



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** June 10, 2021

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The attached materials include:

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**SUBJECT:** Steering Committee Actions  
**FROM:** Kanti Srikanth, TPB Staff Director  
**DATE:** June 10, 2021

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At its meeting on June 4, the TPB Steering Committee reviewed and approved an amendment to the FY 2022 Commuter Connections Work Program (CCWP) to include the administration of the Maryland Department of Transportation's (MDOT) IncenTrip mobile application. As described in the attached memo, additional funding in the amount of \$173,226 was added to the CCWP to cover staff costs, overhead, indirect and non-labor direct expenses. MDOT has provided this funding via an administrative modification to its Commuter Connections Program listing (TIP ID 3566) in the FY 2021-2024 Transportation Improvement Program (TIP).

The Steering Committee reviewed and approved resolution SR16-2021 to amend the FY 2021-2024 TIP to reduce National Highway Performance Program (NHPP) funding by \$36.4 million and to add \$41.9 million in Public Private Partnership (P3) funding in FY 2021 for the Lee Highway Widening, Phase II project (TIP ID 6604); and to reduce local funding by \$18,000 between FYs 2021 and 2022; increase FTA Section 5337) by \$913,000, and increase Section 5307 funding by \$4.6 million for the Potomac & Rappahannock Transportation Commission's (PRTC) Preventative Maintenance Program (TIP ID 5601), as requested by the Virginia Department of Transportation (VDOT).

Funding for these projects was included in the financial analysis of Visualize 2045 and while the Lee Highway Widening, Phase II project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP, the PRTC Preventative Maintenance program is exempt from the air quality conformity requirement.

The TPB Bylaws provide that the Steering Committee "shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action." The director's briefing and the TPB's review, without objection, shall constitute the final approval of any amendments approved by the Steering Committee.

Finally, the members of the committee and TPB staff held a general discussion on the topic of returning to in-person meetings versus continuing virtual meetings. Staff presented the attached memo offering several possible options that were discussed: continuing with all virtual meetings, alternating in-person and virtual meetings, or some combination scenarios that include in-person meetings with some virtual participation.

## Attachments

- Memorandum: FY 2022 Commuter Connections Work Program (CCWP) Amendment: “MDOT IncenTrip Mobile Application For Maryland Mega-Region”
- Approved resolution SR16-2021 to amend the FY 21-24 TIP, requested by VDOT
- Memorandum: Fall Meeting In-Person/Virtual Logistics of Operations and Preferences

### **TPB Steering Committee Attendance – June 4, 2021** (only voting members listed)

TPB Chair/ DC rep.:	Charles Allen
TPB Vice Chair/VA rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
WMATA:	Mark Phillips
Technical Committee chair:	Jason Groth
Previous TPB Chair:	Kelly Russell



## MEMORANDUM

**To:** National Capital Region Transportation Planning Board (TPB) Steering Committee  
**From:** Nicholas Ramfos, Director, Transportation Operations Programs  
**Subject:** FY 2022 Commuter Connections Work Program (CCWP) Amendment: “MDOT Incentrip Mobile Application For Maryland Mega-Region”  
**Date:** May 28, 2021

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The Maryland Department of Transportation (MDOT) has requested that a project be added to the FY 2022 Commuter Connections Work Program (CCWP) to administer MDOT’s incenTrip program in the “Mega-Region.” MDOT has also identified funding and the TPB’s FY 2021-2024 Transportation Improvement Program has been administratively modified to reflect this addition. The TPB’s Steering Committee is being asked to approve this amendment to the FY 2022 CCWP so work can begin.

The focus for this project will be to administer and implement the incenTrip mobile app for commuters traveling to worksites in Maryland locations outside of the Washington DC non-attainment region as part of the expanded “Mega-Region.”

The attached scope of work describes the products and services that will be executed as part of the added project along with a budget of \$173,226 that is inclusive of staff costs and overhead as well as indirect and non-labor direct expenses for FY2022. A commitment letter from MDOT supporting the request is also attached.

The Steering Committee is being asked to approve the attached language which will be inserted into the FY 2022 CCWP. No action is needed from the committee on the TIP, as this request meets the qualifications for an Administrative Modification.

## DRAFT

### MDOT INCENTRIP MOBILE APPLICATION FOR MARYLAND MEGA-REGION

In FY2020, COG/TPB staff in collaboration with the University of Maryland, formally launched incenTrip in the Washington DC non-attainment region. The coverage area of the mobile app is in the process of being expanded to the “Mega-Region” in Maryland through a FHWA Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program grant. The focus for this project will be to administer and implement the incenTrip mobile app for commuters traveling to worksites in Maryland locations outside of the Washington DC non-attainment region as part of the expanded “Mega-Region.”

The incenTrip mobile application gives commuters the ability to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. App users also earn reward points while receiving recommendations on the best travel mode, departure time and/or route recommendations. The app allows users to earn reward points every time a trip is planned through incenTrip and users can take advantage of multimodal travel options, outsmart traffic jams, and invite their friends to join. With a single click, users can exchange their points for an incentive.

By supporting incenTrip and providing incentives to travelers, Commuter Connections can help MDOT address congestion, reduce energy use, and emissions in the “Mega-Region.” The key innovation of incenTrip is the development of personalized and dynamic incentives that vary based on individual preferences and real-time traffic conditions, which significantly improves the cost-effectiveness of traveler incentives. incenTrip performance can be monitored daily via a customized dashboard. The goal of the incenTrip eco-system is to improve multimodal transportation system performance along congested corridors.

During FY2022, COG/TPB staff will work with MDOT to help verify the points and awards structure and program participation guidelines for the app as it relates to the current structure in place for the Washington DC metropolitan region. A marketing initiative will also accompany the launch of the incentive app in the Maryland “Mega-Region” to encourage commuters to download and use the app. Creative materials will be examined and updated for the “Mega-Region” to be used to market the product to commuters through traditional and digital media outlets. The efforts will be coordinated with the ATCMTD grant and Commuter Connections marketing and advertising activities, particularly as it relates to the recovery from the pandemic. Support will also be provided to the technical aspects of the ATCMTD grant program with regards to the program expansion, the development and implementation

of digital payments and allowing for incentive points to be used in partnerships with transit and other entities as defined by the ATCMTD stakeholder group. COG/TPB staff will work on processing incentive payments, customer service, and the development and implementation of marketing campaign and outreach activities which will include a media plan and placement of various forms of advertisements in the Maryland Mega-Region.

**Cost Estimate:**

\$173,226

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$ 10,000
<i>(Media Buy)</i>	\$ 50,000
<i>(Commuter Incentives)</i>	\$100,000

**Products:**

Development and production of creative and marketing services including, but not limited to radio, internet, newsprint, educational video, SEO blog posts or influencers, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of web site text and social media pages to reflect promotional activities and incentives and tie-in to MDOT's incenTrip program site. *(COG/TPB staff in conjunction with consultant)*

**Services:**

Operation and administration of Maryland's (MDOT) incenTrip rewards program for the Maryland "Mega-Region" outside of the Washington DC non-attainment area. Services include but are not limited to registering and verifying participants, monitoring trip logs, supervisor verification, handling commuter challenges, construction projects, congested corridors and payments through various platforms (already in place or to be developed and implemented) to program participants through MDOT collaboration and oversight. *(COG/TPB staff)*

Promote mobile app to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Technical consultation and troubleshooting the app with software development team and implementing technical fixes.

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

**Schedule:**

July 1, 2021 - June 30, 2022

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

May 27, 2021

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

Dear Chairman Allen:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for one existing program described below and in the attached memo.

This action reflects the addition of funding and a new project to the FY 2022 Commuter Connections Work Program (CCWP) to administer MDOT’s incenTrip program in the “Mega-Region.” This amendment will also add funds to the FY 2021-2024 TIP, and as this project does not add capacity, this action does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding	Comment
3566	Commuter Connections Program	\$173,226	Add new funds (other) to the Commuter Connections Work Program.

This change to the FY 2022 CCWP was endorsed by the Commuter Connections State Transportation Demand Management Work Group on May 11, 2021, and MDOT requests that TPB approve this amendment at the TPB Steering Committee at its June 4, 2021 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.



