



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: December 14, 2023

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: December 14, 2023

At its meeting on Friday, December 1, the TPB Steering Committee reviewed and adopted resolution SR10-2024, approving an amendment to the FY 2023–2026 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement. The District Department of Transportation (DDOT) requested this amendment to add \$4.75 million in Surface Transportation Block Grant (STBG) program and District funds to the 16th Street Bridge over Piney Branch Parkway NW Rehabilitation project.

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 report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

Attachments:

- Adopted resolution SR10-2024 approving an amendment to the FY 2023-2026 TIP, as requested by DDOT.

TPB Steering Committee Attendance – December 1, 2023
(only voting members and alternates listed)

TPB Chair/MD rep.:	Reuben Collins
TPB Vice Chair/DC Rep.:	Cristina Henderson
DDOT/Tech. Cmte. Chair:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Amir Shahpar
WMATA:	Mark Phillips

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-29.1 WHICH ADDS FUNDING FOR
THE 16TH STREET BRIDGE OVER PINEY BRANCH PARKWAY NW REHABILITATION PROJECT,
AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the 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 June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-29.1, which adds \$4.75 million in Surface Transportation Block Grant (STBG) and District funds to the 16th Street Bridge over Piney Branch Pkwy NW Rehabilitation project (T6418), as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended project record will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project costs, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated November 15, 2023, requesting the amendment, and

WHEREAS, the proposed amendment was entered into the TPB's Project InfoTrak database under TIP Action 23-29.1 creating the 29th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this project 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 to the FY 2023-2026 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 2023-2026 TIP to include TIP Action 23-29.1 which adds \$4.75 million in STBG and District funding to the 16th Street Bridge Over Piney Branch Rehabilitation project (T6148), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, December 1, 2023.
Final approval following review by the full board on Wednesday, December 20, 2023.**



TIP ID T6418
Project Name 16th St Bridge over Piney Branch Pkwy NW Rehabilitation
Project Limits

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia
Agency Project ID

Project Type Bridge - Rehab
Total Cost \$20,025,000
Completion Date 2022

Description Rehabilitation of 16th Street Bridge over Piney Branch Parkway, NW, Bridge No. 0022, to include deck repair, utility replacement to preserve the integrity and extend the life of the masonry and reinforced concrete arch superstructure.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	DC/STATE		\$1,537,500	\$750,000	-	-	-	\$750,000	\$2,287,500
CON	STBG		\$14,737,500	\$3,000,000	-	-	-	\$3,000,000	\$17,737,500
	Total CON		\$16,275,000	\$3,750,000	-	-	-	\$3,750,000	\$20,025,000
	Total Programmed		\$16,275,000	\$3,750,000	-	-	-	\$3,750,000	\$20,025,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-29.1 Amendment 2023-2026	12/20/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$16,276,000 to \$20,025,000

ATTACHMENT B - AMENDMENT SUMMARY REPORT

**TIP Action 23-29.1: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program**

Approved December 20, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6418	16th St Bridge over Piney Branch Pkwy NW Rehabilitation	\$16,276,000	\$20,025,000	\$3,749,000	23	Cost change(s)	<p align="right">FUNDING CHANGES DC/STATE</p> <ul style="list-style-type: none"> ▸ Add funds in FFY 24 in CON for \$750,000 ▸ Delete funds in FFY 26 in STBG ▸ Add funds in FFY 24 in CON for \$3,000,000 <p align="center"><i>Total project cost increased from \$16,276,000 to \$20,025,000</i></p>
	TOTAL	\$16,276,000	\$20,025,000	\$3,749,000	\$23		

ATTACHMENT C

Government of the District of Columbia
Department of Transportation



November 15th, 2023

The Honorable Reuben B. Collins II, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4290

Dear Chair Collins,

The District Department of Transportation (DDOT) requests that the FY 2023-2026 Transportation Improvement Program (TIP) be amended as detailed below.

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes
16th St Bridge over Piney Branch Rd NW Rehabilitation	Formula/NHPP	T6418	Construction	\$ 3,750,000	2024	80/20	Increase Formula/NHPP funding for Construction by \$3,750,000 in FY 2024

The amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its September 8th meeting.

We appreciate your cooperation in this matter. Should you have questions regarding these amendments, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov. Of course, please feel free to contact me directly.

Sincerely,

Kyle Scott
Acting Chief Administrative Officer
District Department of Transportation
Kyle.scott@dc.gov



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: December 14, 2023

The attached letter was sent since the last TPB meeting.



National Capital Region
Transportation Planning Board

November 8, 2023

Mr. Shailen Bhatt
Administrator
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington DC 20590

Re: National Electric Vehicle Infrastructure (NEVI) Formula Program: Electric Vehicle Charger Reliability and Accessibility Accelerator Grant Application by the Maryland Department of Transportation

Dear Administrator Bhatt:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland Department of Transportation (MDOT) for an Electric Vehicle Charger Reliability and Accessibility Accelerator grant.

The State of Maryland is embarking on ambitious efforts to decarbonize the transportation sector; ensuring the reliability and accessibility of the nation's electric vehicle (EV) charging network is essential in addressing EV range anxiety and maintaining a state-of-good-repair across the EV network. The MDOT has worked closely with local units of government, power supply companies, and EV charging companies to review the FHWA temporality unavailable list and move forward on repair/replacement projects on verified EV charging sites. This grant request will provide MDOT the opportunity to pilot projects that meet NEVI requirements and provide the agency critical lessons learned that will positively inform and impact its NEVI-deployment.

