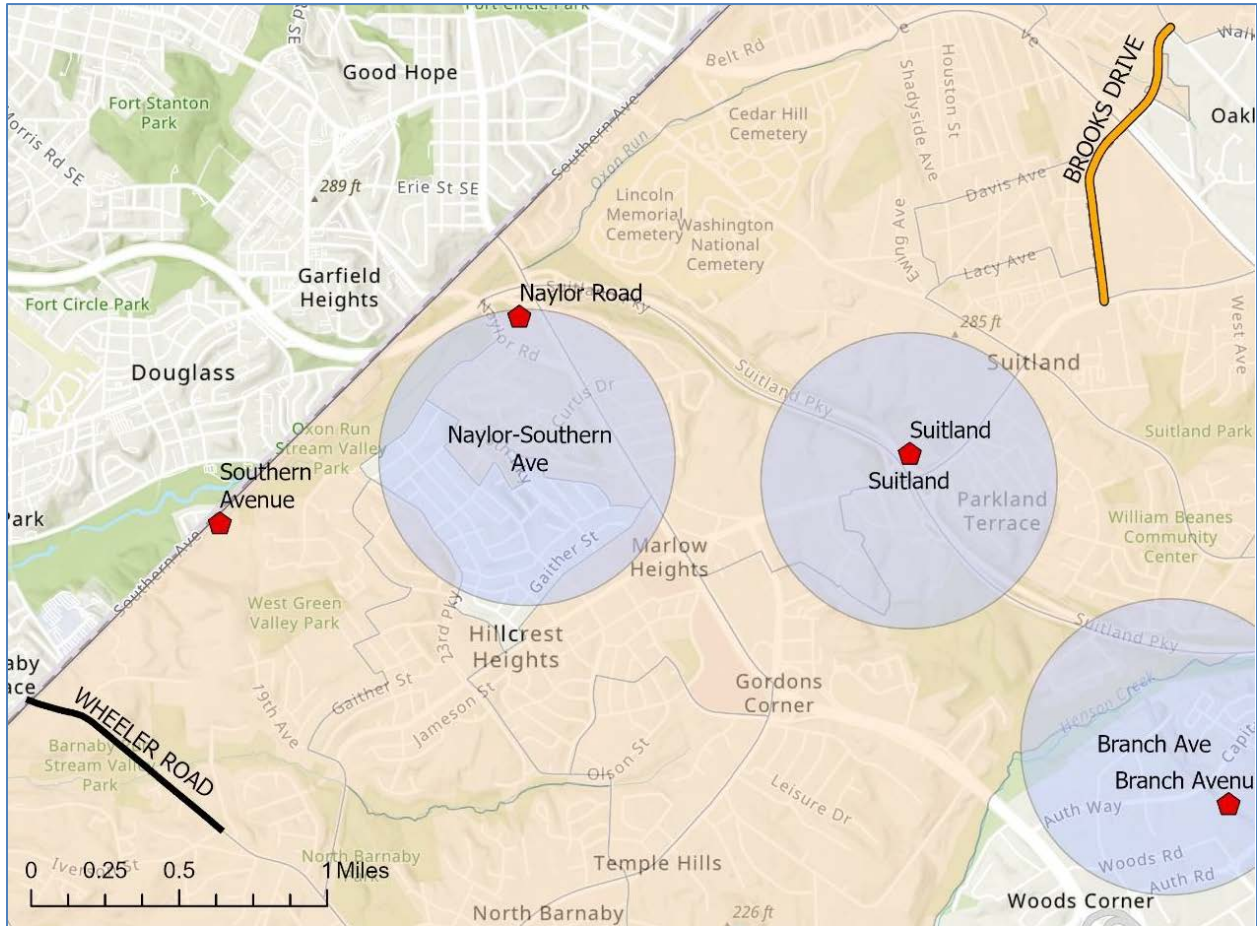
The recommended slate of projects supports the key TPB safety priorities:

- All projects address one or more of the funding priorities outlined in TPB Resolution R3-2021.