The Honorable Charles Allen  
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We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,



Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY  
REQUIREMENT TO INCLUDE FUNDING FOR THE LEE HIGHWAY WIDENING PHASE II  
PROJECT AND THE POTOMAC AND RAPPAHANNOCK TRANSPORTATION  
COMMISSION'S (PRTC) PREVENTATIVE MAINTENANCE PROGRAM, AS  
REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

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

**WHEREAS**, Advanced Construction (AC) is the mechanism by which VDOT funds projects using state funding that will be reimbursed at a later time by the anticipated federal or other sources shown, and this reimbursement is called Advanced Construction Conversion/Payback (ACCP), which is not included in the project funding total; and

**WHEREAS**, in the attached letters of May 25 and May 27, 2021, VDOT has requested two amendments to the FY 2021-2024 TIP to include funding for these projects, as described in the attached materials:

- **Lee Highway Widening, Phase II (TIP ID 6604)**: decrease National Highway Performance Program (NHPP) – AC in FY 2021 for PE, ROW, and CON from \$89,247,000 to \$52,852,713 (ACCP FY 2022–2037) and add \$41,912,664 in Public-Private Partnership (P3) – AC funding in FY 2021 for CON (ACCP FY 2022 – 2037). Total project cost increases from \$89,634,000 to \$95,679,564 (which includes \$655,059 in GARVEE debt service payments included under TIP ID 6605); and

- **PRTC – Preventative Maintenance (TIP ID 5601):** decrease local funding from \$984,000 to \$880,000 in FY 2021 for CON and increase local funding in FY 2022 to \$1,106,000; increase FTA – State of Good Repair Program funding (Sect. 5337) in FY 2021 from \$616,000 to \$960,000 for CON and add \$569,000 in FY 2022 for CON; and decrease FTA Urbanized Area Formula Program funding (Sect. 5307) for CON from \$3,320,000 to \$2,560,000 and add \$3,856,000 for CON in FY 2022. Total project cost increases from \$38,509,000 to \$43,520,000.

**WHEREAS,** the Lee Highway Widening Phase II project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP, and the PRTC – Preventative Maintenance program is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 to include funding for these projects, as described in the attached materials:

- **Lee Highway Widening, Phase II (TIP ID 6604):** decrease NHPP – AC in FY 2021 for PE, ROW, and CON from \$89,247,000 to \$52,852,713 (ACCP FY 2022–2037) and add \$41,912,664 in P3 – AC funding in FY 2021 for CON (ACCP FY 2022–2037). Total project cost increases from \$89,634,000 to \$95,679,564 (which includes \$655,059 in GARVEE debt service payments included under TIP ID 6605); and
- **PRTC – Preventative Maintenance (TIP ID 5601):** decrease local funding from \$984,000 to \$880,000 in FY 2021 for CON and increase local funding in FY 2022 to \$1,106,000; increase Sect. 5337 funding in FY 2021 from \$616,000 to \$960,000 for CON and add \$569,000 in FY 2022 for CON; and decrease Sect. 5307 funding for CON from \$3,320,000 to \$2,560,000 and add \$3,856,000 for CON in FY 2022. Total project cost increases from \$38,509,000 to \$43,520,000.

**Approved by the TPB Steering Committee at its virtual meeting on June 4, 2021.**



## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

May 25, 2021

The Honorable Charles Allen, 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: FY 2019-2024 Transportation Improvement Program Amendment for TIP# 6604, UPC 110329  
(corresponding with TIP 6605, UPC 111986, GARVEE Debt Service) , Widen VA 29 from 4  
to 6 Lanes between Union Mill Road and Buckley's Gate Drive in Fairfax County, Virginia

Dear Chairman Allen:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2019-2024 Transportation Improvement Program (TIP) to program funding to widen VA 29 from four to six lanes between Union Mill Road and Buckley's Gate Drive in Fairfax County, Virginia. This project, which also includes intersection improvements and pedestrian/bicycle accommodations, will reduce congestion on a heavily traveled section of VA 29 in Fairfax County.

The amendment adds \$162,077 AC-NHPP funding for PE phase in FFY21; adds \$701,194 ACC-NHPP funding for PE phase in FFY24; adds \$1,976,489 AC-NHPP funding for RW phase in FFY21; adds \$1,425 ACC-NHPP funding for RW phase in FFY24; adds \$5,304,637 AC-NHPP funding for CN phase in FFY21.

The amendment includes \$655,059 GARVEE Debt Service Principal Previous years, \$259,128 GARVEE Debt Service Principal FFY21, \$664,814 GARVEE Debt Service Principal FFY22, \$1,993,783 GARVEE Debt Service Principal FFY23, \$2,080,641 GARVEE Debt Service Principal FFY24. Total GARVEE Debt Service Principal \$39,321,473. Corresponding Debt Service UPC 111986. The total project cost is estimated at approximately \$95,679,564.

The proposed additional funds are part of VDOT's revenue estimates included in the Visualize 2045 Financial Plan. This project was included in the Visualize 2045 air quality conformity analysis.

VDOT requests approval of this TIP Amendment by the Transportation Planning Board's Steering Committee at its meeting on June 4. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

John Lynch, P.E.  
Acting District Administrator  
Northern Virginia District, VDOT

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Norman Whitaker, AICP, VDOT-NoVA



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

May 27, 2021

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

RE: National Capital Region FY 2021-2024 Transportation Improvement Program Amendments for Potomac and Rappahannock Transportation Commission

Dear Mr. Allen:

On behalf of the Potomac & Rappahannock Transportation Commission (PRTC) VDOT requests an amendment to a project in the FY 2021-2024 Transportation Improvement Program (TIP) to reflect additional and revised funding. The requested change is outlined below:

- **PRTC – Preventive Maintenance (TIP ID 5601, Agency ID PRTC004)**. The proposed amendment would increase to \$960K the construction phase of FY2021 using Section 5337 funds and reduce to \$880K and \$2,560K the construction phase of FY2021 in the Local and Section 5307 funding, respectively. Add \$569K, \$3,856K and \$1,106K in the construction phase of FY2022 using Section 5337, Section 5307 and Local funding, respectively.

This project is consistent with the 2018 Visualize 2045 Financial Analysis and is exempt from Air Quality Conformity Analysis requirements. The requested amendments reflect the Commonwealth of Virginia's latest priorities, cost estimates and funding allocations.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on June 4, 2021. VDOT's representative will attend the meeting and will be available to answer any questions. Thank you for your consideration of this request.

Sincerely,

John Lynch, P.E., Acting District Administrator  
Northern Virginia District

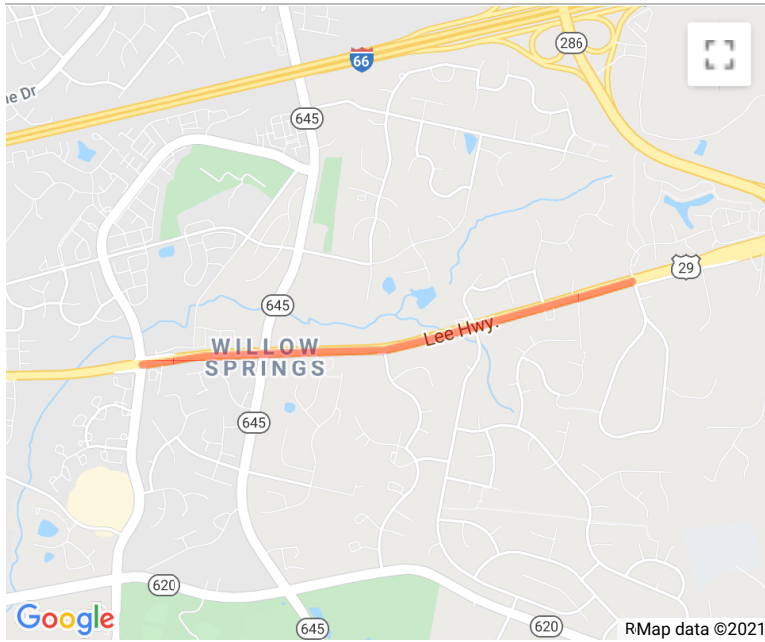
cc:

Ms. Betsy Massie, PRTC, Ms. Maria Sinner, P.E., VDOT, Mr. Norman Whitaker, AICP, VDOT

**National Capital Region Transportation Planning Board  
 FY 2021-2024 Transportation Improvement Program  
 Virginia Department of Transportation  
 TIP Action 21-26: Formal Amendment  
 Approved by the TPB Steering Committee on June 4, 2021**

