



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Austin, TPB Transportation Planner
SUBJECT: Public Forum on the FY 2019-2024 Transportation Improvement Program
DATE: July 18, 2018

On Thursday, July 12, TPB staff held a Public Forum on the development of the FY 2019-2024 Transportation Improvement Program (TIP) as required by the federal Metropolitan Planning Regulations. The forum was broadcast via Facebook Live and held following an abbreviated meeting of the Citizens Advisory Committee (CAC). The TIP will be released for a 30-day public comment period on Friday, September 7, 2018.

BACKGROUND

Metropolitan Planning Organizations are required to produce a long-range *plan* and a short-range implementation *program* every 4 years. They can be amended at any time. The long-range plan is the region's best *guess* at the projects the region thinks it may be able to implement in the next 20 years. The TIP is the region's short term "budget" and includes all projects and phases of projects which we *know* can be implemented. Projects in the TIP must come from approved local and state budgets in order to meet federal fiscal constraint requirements. The last step that implementing agencies take before a project can begin is to make sure specific project funding details, among other requirements, are included in the TIP.

Projects must first be included in a long-range plan before they can be included in a TIP. The constrained element of the TPB's Visualize 2045 plan identifies projects that may be implemented through the year 2045. Funding for projects in the Visualize 2045 is "constrained" and must be demonstrated to be "reasonably expected to be available," as reflected in the Visualize 2045 Financial Plan. TPB frequently amends the long-range plan as project development occurs and priorities are identified.

The TPB's TIP is a federal obligation document and may seem confusing as we struggle to both meet federal requirements and produce user-friendly information. It covers a six-year period and provides much greater detail on the specific combinations of federal, state, and/or local sources that will be used to pay for the planning, engineering, right-of-way acquisition, and construction of projects. Federal regulations require that funding in the first two years of the TIP be "available and committed," and TPB meets that requirement by utilizing local and state budget approval processes.

OUTREACH AND ATTENDANCE

The Public Forum was advertised using multiple media formats. The forum was highlighted in a TPB News article on July 10 which is delivered to more than 900 subscribers. On July 5, an email was sent to over 1,200 recipients. The email included link to follow the Public Forum on Facebook Live. In the weeks leading up to the forum, multiple posts were made to the TPB's Facebook and Twitter accounts.

The forum was attended by 15 people including members of the CAC. Four people watched the Facebook Live broadcast of the forum. TPB staff would like to thank Mark Rawlings from the District Department of Transportation (DDOT), Kari Snyder from the Maryland Department of Transportation (MDOT), Norman Whitaker from the Virginia Department of Transportation (VDOT), and Allison Davis from the Washington Metropolitan Area Transit Authority (WMATA) for their presentations and participation in the forum's Question and Answer session.

PROJECT SELECTION AND FUNDING

TPB staff presented information on the types and amounts of funding in the current FY 2017-2022 TIP and details about the development of the FY 2019-2024 TIP. Representatives from the DDOT, MDOT, VDOT and WMATA each provided a brief overview of how their agencies select and fund projects from their long-range transportation plans into their short-term budget programs and the TPB's TIP. Upcoming opportunities for public involvement were highlighted for each of the DOTs and WMATA's programs currently under development. The presentation concluded with a preview of the Performance-Based Planning and Programming (PBPP) measures required under federal law.

The draft FY 2019-2024 TIP is expected to include such large-scale projects as the South Capitol Street Bridge and the Union Station to Georgetown Transitway in the District, the Purple Line and the I-495/I-270 Traffic Relief Plan projects in Maryland, and the Silver Line Phase II Metrorail extension, and I-66 Multimodal Improvements outside the Beltway in Virginia.

Often, implementing agencies cannot update projects in the TIP until the project is "shovel ready." The TIP is continuously being amended and modified, so any financial summary can only provide a momentary "snapshot" of the TIP. Due to varying schedules across the National Capital Region, some agencies have more fully developed inputs to the TIP through FY 2024. Other agencies are in earlier stages of program development and anticipate requesting amendments to the TIP early next year.

The presentation and a link to the Facebook video are available online at www.mwcog.org/TIPforum.

QUESTIONS AND COMMENTS

Forum attendees asked questions or made comments on a wide range of subjects, including:

- The differences or similarities between criteria used in the Northern Virginia Transportation Authority's TransAction plan and the new Smart Scale funding program
- The linkages between system performance and funding under PBPP
- Differences between various performance measures
- Capital programming in the TIP vs. operational programming, not typically included in the TIP

NEXT STEPS

On September 7, the TPB will release the draft FY 2019-2024 TIP for a 30-day public comment period along with Visualize 2045, the Air Quality Conformity Analysis and the performance analysis. The draft FY 2019-2024 TIP will include indices of projects according to type, funding source, and location, a financial summary, and the baseline targets for PBPP performance measures. The TPB will be asked to approve the TIP at its October 17 meeting.