Projects recommended for funding:

**Roadway Safety Audits for Wheeler Road & Brooks Drive**  
Prince George's County, \$60,000

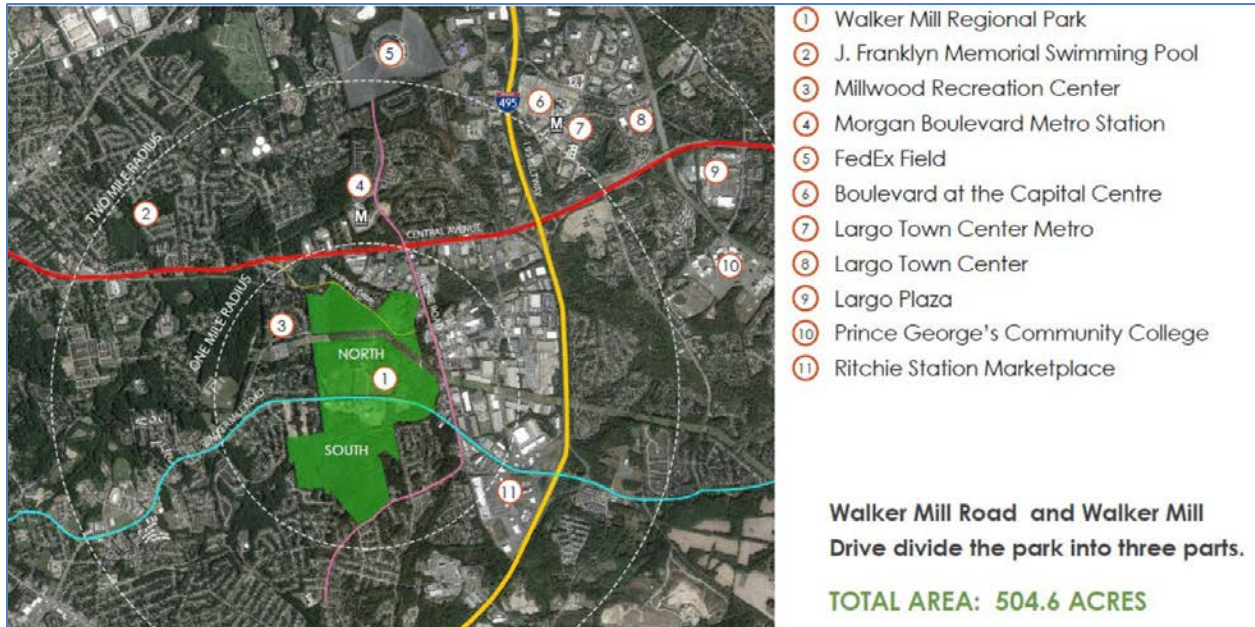
This project seeks consultant services to conduct roadway safety audits and identify traffic safety issues faced by pedestrians and bicyclists on portions of Wheeler Road and Brooks Drive. The project will also provide design recommendations for safety improvements along these roadway segments.



## Multimodal Upgrades to Walker Mill Road

Maryland-National Capital Park and Planning Commission / Prince George's County, \$60,000

The aim of this project is to study the segment of Walker Mill Road between Ritchie Road and Beechnut Road to determine the optimum bicycle and pedestrian facilities and crossing accommodations that support roadway safety. This includes addressing the safety impacts associated with the buildout of the northern parcel of Walker Mill Regional Park.