<i>TIP ID</i>	6604	<i>Agency Project ID</i>	110329	<i>Total Cost</i>	\$95,679,564
<i>Lead Agency</i>	VDOT	<i>Municipality</i>		<i>County</i>	Fairfax
<i>Project Type</i>	Road - Add Capacity/Widening	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Lee Highway Widening Phase II				
<i>Project Limits</i>					
<i>Description</i>	Widen Route 29 from 4 lanes to 6 lanes from Union Mill Road to Buckley's Gate Drive, with added capacity, improved geometrics and pedestrian/bicycle facilities. Corresponding Debt Service UPC is 111986.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	\$259,128	-	-	-	-	\$259,128
PE	NHPP	-	\$4,737,813	-	-	-	-	\$4,737,813
PE	NHPP	-	-	\$664,814	\$1,993,783	\$2,079,216	-	\$4,737,813
PE	NHPP	-	-	\$-664,814	\$-1,993,783	\$-2,079,216	-	\$-4,737,813
	<i>Total Preliminary Engineering</i>	-	\$4,996,941	-	-	-	-	\$4,996,941
ROW	NHPP	-	\$26,996,326	-	-	-	-	\$26,996,326
ROW	NHPP	-	-	-	-	\$1,425	\$26,994,901	\$26,996,326
ROW	NHPP	-	-	-	-	\$-1,425	\$-26,994,901	\$-26,996,326
	<i>Total Right of Way</i>	-	\$26,996,326	-	-	-	-	\$26,996,326
CON	NHPP	-	\$21,118,574	-	-	-	-	\$21,118,574
CON	NHPP	-	-	-	-	-	\$21,118,574	\$21,118,574
CON	NHPP	-	-	-	-	-	\$-21,118,574	\$-21,118,574
CON	P3	-	\$41,912,664	-	-	-	-	\$41,912,664
CON	P3	-	-	-	-	-	\$41,912,664	\$41,912,664
CON	P3	-	-	-	-	-	\$-41,912,664	\$-41,912,664
	<i>Total Construction</i>	-	\$63,031,238	-	-	-	-	\$63,031,238
	<b><i>Total Programmed</i></b>	-	<b>\$95,024,505</b>	-	-	-	-	<b>\$95,024,505</b>



**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-26 Amendment 2021-2024	06/04/2021	<i>Pending</i>	<i>Pending</i>	N/A

**Current Change Reason**

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

*Funding Change(s):*

Total project cost decreased from \$95,767,000 to \$95,024,505

\* ACCP is not part of the Total



<i>TIP ID</i>	5601	<i>Agency Project ID</i>	PRTC0004	<i>Total Cost</i>	\$43,520,000
<i>Lead Agency</i>	VDOT	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	PRTC - Preventive Maintenance				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Maintenance of the Omniride and Omnilink fleet.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	LOCAL	\$6,567,720	\$880,000	\$1,106,000	-	-	-	\$8,553,720
CON	SECT. 5307	\$19,928,800	\$2,560,000	\$3,856,000	-	-	-	\$26,344,800
CON	SECT. 5337- SGR	\$6,192,000	\$960,000	\$569,000	-	-	-	\$7,721,000
CON	STATE	\$150,080	-	-	-	-	-	\$150,080
CON	STBG	\$750,400	-	-	-	-	-	\$750,400
	<i>Total Construction</i>	\$33,589,000	\$4,400,000	\$5,531,000	-	-	-	\$43,520,000
	<b><i>Total Programmed</i></b>	<b>\$33,589,000</b>	<b>\$4,400,000</b>	<b>\$5,531,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$43,520,000</b>

\*Not Location Specific

**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption	2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-26 Amendment	2021-2024	06/04/2021	<i>Pending</i>	N/A	<i>Pending</i>

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update, Additional year of funding from recent appropriation.

*Funding Change(s):*

Total project cost increased from \$38,509,000 to \$43,520,000

Amendment Summary for TIP Action 21-26  
Virginia Department of Transportation  
Approved by TPB Steering Committee on June 4, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
6604	Lee Highway Widening Phase II	6	\$5,390,505	\$89,634,000	\$95,024,505	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>National Highway Performance Program</p> <ul style="list-style-type: none"> <li>▶ Delete \$174,000 in FFY 18 in PE</li> <li>▶ Add funds in FY 2021 for PE for \$259,128</li> </ul> <p>National Highway Performance Program (AC)</p> <ul style="list-style-type: none"> <li>▶ Delete \$5,478,000 in FFY 18 in PE</li> </ul> <p>+ Increase funds in FFY 21 in PE from \$4,576,000 to \$4,737,813</p> <p>+ Increase funds in FFY 21 in ROW from \$25,020,000 to \$26,996,326</p> <p>+ decrease funds in FFY 21 in CON from \$54,073,000 to \$21,118,574</p> <p>National Highway Performance Program (ACCP)</p> <ul style="list-style-type: none"> <li>▶ Delete 481,000 in FFY 18 in PE</li> <li>▶ decrease funds in FFY 2022 in PE from \$795,000 to \$664,814</li> <li>▶ decrease funds in FFY 2023 in PE from \$2,403,000 to \$1,993,783</li> <li>▶ increase funds in FFY 2024 in PE from \$1,378,000 to \$2,079,216</li> <li>▶ delete \$1,130,000 in FFY 2023 in ROW</li> <li>▶ add funds in FFY 2024 in ROW for \$1,425</li> </ul> <p>▶ Add funds in FUTURE in ROW for \$26,994,901, + CON for \$21,118,574</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in PE for \$2,079,216 ROW for \$1,425</li> <li>▶ Add funds in FFY 23 in PE for \$1,993,783</li> </ul> <p>Public-Private Partnership (AC)</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 21 in CON for \$41,912,664</li> </ul> <p>Public-Private Partnership (ACCP)</p> <ul style="list-style-type: none"> <li>▶ Add funds in FUTURE in CON for \$41,912,664</li> </ul> <p>Total project cost decreased from \$89,634,000 to \$95,024,505</p> <p>* ACCP is not part of the Total</p>
5601	PRTC - Preventive Maintenance	13	\$5,011,000	\$38,509,000	\$43,520,000	Programming Update, Additional year of funding from recent appropriation.	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Local</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 21 in CON from \$984,000 to \$880,000</li> <li>▶ Add funds in FFY 22 in CON for \$1,106,000</li> </ul> <p>Sect. 5337 - State of Good Repair Program</p> <p>+ Increase funds in FFY 21 in CON from \$616,000 to \$960,000</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in CON for \$569,000</li> </ul> <p>Sect. 5307 - Urbanized Area Formula Program</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 21 in CON from \$3,320,000 to \$2,560,000</li> <li>▶ Add funds in FFY 22 in CON for \$3,856,000</li> </ul> <p>Total project cost increased from \$38,509,000 to \$43,520,000</p>



## **MEMORANDUM**

**TO:** Transportation Planning Board Steering Committee  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Fall Meeting In-Person/Virtual Logistics: Discussion of Options and Preferences  
**DATE:** May 28, 2021

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COG has advised staff of plans to return to the office (with an increase to its previous telework frequency) starting September 1, 2021. We expect COG offices to be open to members and the public starting post Labor Day in September 2021. While a decision on in-person meetings at COG is yet to be made, we anticipate resuming in-person meetings post Labor Day as well. The Steering Committee will discuss the return to in-person meeting options and opportunities.

Staff anticipates that flexibility will be needed, as TPB member agency representatives reconcile personal and professional needs as they enter their office and resume routine daily activities. As such, staff suggests an interim arrangement for committee meetings for the remainder of 2021 to facilitate employee and employer transitions to new work arrangements. Staff will continue to reevaluate what is working and what needs further attention throughout the Fall. An assessment of the experience through 2021 to determinate plans for 2022 could be completed in December.

### **OPTIONS UNDER CONSIDERATION**

Options for future meeting formats include, but are not limited to:

1. All virtual with no in-person option
2. Alternate in-person and all virtual meetings, monthly
3. In-person meetings, with WebEx and camera in the meeting room (Hybrid)
4. In-person meetings, with WebEx and no camera (how some meetings were conducted prior to pandemic)
5. In-person meetings, with audio only via conference call (how some meetings were conducted prior to pandemic)
6. Others?

Given the large number of committees, the diverse meeting and event schedules, and number of attendees, staff expects a diverse set of options to be chosen by different committees. Staff seeks Steering Committees guidance on the options and concurrence to conduct an anonymous survey later this summer to gather member feedback on preferences and comfort with returning to in-person committee meetings at COG. Additionally, COG staff plans to test some of the above options (particularly the Hybrid option) during the summer months in preparation for the post labor day return to office and meetings.



