

			<p>clarifies this integration by reviewing the components of the CMP and how they inform and are integrated into Visualize 2045.</p> <p>When TPB member agencies submit new projects in response to the TPB Technical Inputs Solicitation, they are required to indicate if the project is an SOV project and respond to other questions regarding and confirming the consideration of congestion management strategies. Forms are required for SOV projects that add SOV capacity that do not meet exemption criteria. The lists of projects and maps on pages 37 and 38 in Chapter 7 identify all of the regionally significant projects in the Visualize 2045 update that will add capacity to the region’s highways and arterial roadways. The projects symbolized on the map as “New Road” or “Widen/Improve Existing Road” will add capacity specifically for all roadway users, including single-occupant vehicles. The Air Quality Conformity Project Input Tables in Appendix B of the conformity report provide greater detail on all new capacity being added to regionally significant roadway segments as well as smaller secondary and urban roads.</p>
10	450.324(f)(7)	<p>The plan shall include an assessment of capital investment and other strategies to preserve the existing and future infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.</p>	<p>Visualize 2045 accomplishes this requirement in a number of ways. Chapter 7, Funding the Transportation System demonstrates the focus on preservation (as 28 percent of the expenditures are slated for maintaining the system in a state-of-good-repair). Multimodal capacity increases account for 19 percent of the expenditures forecast in the financial plan – Appendix A, (also summarized in Chapter 7). Chapter 2 discusses existing conditions and highlights environmental and equity considerations in relation to the transportation system. Chapter 3 discusses the TPB’s policy framework, and challenges and needs to address to achieve the TPB’s goals. The Strategies Chapter, including the Aspirational Initiatives, (Chapter 6) speaks to regional priorities and needs and strategies to address those needs. Chapter 6 has a discussion ‘Climate Change Mitigation and Resiliency’ relating to TPB planning activities to mitigate climate change and prepare for resiliency and reliability of the transportation system - reducing the vulnerability of transportation infrastructure to natural disasters under “Planning for Resiliency.” (climate mitigation and resiliency studies are summarized in Appendix M and L).</p>

11	450.324(f)(8)	The plan shall include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption.	The ‘Transit’ section of Chapter 6, Strategies for a Brighter Future, discusses the role of transit, including intercity buses and rail. The financially constrained element (Chapter 7) includes transportation and transit enhancement activities. Tables 7.2 and 7.7 summarize these activities and is based on project sponsor responses to questions asked in the December 2020 Technical Inputs Solicitation, project totals that support, enhance or promote transit, including intercity bus. Individual responses for each project are provided online at https://www.mwcog.org/documents/2021/05/12/information-to-support-board-action-on-the-update-to-visualize-2045-regional-and-federal-policy-alignment-for-all-capital-projects-tpb-visualize-2045/
12	450.324(f)(9)	The plan shall include a description of existing and proposed transportation facilities in sufficient detail and include cost estimates.	A description of existing and proposed transportation facilities is found in Chapter 2 and Chapter 7, respectively. The TPB’s financial plan includes cost estimates for the existing and proposed transportation facilities which is summarized in Chapter 7 with details in Appendix A.
13	450.324(f)(10)	The plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.	Chapter 6 has a discussion of potential environmental mitigation activities which are further described in Appendix G. Chapter 6 also includes a section “Climate Change Mitigation and Resiliency,” with related studies further documented in Appendix L and M.
14	450.324(g)	The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as	Environmental consultation and mitigation are described Chapter 6 and an interactive on-line map allows for the comparison of transportation plans and environmental -related data. Environmental consultation and potential environmental mitigation activities are further described in Appendix G.