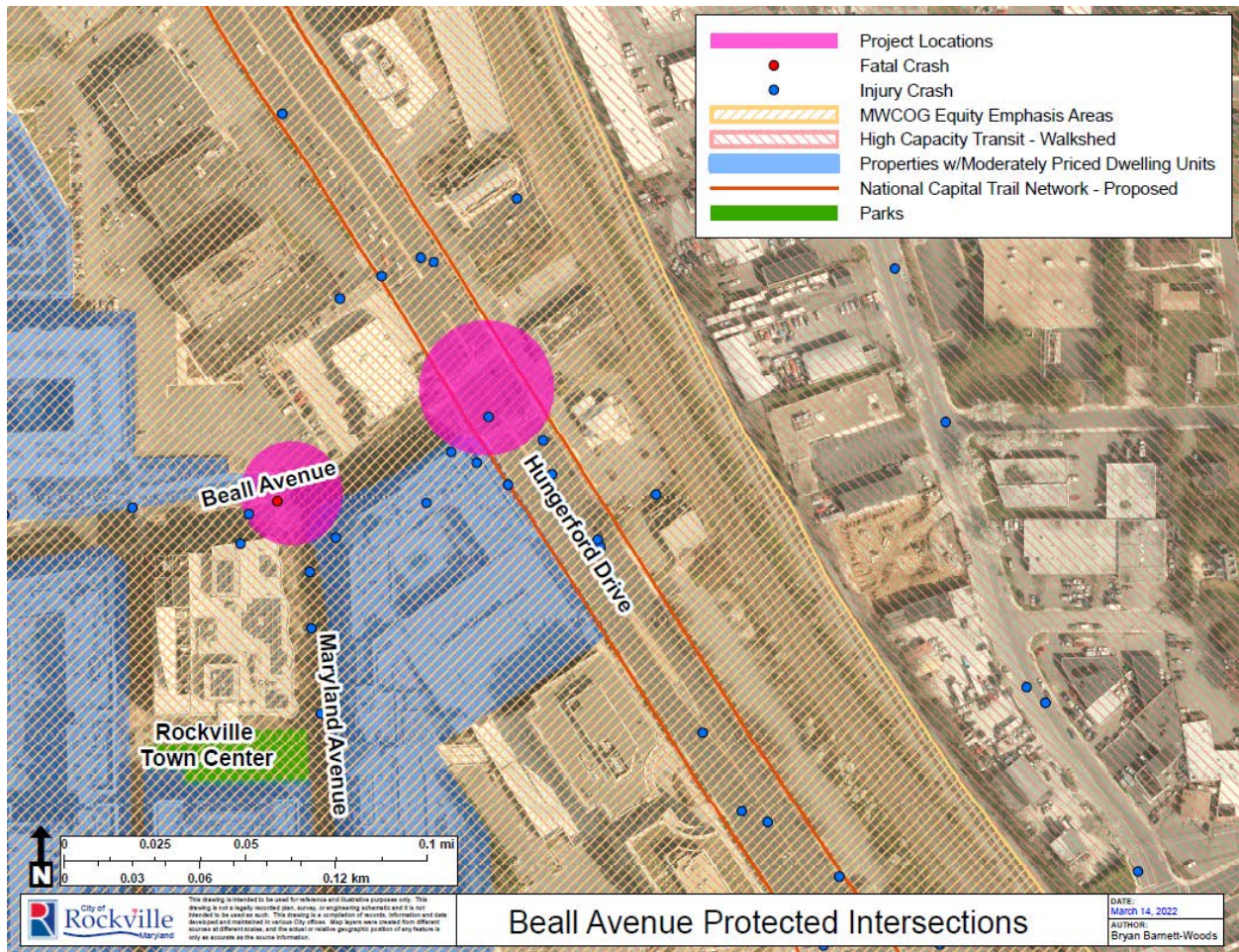




# Beall Avenue Protected Intersections Feasibility Study

City of Rockville, \$50,000

This project seeks to identify the most effective safety countermeasures for the Beall Avenue/MD 355 and Beall Avenue/Maryland Avenue intersections and develop three alternative concept designs for each intersection.