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** June 10, 2021

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



National Capital Region  
**Transportation Planning Board**

June 1, 2021

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

Re: RAISE Program Grant Application for Old Bridge Road/Gordon Boulevard Intersection  
Improvements by Prince William County, Virginia

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 Prince William County for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to improve the intersection of Old Bridge Road/Gordon Boulevard.

This project will construct a grade separated interchange at the intersection of Gordon Boulevard (Route 123) and Old Bridge Road. This project is under an active Virginia DOT Strategically Targeted Affordable Roadway Solutions (STARS) study to develop an innovative, cost effective design solution that will work holistically with the Route 123 intersections at I-95 and Route 1 to improve operations along the corridor. Improvements to this intersection will eliminate dangerous weaving movements and would reduce congestion on Route 123 and at I-95 Exit 160: consistently ranked one of the top bottlenecks in the region. The project includes pedestrian and bicycle facilities on Route 123 and Old Bridge Road and would reconfigure the Old Bridge Commuter Lot to enhance access between the Commuter Lot and the I-95 Express Lanes for transit vehicles. The RAISE grant will provide funding to construct the intersection and to implement the recommended accessibility improvements of the solutions study.

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 safety, transit accessibility, and targeted congestion spot 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.

The TPB requests your favorable consideration of this request by Prince William County. 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 blue ink, appearing to read "Charles Allen".

Charles Allen  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paolo Belita, Prince William County Department of Transportation



National Capital Region  
**Transportation Planning Board**

June 1, 2021

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

Re: RAISE Program Grant Application for Prince William Parkway/Minnieville Road Intersection Improvements by Prince William County, Virginia

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 Prince William County for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to improve the intersection of Prince William Parkway/Minnieville Road.

The Prince William Parkway (State Route 294) and Minnieville Road Intersection Project will construct a grade separated interchange to relieve congestion, improve safety and enhance connectivity and access to the regional network. This intersection serves key OmniRide bus transit routes and the project area is the focus of an active feasibility study for a dedicated bus/HOV lane to improve travel times between underutilized commuter lots in the project area and I-95 to increase transit and carpooling as commuter modes. The project includes pedestrian and bicycle facilities. The RAISE grant will provide funding for construction and to implement the recommended improvements of the feasibility study for this significant intersection.

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 safety, transit accessibility, and targeted congestion spot 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.

The TPB requests your favorable consideration of this request by Prince William County. 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 blue ink, appearing to read "Charles Allen".

Charles Allen  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paolo Belita, Prince William County Department of Transportation



National Capital Region  
**Transportation Planning Board**

June 8, 2021

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

Re: RAISE Program Grant Application by Arlington County, Virginia for the Arlington National Cemetery (ANC) Wall Trail 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 Arlington County, Virginia for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Arlington National Cemetery (ANC) Wall Trail Project.

The ANC Wall Trail will construct a ten-foot wide pedestrian and bicycle trail on the west side of Virginia Route 110, outside the boundary wall of Arlington National Cemetery, connecting Memorial Avenue with Columbia Pike. The project will complete a missing link of the National Capital Regional Trail Network, and when connected together with existing segments will provide a “crosstown” bicycle and pedestrian connection between all three of Arlington’s major radial development corridors: Rosslyn-Ballston, Crystal City, and Columbia Pike. The ANC Wall Trail will also provide a safe, direct connection between Arlington and the District of Columbia via the Memorial Bridge.

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 ANC Wall Trail is part of the TPB’s adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. 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 Arlington County. 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,

Charles Allen  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Dennis Leach, Director of Transportation, Arlington County Department of Environmental Services





National Capital Region  
**Transportation Planning Board**

June 8, 2021

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

Re: RAISE Program Grant Application by Loudoun County, Virginia for the Washington and Old Dominion (W&OD) Trail Overpass 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 Loudoun County, Virginia for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to construct an overpass for bicyclist and pedestrians on the W&OD Trail.

The W&OD Trail is a 45-mile-long regional trail in Northern Virginia that starts in Arlington County and ends in the Town of Purcellville, Loudoun County used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting, and recreational purposes. In response to safety concerns, the W&OD crossing at Sterling Boulevard was identified through a prioritization process as the number one priority for trail safety in the County with 222 potential conflicts. Daily volumes on the trail are about 820 on weekdays and over 2,000 users on weekends, with vehicular traffic of about 27,000 vehicles a day. The requested RAISE grant funding will be used to build a grade-separated pedestrian and cyclist overpass above Sterling Boulevard.

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 W&OD Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. 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 Loudoun County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the project would be added to the region's transportation improvement program (TIP).

Sincerely,

Charles Allen  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Joe Kroboth, Director, Loudoun County Department of Transportation and Capital Infrastructure



National Capital Region  
**Transportation Planning Board**

June 8, 2021

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

Re: RAISE Program Grant Application for Virginia Railway Express (VRE) L'Enfant Station and Fourth Track 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 Virginia Railway Express (VRE) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program planning grant for the L'Enfant Station (Washington, DC) and Fourth Track (Virginia) Project.

The L'Enfant Station and Fourth Track Project includes the planning, design, permitting, and construction for an expanded VRE L'Enfant Station and an additional mainline track between the Virginia (VA) and L'Enfant (LE) interlockings in Washington, DC. The expanded station will support simultaneous boarding of two full-length trains. The project will aim to improve station access and customer convenience at the station while also improving service reliability through the provision of additional track capacity in the LE to VA rail corridor. The requested RAISE planning grant funding will be used to complete the final design for the project and will supplement Commonwealth of Virginia Rail Enhancement Fund and VRE capital funds currently committed for project planning, development and final design.

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 investment in public transportation and improved transit accessibility to provide a broad range of public and private transportation choices for our region. This planning 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 Virginia Railway Express. 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,

Charles Allen  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Rich Dalton, CEO, Virginia Railway Express



National Capital Region  
**Transportation Planning Board**

June 8, 2020

Paul J. Wiedefeld  
General Manager  
Washington Metropolitan Area Transit Authority  
600 Fifth Street, NW  
Washington, D.C. 20001-2693

Re: Street Smart FY 2022 funding

Dear Mr. Wiedefeld:

On behalf of the Transportation Planning Board (TPB) I am happy to inform you that the TPB will be renewing its “Street Smart” Pedestrian and Bicycle Safety Campaign in federal FY 2022. This region-wide campaign promotes safety for Pedestrians and Bicyclists including WMATA’s transit riders as they walk or bike to and from bus stops and Metrorail stations. The campaign is funded by DDOT, the Maryland Highway Safety Office, the Virginia Highway Safety Office, and WMATA. I am now asking that you consider renewing WMATA’s contribution of \$150,000 for FY 2022.

The Street Smart campaign cautions drivers to slow down and watch out for people walking and biking. Messages are delivered in both English and Spanish via online media, news stories, on-the-ground outreach, and outdoor media, including transit ads.

WMATA is a valued partner and funder of the campaign. WMATA’s financial contribution of \$150,000 accounted for 18% of the FY 2021 budget of \$820,000. WMATA also ran pro bono transit advertising when space was available. For the Spring 2021 campaign wave WMATA hosted a video testimonial wall at six Metro stations – Tysons, Suitland, Minnesota Avenue, Wheaton Avenue, Rhode Island Avenue, and Eisenhower Avenue. WMATA staff also served on the advisory committee and helped shape the development of the video testimonials which were launched in Fall 2019.

The Street Smart campaign benefits to WMATA include passenger safety messaging, advertising revenue, and partnership in a major public service program. The Street Smart campaign places advertising on WMATA buses, which often served corridors with heavy pedestrian activity. See the attached Fall 2020 Summary and the FY 2020 Annual Report for more details.

The Street Smart campaign has been successful in terms of increasing public awareness of the consequences of unsafe behaviors, changing reported pedestrian and motorist behavior, and leveraging earned media and local law enforcement. The transit advertising has been particularly effective.

As a unified regional campaign, Street Smart benefits from economies of scale in production and purchase of advertising, greater leveraging of federal funding from multiple recipients, and greater media attention than would be possible for an individual agency safety campaign.

For funds to be available for the Fall 2021 campaign wave, funding commitment letters should be sent to Director of Transportation Planning, Kanti Srikanth, at the address below by July 31, 2021. In addition, please also email a copy of the funding commitment letter to [ksrikanth@mwkog.org](mailto:ksrikanth@mwkog.org).

Paul J. Wiedefeld  
June 5, 2020

Should you have any questions about the campaign or the requested voluntary contribution, please contact Kanti Srikanth at (202) 962-3257. Thank you for your participation in this program that addresses one of our region's most critical needs: pedestrian and bicyclist safety.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles Allen".