		appropriate, a comparison of transportation plans with State conservation plans or maps, if available.	
15	450.324 (f)(11)(i), 450.324 (f)(11)(ii), 450.324(f)(11)(iii)	<p>The plan shall include a financial plan that demonstrates how the plan can be implemented and includes:</p> <ul style="list-style-type: none"> • Cooperatively- developed estimates of costs and revenue sources reasonably expected to be available to adequately operate and maintain the highways and public transit (in “year of expenditure dollars”) • Recommendations on any additional financing strategies to fund projects and programs included in the plan. 	The financial plan includes cooperatively-developed costs and revenues in year of expenditure dollars that are reasonably expected to be available. The financial information is summarized in Chapter 7 and details are provided in Appendix A. Recommendations can also be found in Appendix A.
16	450.324(h)	The metropolitan transportation plan should integrate the priorities, goals and strategies in the State's Highway Safety plans and Improvement programs, and public transportation agency safety plans.	As documented in Chapter 8, the TPB’s planning process, including PBPP target setting, is closely coordinated with member state DOT’s and WMATA; these agencies’ safety plans and programs are reflected in discussions at the TPB’s Transportation Safety and Public Transportation Subcommittees. Chapter 6 includes information on safety planning. Appendix F describes the TPB Safety Study and the new TPB Safety Program.
17	450.316(a)	The plan shall demonstrate that stakeholders were given the opportunity to comment on the plan based on the	Stakeholders were given a number of opportunities to comment on the plan and be involved in plan development as outlined in Chapter 5, which was guided by the TPB’s Public Participation Plan. In addition to the two 30-day public comment periods on the plan (Appendix I), the TPB did

		<p>TPB’s Public Participation Plan; (Including representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled).</p>	<p>extensive public outreach for Visualize 2045 in 2020 and 2021. Coined as ‘Voices of the Region’ the TPB conducted a statistically significant regionwide survey, a series of focus groups that targeted historically under-represented populations and conducted an open event to gather input using a signs with QR-codes approach to “meet people where they are”. Two virtual forums to share information and answer questions about the 2022 update to Visualize 2045 are scheduled for April 2022.</p> <p>The TPB’s comprehensive committee structure provides on-going comment opportunities and coordination with many of the stakeholders listed in this requirement. Committees provide key guidance on many of the planning areas and strategies for Visualize 2045 (Chapter 6). The TPB also conducts studies involving stakeholder interests such as intercity buses (described in Chapter 6 as well).</p>
	<p>450.316(b)</p>	<p>In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection,</p>	<p>The TPB’s committee and meeting structure and planning process are organized to consult, coordinate and engage with planning for many planning areas including but not limited to those required under 450.316(b).</p>

		airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area.	
18	450.324(a), 450.306(b)(9) 450.306(b)(10)	The plan shall demonstrate consultation with agencies involved in a) tourism; b) natural disaster risk reduction.	Agencies were given an opportunity to participate in the public comment periods, the QR-code event, regular TPB meetings, and virtual public forums (Phase 2). The TPB's work on travel and tourism is described in Chapter 6. As part of the TPB Resiliency study, TPB staff conducted outreach and held discussions with TPB member agency transportation and resiliency planning staff. TPB staff gave presentations to and held discussions with committees, including but not limited to the TPB's Technical Committee, Systems Performance, Operations, and Technology Subcommittee and the COG Transportation Emergency Preparedness Committee (RESF-1) to consult on planning for natural risk reduction.
19	450.324)(k)	The plan was made readily-available for public review in electronically accessible formats.	The plan is made electronically available in a variety of ways. The Visualize2045.org website provides key documents. A Visualize 2045 email list also provided periodic updates by email for stakeholders and members of the public. The TPB News website, bi-monthly TPB News email newsletter, and the use of social media helped keep the public informed of key steps in the process and provided website links for more details in electronically accessible formats.
20	450.316(a)(iii)	Visualization techniques were used to describe the plan.	Beginning in 2010, the TPB made available to the public in an online, searchable database of all the transportation projects and programs in

			<p>the long-range transportation plan and TIP. The Visualize 2045 plan and website also includes a variety of other maps and visualizations to describe the plan, including new major projects in the financially constrained element of the plan, maintains an interactive “Story Map,” which describes the seven aspirational initiatives, a new Voices of the Region “Story Map” was developed to share and make publicly accessible in a unique way, much of the public input received during the Visualize 2045 outreach plan. The TPB worked with a consultant to produce a set of infographics and animated videos about the plan, the Aspirational Initiatives, and more. A recording of a presentation of the plan will be made available on the Visualize 2045 website in April 2022.</p>
21	450.324(c) 450.324(m)	<p>The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon.</p> <p>Air quality conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and EPA regulations.</p>	<p>Following the public comment period, in June 2022, the staff will recommend that the TPB approve the air quality conformity determination of the financially constrained element of Visualize 2045 and the FY 2013-2026 TIP. 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.</p>