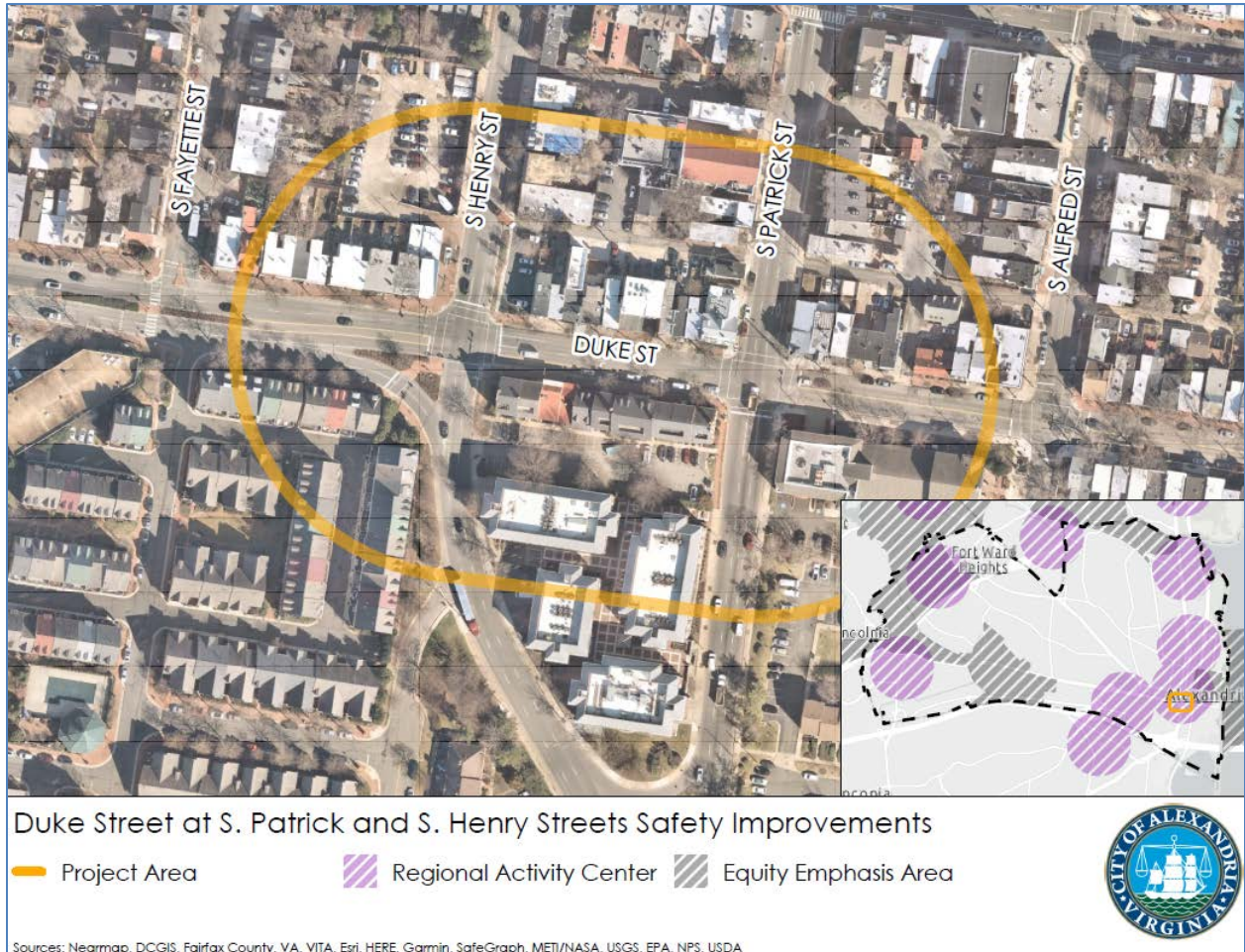




## Duke Street at S. Patrick and S. Henry Streets Safety Improvements

City of Alexandria, \$80,000

The project will develop design improvements at the intersections of Duke Street at South Patrick Street and Duke Street at South Henry Street that will provide safety benefits to all travelers and neighborhood residents by providing treatments to address the most pressing safety concerns at these locations.



## APPLICATION PROCESS

On January 18, 2022, the TPB issued a call for projects for the third round (FY 2023) of Regional Roadway Safety Program technical assistance. The deadline for application submissions was March 18, 2022. Applicants were invited to submit optional abstracts which provided them an opportunity for TPB staff to review project concepts and provide feedback on how to develop stronger applications.

Like the TLC program, technical assistance was offered in amounts between \$30,000 and \$60,000 for planning projects, and up to \$80,000 for 30% design projects. The Call for Projects and the application form itself placed a focus on TPB priorities, including those described in TPB Resolution R3-2021.