Charles Allen  
Chair, National Capital Region  
Transportation Planning Board

cc: Kanti Srikanth, Director of Transportation Planning, MWCOG  
James Wojciechowski, Vice President and Assistant Chief Safety Officer  
James Carrington, Senior Planner, Office of Planning, WMATA



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** June 10, 2021

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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:** Jon Schermann, Transportation Planner  
**SUBJECT:** FY 2021 Regional Roadway Safety Program Technical Assistance Funding Recommendations  
**DATE:** June 4, 2021

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This memo provides information on the recommendations of the Selection Panel for the initial round of technical assistance under the Regional Roadway Safety Program (RSPP). The panel met in May and recommended 5 projects for funding. It is anticipated that the TPB will vote on the panel's recommendations at the July 21 meeting.

### FUNDING RECOMMENDATIONS FOR FY 2021

A total of \$250,000 in FY 2021 Unified Planning Work Program (UPWP) funding was authorized for the Regional Roadway Safety Program. The RSPP Selection Panel recommends 5 projects for funding.

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

- All 5 projects address one or more of the funding priorities outlined in TPB Resolution R3-2021.
- All 5 projects either directly or indirectly encourage improved road user behavior.
- All 5 projects work to identify and/or design safety countermeasures.
- Four projects are either entirely within or connect to Equity Emphasis Areas.

Projects recommended for funding:

#### **MD 650 High Injury Network Safety Study and Design**

*Montgomery County, \$60,000*

This project will conduct a roadway safety audit and subsequent design of selected recommendations for safety improvements along MD 650 (New Hampshire Avenue) from I-495 (Capital Beltway) to MD 320 (Piney Branch Road) in Montgomery and Prince George's Counties.

#### **Roadway Safety Audits and Design Recommendation for County Maintained High Injury Network**

*Prince George's County, \$40,000*

This project will conduct roadway safety audits to identify traffic safety issues faced by pedestrians and bicyclists on several county-maintained roadway segments. The project will also provide design recommendations for safety improvements along these roadway segments.

### **Bowie Road Safety Audit**

*City of Laurel, \$30,000*

This project will conduct a roadway safety audit on Bowie Road, a 0.7-mile roadway that connects US 1 to MD 197 in City of Laurel. The audit will examine all aspects of roadway safety and traffic signal effectiveness to eliminate hazards for all road users, including motorists, pedestrians, and bicyclists.

### **Arlington / Virginia School Zone Speed Camera Guidelines**

*Arlington County, \$60,000*

This project will develop guidelines to help identify, prioritize, and implement speed cameras in school zones. The project will include review and incorporation of best practices and lessons learned from other jurisdictions that have undertaken similar efforts. Guidelines will be data driven and equitable.

### **Herndon Parkway (Van Buren to Spring) Complete Street Safety Improvements**

*Fairfax County, \$60,000*

This project will prepare a Complete Street multimodal design for Herndon Parkway, between Van Buren Street and Spring Street, that includes applicable safety countermeasures resulting in safer infrastructure for pedestrians, bicyclists, drivers and transit users travelling between the W&OD Trail, Herndon Metrorail Station, adjacent Equity Emphasis Area (EEA) and the surrounding region.

## **APPLICATION PROCESS**

On January 19, 2021, the TPB issued a call for projects for the initial round (FY 2021) of Regional Roadway Safety Program technical assistance. The deadline for application submissions was March 22, 2021. 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 11 applications (4 from Maryland jurisdictions and 7 from Virginia jurisdictions) totaling \$700,000 in funding requests for this round. \$250,000 is authorized. This includes three funding sources:

- \$150,000 from the TPB's FY 2021 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:

- Usman Ali, Federal Highway Administration – DC Division
- Tim Kerns, Maryland Highway Safety Office
- Azadeh Norouzi, District Department of Transportation
- Stephen Read, Virginia Department of Transportation
- Jon Schermann, COG/TPB staff

The selection panel met on May 6 to review the project applications and develop a list of recommended projects for this round of technical assistance. The selection panel 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 a high, medium, or low score. The rankings served as a starting point for the panel's collective discussion.

Based upon a consensus developed at the May 6 meeting, the selection panel developed a list of five 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 developing the list, the panel strove to equitably allocate the funding distribution between Maryland and Virginia.

In some cases, the panel chose to recommend funding at a lower level than requested on the application. These changes were made in accordance with information on scalability provided in the applications.

## **PROPOSED PROJECT COMPLETION TIMELINE**

On July 21, 2021, the TPB will be asked to approve the proposed slate of 5 projects for technical assistance funding under the FY 2021 Regional Roadway Safety Program. Upon approval of the projects, TPB staff will begin to coordinate with the jurisdictions to begin the consultant selection process from 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, 2022.

For further questions regarding the Regional Roadway Safety program, contact Jon Schermann ([jschermann@mwkog.org](mailto:jschermann@mwkog.org); 202-962-3317).





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Karen Armendariz, TPB Public Engagement Specialist  
Abigail Zenner, TPB Communications Specialist  
**SUBJECT:** Overview of the “Aspiration to Implementation” Outreach Activity  
**DATE:** June 10, 2021

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This memo provides information about the background, purpose, and logistics about the Aspiration to Implementation activity that will begin on the last week of June and will culminate by July 31. An official email will be sent to the TPB prior to officially launching the outreach activity.

## **BACKGROUND**

In 2017, while developing Visualize 2045, the TPB looked at more than 80 projects, programs, and policies that are not currently funded, but could potentially address key challenges the region is facing. Some of these ideas were packed into initiatives that were analyzed for their impacts on future transportation conditions.

Based upon analysis and discussion, the TPB endorsed seven initiatives in early 2018 for future concerted action and inclusion in the aspirational element of Visualize 2045.

The seven initiatives are:

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit 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 Trail Network

## **PURPOSE OF THE ASPIRATION TO IMPLEMENTATION ACTIVITY**

The purpose of the Aspiration to Implementation activity is to reaffirm the importance and impact that the Aspirational Initiatives have in the region. TPB is doing this by highlighting examples of projects that align with the Aspirational Initiatives and have successfully been implemented throughout the region. By highlighting physical examples of these projects, TPB staff seeks to:

- Raise awareness of the TPB Aspirational Initiatives by allowing people to see how these concepts can be implemented.

- Meet people where they are and ask for feedback as they interact with projects that align with the Aspirational Initiatives.
- Allow the public to contribute to the TPB’s discussion and analysis about these initiatives by providing input about how these initiatives have been useful and what they need to continue accessing them in the future.

## DETAILS

### Project Related Posters:

Staff will highlight projects that align with a specific Aspirational Initiative by placing a poster with a QR code that can be scanned to access the webpages on the Visualize 2045 website. Once on the website, participants will be able to watch an informational video about the TPB’s Aspirational Initiatives and respond to a series of questions that ask how the specific project has impacted them. The figure below shows the respondent’s journey after finding a poster.



A web page will also be available on the Visualize 2045 website. This page will be able to be accessed by any member of the public without having to encounter a poster or having to scan a QR code.

## PROMOTION AND AMBASSADORS

To get the word out about this outreach, staff will also be promoting the activity on social media and word of mouth. Staff will provide Visualize 2045 ambassadors with talking points, sample text for newsletters, and sample social media posts to share.

The ambassadors, as influencers in the region will be asked to participate in the social media campaign. The campaign will include a digital passport that can be filled out by visiting selected sites in the region. Ambassadors will also be asked to share pictures of the signs when they encounter them around the region. Staff will also ask ambassadors to share the campaign with their networks, neighbors, and constituents to spread the word and encourage participation.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner  
**SUBJECT:** Summary: TPB Work Session: Facilitated Review of Technical Inputs (May 19, 2021)  
**DATE:** June 10, 2021

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This memorandum summarizes the comments made by the members of the National Capital Region Transportation Planning Board (TPB) on the technical inputs for the update to Visualize 2045 and the Transportation Improvement Program (TIP) during the TPB's May 19, 2021 work session. This memorandum also summarizes the information and responses provided by TPB member agency technical staff and TPB staffs. The memorandum is organized into two sections, general comments, and project-specific comments.

### **INTRODUCTORY REMARKS**

Welcoming members to the work session, board Vice-Chair Ms. Pamela Sebesky noted that the work session was a follow-up to the April work session. She noted the purpose of the session as a review of proposed inputs to be included in the Air Quality Conformity Analysis. The work session began where the April meeting left off, reviewing projects proposed by the state and local jurisdictions. The review order was noted as Maryland projects, followed by Virginia and the District of Columbia, and ending with other regional projects.

