



National Capital Region Transportation Planning Board

Who We Are

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the Washington region. MPOs must carry out transportation planning activities for the US Census declared Urbanized Area. The Washington Urbanized Area encompasses portions of the State of Maryland, portions of the Commonwealth of Virginia and the District of Columbia.

⇒ 3,500 square miles in area

⇒ Home to more than 5 million people and 3 million jobs

⇒ 17 million person trips per day

Roles and Responsibilities

Membership

44 Members Include:

- **State transportation agencies:** District of Columbia Department of Transportation, Maryland Department of Transportation, Virginia Department of Rail and Public Transportation Virginia Department of Transportation.
- **23 local jurisdictions:** The District of Columbia, Charles, Frederick, Montgomery, Prince George's counties in Maryland, Arlington, Fairfax, Loudoun, Prince William counties in Virginia, and the cities of Bowie, College Park, Frederick, Gaithersburg, Greenbelt, Laurel, Rockville, Takoma Park in Maryland, and Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park in Virginia. Plus, the urbanized area around Warrenton in Fauquier County, Virginia.
- **State and DC legislatures**
- **WMATA**
- **MWAA**
- **NPS**
- **USDOT (FHWA & FTA)**

- Is a federally-mandated and federally-funded transportation policy-making organization that must follow the Federal Metropolitan Transportation Planning Process as regulated by the latest federal transportation authorization (FAST Act).
- Is made up of representatives from local governments and governmental transportation authorities.
- Carries out the "3C Process" – "Continuing, cooperative, and comprehensive" consultation process in cooperation with the state DOT(s) and transit operators.
- Leads the REGIONAL transportation planning process in cooperation with the state DOT(s) and transit operators.
- Develops plans and programs that consider all transportation modes and support metropolitan community and economic development
- Works in conjunction with state air and transportation agencies to meet federal Clean Air Act standards.

All federally funded projects and other regionally significant transportation projects must be included in the MPO's long-range transportation plan and the Transportation Improvement Program (TIP).

- **Long-Range Metropolitan Transportation Plan:** The LRP serves as the vision for the region and includes all the transportation improvements where funding is reasonably expected to be available over the next 20 years. Major updates are scheduled every 4 years. This year, the TPB is currently working on a major update called Visualize 2045.
- **Transportation Improvement Program (TIP):** Each MPO develops a short 4-6 year program for project implementation. Projects in the TIP must show that funding in the first 2 years is available and committed. All projects in the TPB TIP must come from a legislatively approved capital program. Major updates to the TIP are scheduled every two years with regular amendments as needed.



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Regional Coordination

- ⇒ The TPB serves as a regional forum for transportation planning.
- ⇒ As individual projects go through the project development process, projects must be included in the plan and/or TIP in order for federal approval of key project milestones (ex NEPA) and in order to use federal funding.
- ⇒ We have a robust public involvement process and often conduct public outreach activities.
- ⇒ The TPB has 14 committees to help disseminate data, information and TPB products, to make sure the TPB is on track with our members' needs.

Funding

The MPO planning activities are federally funded. The MPO spends on average about \$13-\$15 million a year to conduct the metropolitan transportation planning process.

The Transportation Alternatives Set Aside allocates federal reimbursable aid for capital improvements considered alternative to traditional highway construction. Large MPOs, like the TPB, are responsible for project selection on an annual basis for a sub-allocated portion of TA Set Aside Funds. The TPB works with the District of Columbia, Maryland, and Virginia to coordinate each state's application process in the region. The TPB strongly encourages applications that support priority criteria, Safe Routes to School, bicycle/pedestrian facilities, and non-motorized transit access improvements. The TPB has selected 82 projects since 2014 for a total of over \$30 million.

COG/TPB has also been designated by the governors and the mayor as the designated recipient for the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. Every two years the TPB selects and awards the federal grant funding to projects throughout the region aimed at improving mobility for older adults and persons with disabilities. This year, \$6 million in funding was awarded for 17 local and regional grants. Since 2007, the TPB has solicited, selected and implemented over 100 projects totaling over \$65 million.

The MPO has project selection authority over all regionally significant projects through its TIP and long-range plan. However, fiscal constraint must be demonstrated through local approval processes prior to inclusion into the plan and TIP. Therefore the TPB tends to rely on the local implementing agencies for their expertise and approval.

Statutory Requirements

The mission is defined by federal law. It is to implement the Federal Metropolitan Transportation Planning Process. At the TPB, board interests are synchronized with those federal regulations. We are a regional forum for transportation planning. We prepare plans and programs that enable federal funds to flow to metropolitan Washington. We provide technical resources for decision-making.