The TPB received ten applications (four from Maryland jurisdictions and six from Virginia jurisdictions) totaling \$640,000 in funding requests. \$250,000 is authorized from these funding sources:

- \$150,000 from the TPB's FY 2023 UPWP core regional planning funds
- \$35,000 of Maryland UPWP Technical Assistance
- \$35,000 of Virginia UPWP Technical Assistance
- \$30,000 of District of Columbia UPWP Technical Assistance

## **SELECTION PROCESS**

The selection panel included the following members:

- Tim Kerns, Maryland Highway Safety Office
- Christine Mayeur, District Department of Transportation
- Stephen Read, Virginia Department of Transportation
- Jon Schermann, COG/TPB staff

The selection panel met on May 19 to review the project applications and develop a list of recommended projects for this round of technical assistance. The selection panel members applied TPB funding priorities as well as their own extensive knowledge of roadway safety to assess the proposed projects. The selection panel members individually reviewed and scored each application in advance of the meeting and then used their scores to assign each application to a high, medium, or low category. The rankings served as a starting point for the panel's collective discussion.

Based upon a consensus developed at the May 19 meeting, the selection panel developed a list of four projects to recommend to the TPB for approval. The panel believes this package of projects will result in safety improvements, including fewer deaths and injuries.

In one case, the panel chose to award funding at a lower level than was requested. This change was made in accordance with information on scalability provided in the applications.

## **PROPOSED PROJECT COMPLETION TIMELINE**

On June 15, 2022, the TPB will be asked to approve the proposed slate of 4 projects for technical assistance funding under the FY 2023 Regional Roadway Safety Program. Upon approval of the projects, TPB staff will coordinate with the jurisdictions to begin the consultant selection process using a pre-qualified list of consultants. All projects will begin soon after consultant contracts are signed. The projects will be scheduled for completion by June 30, 2023.

For further questions regarding the TLC program, contact Jon Schermann ([jschermann@mwkog.org](mailto:jschermann@mwkog.org); 202-962-3317) or Janie Nham ([jnham@mwkog.org](mailto:jnham@mwkog.org); 202-962-3226).

# REGIONAL ROADWAY SAFETY PROGRAM

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## FY 2023 Technical Assistance

Jon Schermann  
Transportation Planner

Transportation Planning Board  
June 15, 2022



# Regional Roadway Safety Program

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- Third round
- Established and funded by the TPB via Resolution R3-2021 adopted July 2021
- Promotes TPB roadway safety priorities
- Program Funding (FY 2023)
  - Core UPWP: \$150,000
  - Maryland Technical Assistance: \$35,000
  - Virginia Technical Assistance: \$35,000
  - District of Columbia Technical Assistance: \$30,000
  - **Total Program Funding: \$250,000**



# Solicitation

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- Application solicitation between January 18 – March 18, 2022
  - Optional abstracts were due February 11
- 10 applications were received totaling \$640,000 in funding requests
  - Four applications from Maryland jurisdictions and six applications from Virginia jurisdictions
  - Nine were within or adjacent to Equity Emphasis Areas
  - Three were for Roadway Safety Audits
  - Two were primarily focuses on analysis of safety data



# Selection

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- Selection Panel
  - TPB staff + safety officials from DDOT, MDOT, and VDOT
  - Individual Evaluations



- Discussion: consensus recommendations



# Selection Panel Funding Recommendations

Jurisdiction Name	Project	Request	Panel Recommendation
Prince George's County	Roadway Safety Audits for Wheeler Road & Brooks Drive	\$60,000	\$60,000
M-NCPPC / Prince George's County	Multimodal Upgrades to Walker Mill Road	\$60,000	\$60,000
City of Rockville	Beall Avenue Protected Intersections Feasibility Study	\$60,000	\$50,000
City of Alexandria	Duke Street at S. Patrick and S. Henry Streets Safety Improvements	\$80,000	\$80,000
<b>Total</b>			<b>\$250,000</b>





# Next Steps

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- Consultant selection process in June / July
- Projects under contract by September
- Application period for the fourth round (FY 2024) of the Regional Roadway Safety Program opens in January 2023

## Jon Schermann

Transportation Planner  
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[mwkog.org/TPB](http://mwkog.org/TPB)

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National Capital Region  
**Transportation Planning Board**