Director Srikanth reviewed a slide deck that summarized the regional policy documentation provided to the board for all projects in the constrained element of the plan and thanked the more than fifty technical staff members across the region for providing the information that is included in this documentation. The presentation was posted on the meeting page:

<https://www.mwco.org/events/2021/5/19/transportation-planning-board/>

Ms. Cook then began facilitating the review.

### **MARYLAND PROJECTS**

Mr. Earl Lewis and Ms. Caryn Brookman of the Maryland Department of Transportation began by briefing the members on the changes to the I-495/I-270 Express (HOT) Lanes project that had recently been announced by the Governor of Maryland. The most significant change was the proposed construction of HOT lanes on I-495 from I-270 to Woodrow Wilson Bridge was being changed to a study. This meant that the project would no longer be included in the regional air quality conformity analysis. The presentation can be found at the end of this memorandum.

Mr. Marc Korman, Maryland House of Delegates, asked a question about Table 2 of the Appendix E of the regional policy documentation. He questioned why none of the Maryland projects denotes "expand bus rapid transit and transitways regionwide" and "move more people on Metrorail." He

commented that the Purple Line would move more people on Metrorail and the HOT lanes project and that is not noted in the project's description. He also said that the HOT lanes project has been presented to provide busses access to the rapid lanes and also expansion of bus capacity at Shady Grove Metro station yet did not see any of these in the description here. Mr. Lewis agreed that both projects would benefit transit and transit ridership and said he would look into the project descriptions. He said that Maryland invests a significant amount of funding on transit and will continue to do so given that transit is a critical element of the transportation system..

Mr. Korman followed up asking if MDOT is required to investment in transit by law. Mr. Lewis responded noting its more than the law and that they are working not only for compliance but also to meet expectations of the constituency by investing to increase transit usage and to make it successful.

Mr. Victor Weissberg, Prince George's County, added to the comments that the inclusion of transit to the American Legion Bridge I-270 to I-70 Traffic Relief Plan is essential to the regional balance and connectivity especially considering the connection to Northern Virginia across the Woodrow Wilson Bridge.

Ms. Kacy Kostiuk, Takoma Park, asked about what changes occurred in the project submission for the American Legion Bridge in regard to the I-495 section, particularly with regard to conformity analysis. Ms. Cook noted that the comment period packet includes an updated conformity analysis table that shows the changes to the HOT lanes project made during the comment period. Mr. Lewis noted the project between American Legion Bridge and I-270 will proceed with construction while remainder on I-495 will remain under study. MDOT is planning to work with local jurisdictions and stakeholders on how to address congestion across the Maryland component of I-495.

Ms. Cook asked Ms. Jane Posey, TPB, if she would like to speak on the study being done for the I-495 project in relation to the air quality conformity analysis inputs. Ms. Jane Posey noted that portion of the beltway that is under study would not be able to move forward into construction until it comes back through a conformity analysis and approved as part of project inputs for the TPB. Mr. Weissberg asked if that includes the transit component as well. Ms. Posey confirmed it does.

Ms. Bridget Newton noted that the City of Rockville submitted a letter to TPB with concerns about the proposal for HOT lanes on I-270. She mentioned taking I-495 off the table does not help the entire situation and another analysis is needed to see if the southern portion of I-270 will have positive impacts. Ms. Newtown also noted that significant costs will be incurred along the project that have yet to be accounted for and commented that MDOT-SHA has not responded to the City's requests for information from November 2020. She ended her comments noting that the problem isn't in the lower portion of the project but is rather located at the bottleneck where the 6-lane portion becomes 2-lane. The City of Rockville would be severely impacted.

Ms. Kostiuk asked about the assumptions on the vehicle miles traveled (VMT) for the expansion project. She wanted to know to what extent VMT analysis looks at the potential for increased congestion on other streets. Mr. Lewis noted MDOT's goal at managing VMT, as Maryland continues to reduce VMT per capita, they will continue to monitor the impact that COVID and post-pandemic life will have on VMT per capita. He mentioned the importance to continue of transit to help relieve congestion and help reduce emissions.

In response to Ms. Newton, Mr. Lewis added that congestion in that corridor is from the bridge and up to I-270. He noted that previous studies identified the congestion and recognize it as an important issue that needs to be addressed.

Mr. Mark Phillips, WMATA, noted that he found discrepancies in Tables 1 and 2 for multiple projects in different jurisdictions. Mr. Phillips asked Ms. Cook, between the project text and tables, which are likely to be more accurate or if staff needs more time to review and make corrections. Ms. Cook acknowledged the discrepancies and noted that most of the available information is correct but to defer to text, in the case of discrepancies. Due to the technical nature of the questions, she also noted that there is the possibility for different interpretations of the checkboxes in the tables. She ended by noting that staff will review the documentation. Mr. Phillips asked if Mr. Lewis had any comments on how the I-270/I-495 project would address greenhouse gasses and VMT. Mr. Lewis replied noting that the data in the tables and text will be reviewed. He mentioned that there is a long-term trend towards the electrification of vehicles which will drive emissions down and reduce congestion and greenhouse gasses from idling vehicles. He said that more research will be done to see how to meet MDOT's GHG objectives.

Mr. Lewis noted MDOT's participation with the Maryland Commission on Climate Change and gave some insight on the work being done to address climate change and greenhouse gas emissions. He ended his statements mentioning no concern that the I-270/I-495 project will impact MDOT's ability to meet their GHG objectives.

Mr. Shyam Kannan, WMATA, stated that the responsibility of the Board is to make sure that the project submissions are fully completed. He stressed the importance of completeness when considering approval of investments. He noted difficulties in the ability to approve of projects that contain discrepancies or lack information to support data. Mr. Lewis noted that the manage lane study is part of the Traffic Relief Plan and the project is a private-public partnership which does not use state funds to build the project. He noted that it's a critical infrastructure project that will help relieve congestion.

Ms. Cook noted that the technical transportation staff across the region have taken the time to provide narrative and binary responses to the project submissions. She noted the binary responses for the 400+ projects and the narrative responses are complete, except for a few projects for which questions may not apply. Ms. Cook asked the board members to reach out to her if there is specific information needed on a particular project.

## **VIRGINIA PROJECTS**

Ms. Maria Sinner, of the Virginia Department of Transportation, began by speaking about VDOT's work to complete all the project regional policy documentation packages and descriptions and thanked all of the sister agencies who contributed to gather all of the data. She noted that VDOT is very focused on reducing greenhouse gasses and VMT per capita through projects, policies, and strategies. She also noted that VDOT was questioned about their efforts in helping to mitigate climate change issues during the April Work Session. To address those questions, VDOT prepared a presentation during which Mr. Norman Whitaker briefed the participants about VDOT's environmental activities. He went over the Statewide Vision and discussed efforts VDOT is participating in to mitigate greenhouse gas emissions. He also provided examples of efforts in place

and strategies being encouraged that would help reduce greenhouse gas emissions and address VMT, specifically looking at the multi-modal express lane system, Performance-Based Planning, and emerging clean technologies. Mr. Whitaker noted the Regional Multi-Modal Mobility Program (RM3P) for which VDOT is partnered with NVTA. It was described as a technology that combines travel demand management with intelligent transportation systems using artificial intelligence. The presentation can be found at the end of the memorandum.

Ms. Jeanette Rishell, Manassas Park, noted that individuals or groups can misrepresent facts and thanked Mr. Whitaker for his presentation and hopes it clears up any misinformation.

### **DISTRICT OF COLUMBIA PROJECTS**

Ms. Lezlie Rupert of the District Department of Transportation commented that the DDOT program reflects and is committed to the District's goals, federal requirements, and the region's goals and aspirations. DDOT is working to utilize their right of way to create a safe and connected network for all modes of transportation. Ms. Rupert noted that none of DDOT's projects increase capacity and are not anticipated to increase VMT or have any adverse impact to the regional climate. No questions were received by DDOT since the April Work Session where there was discussion on H & I Street.

No questions or comments were asked by the participants.

### **OTHER PROJECTS/TECHNICAL INPUTS**

No questions or comments were asked by the participants.

Mr. Srikanth ended the meeting by inviting Board members to reach out to the TPB if there are any questions or comments in the next 10 days.



# American Legion Bridge I-270 to I-70 Relief Plan

Transportation Planning Board

Work Session #2

May 19, 2021



# American Legion Bridge I-270 to I-70 Relief Plan

- **Phase 1 South** is I-495 from George Washington Parkway to MD 187 and then I-270 from I-495 to I-370 including the I-270 east spur from MD 187 to I-270 – part of the I-495 & I-270 Managed Lanes Study (MLS)
- **Phase 1 North** is I-270 from I-370 to I-70 and is a separate study that is in Pre-NEPA







## MLS Project Update *Continuous Collaboration*

Since the January IAWG, MDOT SHA has continued to address DEIS comments and has been meeting with individual agencies and stakeholders to hear concerns and work towards a resolution of critical study topics.

- Held over 20 office and field agency coordination meetings with various agencies and stakeholders, including but not limited to:
  - FHWA, EPA, NCPC, NPS, USACE, US Navy
  - DNR, MDE
  - M-NCPPC, Montgomery County DOT, Prince George's County DPW&T
  - City of Rockville
  - Washington Biologists' Field Club
- Held Section 106 Consulting Parties Meeting
- Established Executive Steering Committee
- Continued Economic Working Group efforts
- Established Environmental Justice Working Group
- Re- initiated Community Meetings



## Recommended Preferred Alternative (RPA)

- Announced in January, **Alternative 9 was identified as the RPA** based on results of traffic, engineering, financial and environmental analyses and public comment
- After several months of further coordination with and listening to our agencies and stakeholders on Alternative 9 as the RPA, MDOT is **now aligning the MLS to be consistent with the phased delivery and permitting approach**
- MDOT and FHWA have identified a **new RPA, Alternative 9 – Phase 1 South** to include the same two new HOT managed lanes in each direction as described in Alternative 9 included within the Phase 1 South limits only.
- No action at this time on I-495, east of the I-270 east spur.



## Alternative 9 – Phase 1 South

**Two HOT Lanes:** I-495 from George Washington Memorial Parkway (GWMP) to MD 187 and then I-270 from I-495 to I-370 including I-270 east spur from MD 187 to I-270

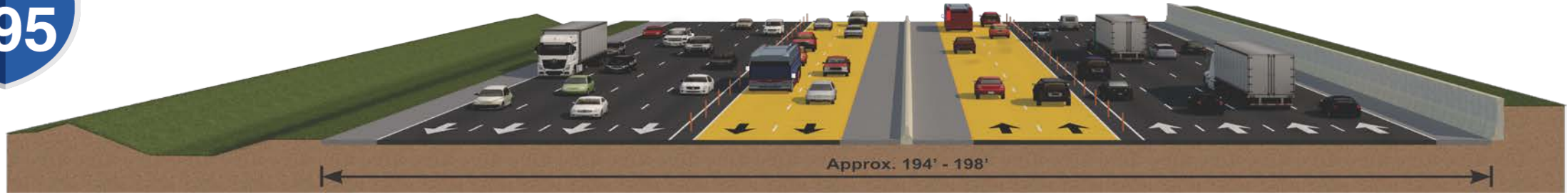
**No Action:** On I-495 From MD 187 to West of MD 5





## New Recommended Preferred Alternative

Add two HOT managed lanes in each direction on I-495 from the GWMP to MD 187



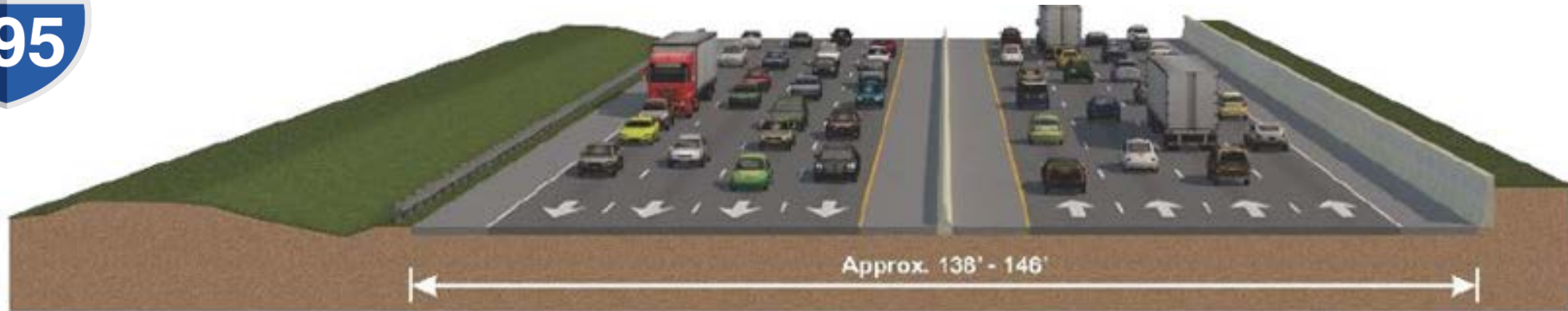
Convert existing HOV lane to HOT managed lane and add one HOT managed lane in each direction on I-270 between I-495 and I-370 and the I-270 East Spur from MD 187 to I-270





## New Recommended Preferred Alternative

No Action on I-495 from MD 187 to West of MD 5





## New Recommended Preferred Alternative- Key Points

- Further aligned with the ***phased delivery and permitting approach***
- Focuses the improvements on Phase 1 South including the ALB which is the ***biggest traffic chokepoint in the region and the area that has broad regional support***
- ***Does not include improvements to the remaining parts of the interstate system*** within the scope of the MLS area. This does not mean improvements will not be needed on these remaining parts of the system. Only that if the new RPA is selected at the conclusion of the study, then consideration of improvements to those remaining parts would have to ***advance separately, subject to additional environmental studies, analysis and collaboration*** with the public, stakeholders and agencies.
- ***Avoids ALL residential and commercial property displacements, avoids significant NPS resources and avoids approximately 22 acres of M-NCPPC parkland*** including Rock Creek Park, Sligo Creek Park and Northwest Branch Stream Valley Park
- New RPA is ***responsive to and addresses comments*** heard from the public and some partner agencies and gives the ability to ***continue to work through issues*** raised outside of Phase 1 South ***through further collaboration*** with agencies and the public in future environmental studies.



## New Recommended Preferred Alternative- Key Points

- Includes replacing the ALB which is part of a **bi-state effort to improve mobility** and would **provide a seamless regional system of managed lanes** by connecting to Virginia over the ALB
- **Waiting to replace the American Legion Bridge is not an option.** There are no State funds available for this work and MDOT must address the **need for a new deck by 2030.**
- **Transit, bicycle/pedestrian and environmental commitments and enhancements, above and beyond mitigation,** that have been previously coordinated within Phase 1 South **will remain** and will be developed further.
- Continues to provide **options for travel** and **reduces reliance on single occupancy vehicles** by keeping all **existing general-purpose lanes free** and permitting **buses, carpool, vanpool and personal vehicles with three or more** people to **travel faster and more reliability** in the new HOT lanes **free of charge any time of the day.**
- A **Supplemental Draft Environmental Impact Statement (SDEIS)** is being completed and will be of limited scope to focus on new information relative to the **new RPA, Alternative 9 – Phase 1 South.**



## Updated Air Quality Conformity Determination

- February 2021 revisions to the project submissions for inclusion in the Air Quality Conformity Analysis **remain unchanged**- changing Express Toll Lanes (ETL) to High Occupancy Toll (HOT) lanes
- **Additional changes now proposed** based on new RPA:
  - Changing the phases on I-495 East of MD 187 to the Woodrow Wilson Bridge and I-270 east spur from east of MD 187 to I-495 **from construction to study status**- These areas **will not** be included in the modeling effort
  - Remaining phase on I-495 from American Legion Bridge to east of MD 187 and I-270 from I-495, including the I-270 west spur to I-70 will **remain as construction**. This area **will** be included in the modeling effort.
  - The new estimated cost is \$6.0 billion.





Questions?



# COMMONWEALTH OF VIRGINIA: ENVIRONMENTAL STEWARDSHIP AND TRANSPORTATION

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Norman Whitaker AICP, VDOT NoVA District Transportation Planning Director

5/19/21

# Commonwealth of Virginia Environmental Stewardship

- **Statewide Vision:**
  - Legislation and Executive Orders
  - Wide range of initiatives from litter pickup to clean electric grid legislation
- **Greenhouse Gas Mitigation**
  - Studies – statewide analysis and corridor specific pilot
  - Environmental Mitigation Trust (VW Trust)
  - Regional Greenhouse Gas Initiative and Transportation Climate Initiative
  - Multi-modal approach to major projects
  - Complete Streets policy
  - DRPT multimodal transportation and land use planning guidelines
  - Expanding commuter rail system
  - Regional transit funding from Commonwealth and local governments

- **Multi-modal Express Lane System**
  - Tolls as a funding stream for transit
  - Intelligent Transportation Systems (ITS), Travel Demand Management (TDM)
  - Discourage SOVs. HOVs and buses ride free
  - System of park-and-ride lots
- **Performance Based Planning : VTRANS and Smart Scale**
  - Emphasis on cost effective solutions, multi-modalism, operational improvements, connectivity and continuity, congestion abatement
  - NVTA uses similar performance based metrics
- **Emerging Clean Technologies**
  - Electric vehicles, automated and connected vehicles
  - Bus Rapid Transit (BRT)
  - Regional Multi-Modal Mobility Program ([RM3P](#)) partnership with NVTA



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Nicole McCall, TPB Transportation Planner  
John Swanson, TPB Transportation Planner  
**SUBJECT:** Solicitation for Applications: The Transit Within Reach Program  
**DATE:** June 10, 2021

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The application period for the TPB's new Transit Within Reach Program opened on Monday May 3. The deadline for applications is July 1.

Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Recipients will receive short-term consultant services and no direct financial assistance. Approximately \$80,000 will be available per project. For this initial round, the TPB will allocate approximately \$250,000.

## **PROGRAM OVERVIEW**

The Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The program places special emphasis on projects that improve access in TPB Transit Access Focus Areas (TAFAs), which have been identified as prime locations for small capital improvements— such as sidewalks, trails, crosswalks— that will make it safer and easier to walk or bike to train stations and bus stops.

Moving beyond conceptual planning, Transit Within Reach funds can help projects achieve up to 30 percent design and otherwise make progress toward construction/implementation (see categories listed below). Local governments that are members of the TPB are eligible to apply. Services are provided by consultants on a short-term basis— typically one year or less. To be eligible, projects must have already undergone a local planning process and be ready to move toward implementation. Project categories may include (but are not limited to):

### Cost estimates of improvements

- Engineering systems description and analysis
- Preliminary or schematic drawings with site plans and elevations
- Renderings of site massing, elevation, or facility interior/exterior spaces
- Site surveys

The Transit Within Reach program advances a regional policy priority to improve walk and bike access to transit, which was one of seven Aspirational Initiatives approved by the TPB in 2018.

The program complements the Transportation Land-Use Connections (TLC) Program, which also funds technical assistance for local governments throughout the region. But unlike Transit Within Reach, the TLC Program funds planning projects, as well as design. And, while the TLC Program also promotes access to transit, its projects typically address other topics as well.

## **BACKGROUND**

Approved in 2018, the TPB's long-range transportation plan, Visualize 2045, included an Aspirational Initiative calling upon the region to improve pedestrian and bicycle access to transit. The region is currently expected to have 225 High-Capacity Transit Stations by 2030, but many of the areas around these stations are not conducive to walking and biking. These station areas include Metrorail, commuter rail, light rail, streetcar, bus rapid transit, and multimodal stations.

Following the approval of Visualize 2045, the TPB asked staff to prioritize a set of transit station areas where pedestrian and bicycle access improvements would have the greatest potential to utilize available ridership capacity and increase transit ridership. In response, TPB staff conducted the Transit Within Reach study, which combined regional analysis with member outreach to develop a regional list of 49 Transit Access Focus Areas (TAFAs). The board determined that these locations present the greatest need and opportunity to improve pedestrian and bicycle access to transit. The TAFAs are distributed across the TPB's jurisdictions, serve a variety of transit systems, and all are located within a half mile of one of the region's Activity Centers. Forty-three out of 49 TAFAs are in Equity Emphasis Areas, which have high concentrations of low-income population and communities of color.

In July 2020, the TPB adopted Resolution R4-2021, which adopted the TAFAs and asked TPB member jurisdictions to prioritize projects, programs, and policies that will implement improvements in the TAFAs. In order to further advance its work with TAFAs and more broadly to promote implementation of the Aspirational Initiative to promote bike/ped access to transit, the TPB has established the Transit Within Reach Program to move small high-impact projects into preliminary design or preliminary engineering (30%).

## **APPLICATION PROCESS**

Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply. This solicitation will be conducted every two years between FY 2021 and FY 2026. Approximately \$80,000 will be available per project; for each biennial solicitation approximately \$250,000 will be allocated to three projects. Recipients will receive short-term consultant services, not direct financial assistance.

The current application period will be open between May 3, 2021 and July 1, 2021. Applicants may submit an optional abstract by May 18, 2021. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal. In advance of convening a selection panel, TPB staff will ask state and regional agencies to comment on the applications.

The selection panel will include individuals with pedestrian, bicycle, and transit expertise. The panel will be encouraged to select projects representing a variety of different types of transit – Metrorail, commuter rail, bus rapid transit, etc. The TPB is scheduled to approve projects for funding in September or October of 2021.

## SCHEDULE

- Application period opens: May 3, 2021
- Abstracts due (optional): May 18, 2021
- Applications due: July 1, 2021
- Selection panel recommendations: July to August 2021
- TPB approves projects: September to October 2021
- Task Orders developed for projects: November to December 2021
- Project kickoff meetings: January 2022
- Project completion: December 2022

## FUNDING PRIORITIES

Applications will be scored according to eligibility criteria listed in the application. Projects will receive higher scores for aligning with one or more of the following priorities:

- ***Improvements in ped/bike access to high-capacity transit, and, in particular, in Transit Access Focus Areas***  
Applications for pedestrian and/or bicycle improvements that will expand bicycle and pedestrian access to one or more of the region's 225 HCT station areas that will be open to riders by 2030, priority will be given to the TPB's 49 Transit Access Focus Areas (TAFA).
- ***Increase in transit ridership and/or utilization of available ridership capacity***  
Applications are encouraged that demonstrate how planned pedestrian and/or bicycle capital improvements will increase transit ridership and/or utilize available ridership capacity at the station.
- ***Access for low-income communities and communities of color***  
Applications are encouraged that demonstrate how planned pedestrian and/or bicycle capital improvements will increase access for low-income communities or communities of color, particularly in Equity Emphasis Areas (EEAs).
- ***Collaboration with other agencies and/or jurisdictions***  
Applications are encouraged that demonstrate how successful collaboration among agencies and/or jurisdictions will be achieved.
- ***Strategies to advance project, including funding and construction***  
Applications are encouraged that demonstrate that projects are on a realistic trajectory toward construction. In addition, applications are encouraged that will use the program as seed funding to complement or leverage other funding sources.

## FOR MORE INFORMATION

The Transit Within Reach application can be downloaded at:

[www.mwcog.org/transportation/programs/transit-within-reach-program](http://www.mwcog.org/transportation/programs/transit-within-reach-program)

For more information, contact

- Nicole McCall, [nmccall@mwcog.org](mailto:nmccall@mwcog.org)
- John Swanson, [jswanson@mwcog.org](mailto:jswanson@mwcog.org)





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
Arianna Koudounas, Regional Planner  
**SUBJECT:** Virginia Solicitation for Applications for the Transportation Alternatives Set-Aside Program  
**DATE:** June 10, 2021

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For Virginia, the application period for the Transportation Alternatives Set-Aside (TA Set-Aside) Program began on May 17, 2021. The application deadlines are listed below:

- Virginia Transportation Alternatives Set-Aside:
    - Pre-applications: May 17 – July 1, 2021 (Note: Pre-applications are mandatory)
    - Applications: Due October 1, 2021 (Note: Virginia is on a two-year funding cycle)
- See [www.virginiadot.org/business/prehancegrants.asp](http://www.virginiadot.org/business/prehancegrants.asp)

The TA Set-Aside is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

Applications must be submitted through the state DOTs, which are responsible for selecting projects on a statewide basis using some TA Set-Aside funding. However, under federal law, another portion of the program's funds are suballocated to the TPB, which is responsible for selecting additional projects for our region's portions of DC, Maryland, and Virginia. The FY 2022 application periods for Maryland ends on May 17. For DC, the application period ended on May 12. The TPB is currently expected to approve funding on July 21, 2021 for projects in D.C. and Maryland.

For Virginia, the TPB is tentatively scheduled to approve the next of projects in February of 2022.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program are encouraged to consider seeking funding for capital improvements through the TA Set-Aside Program. The TPB also encourages TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan.

For more information about the TPB's role in this program, please contact John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org); 202-962-3295) or Arianna Koudounas ([akoudounas@mwkog.org](mailto:akoudounas@mwkog.org); 202-962-3312).