The project is consistent with the regional transportation goals identified in the Washington region's Regional Transportation Priorities Plan. The TPB has long supported investment in electric vehicles for our region and this grant would advance the region's long-term transportation and environmental priorities.

The TPB requests your favorable consideration of this request by MDOT. 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,

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Joe McAndrew, Deputy Secretary, Maryland Department of Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: December 14, 2023

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Janie Nham, TPB Transportation Planner
John Swanson, TPB Transportation Planner
SUBJECT: FY 2025 Solicitation for Technical Assistance Program Applications: Transportation Land-Use Connections (TLC) Program and Regional Roadway Safety Program (RRSP)
DATE: December 14, 2023

The application period for two TPB local technical assistance programs, the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP), will open on Friday, January 5, 2024. Applicants will be able to access the application forms through the TLC and RRSP webpages (www.mwcog.org/tlc and www.mwcog.org/rrsp) on the Metropolitan Washington Council of Governments (MWCOC) website.

The deadline for applications is March 8, 2024. Applicants have the option to submit a proposed project abstract. The deadline for this optional step is January 24, 2024.

TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

The TLC Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. TLC projects typically last 6-8 months.

As in past years, TLC projects may provide a range of services for community-oriented planning activities, such as:

- Small area & transit station area planning
- Bicycle and pedestrian safety & access
- Transit-oriented development studies
- Housing studies
- Economic development studies
- Roadway design guidelines & standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

The TPB encourages applications that address long-standing TPB priorities, including support for multimodal transportation options and land use enhancements in Activity Centers. We are particularly interested in applications that support walking and biking improvements in high-capacity transit station areas, especially Transit Access Focus Areas (TAFAs); projects to plan and design missing links in the National Capital Trail Network (NCTN); and projects that support access in Equity Emphasis Areas (EEAs).

REGIONAL ROADWAY SAFETY PROGRAM (RRSP)

The RRSP provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. RRSP projects typically last 6-8 months.

Proposed projects may provide a range of services to support roadway safety efforts, including.

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits
- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program
- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

The TPB encourages applications that address five TPB priorities: safety improvements for EEAs, improvements to road user behavior, identifying and designing safety countermeasures, understanding safety data, and cross-jurisdictional collaboration.

TIMELINE

The TPB anticipates approving a slate of recommended projects for both programs in spring 2024. The projects will begin in fall 2024. For more information, contact John Swanson (jswanson@mwkog.org) regarding the TLC program and Janie Nham (jnham@mwkog.org) regarding the RRSP.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
Erin Morrow, TPB Transportation Engineer
SUBJECT: FHWA Final Rulemaking for Greenhouse Gas (GHG) Emissions Performance Measure
DATE: December 14, 2023

On November 22, 2023, the Federal Highway Administration (FHWA) announced a final rule to establish a performance measure for greenhouse gas (GHG) emissions as part of the National Highway Performance Program (NHPP). The final rule was published in the Federal Register on December 7, 2023.

The final rule requires state DOTs and MPOs to set declining targets for carbon dioxide (CO₂) emissions on the Interstate and non-Interstate National Highway System (NHS) to support the national goals of reducing economy-wide GHG emissions by 50%-52% below 2005 levels by 2030 and to net zero by 2050.

State DOTs are required to set two- and four-year targets and MPOs are required to set four-year targets, as part of the performance-based planning process (PBPP) that is also required for highway safety, highway assets, and other performance areas. Initial State DOT four-year targets are required to be established by February 1, 2024 for the 2022-2025 quadrennial performance period; for this period only the two-year targets are not required. State DOTs must also submit State Initial GHG Reports by February 1, 2024 to FHWA. MPOs have up to 180 days after the state DOTs establish their targets to establish four-year targets for the same period and do not have an immediate reporting requirement.

Due to our regional geography, the TPB is required to adopt three geographic targets for the GHG performance measure: one target for the TPB's metropolitan planning area, one target for the Washington DC-MD-VA urban area, and one target for the Baltimore MD urban area. These latter two targets must be established jointly with our adjacent MPOs, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) for the Washington urban area target and the Baltimore Regional Transportation Board (BRTB) for both the Washington and Baltimore urban area targets. TPB staff are in coordination with the region's DOTs and our adjacent MPOs on this rulemaking as routinely conducted as part of our overall PBPP process.

The State DOT performance measure is the percent change in tailpipe CO₂ emissions on the NHS, compared to a reference year of 2022. State DOTs are required to measure emissions reductions for their state using a prescribed formula, which uses fuel consumption, fleet factors, and VMT. MPOs also have the same performance measure – percent change in tailpipe CO₂ emissions on the NHS – but have “flexibility in how they calculate the GHG metric... MPOs may use the MPO share of the State's VMT as a proxy for the MPO share of CO₂ emissions in the State, VMT estimates along with MOVES emissions factors, FHWA's Energy and Emissions Reduction Policy Analysis Tool (EERPAT) model, or other method the MPO can demonstrate has valid and useful results for CO₂ measurement.”

The rule does not dictate the levels for the targets, but rather that “State DOTs and MPOs have the flexibility to set targets that work for their respective climate change policies and other policy priorities, so long as they are declining.” The rule does not establish penalties for failing to meet targets.

The TPB is scheduled to be briefed on the GHG rule at its January 2024 meeting. In succeeding months TPB staff will test several options for calculating GHG emissions performance and forecasting future performance for the required targets. TPB staff anticipate bringing a recommended methodology and draft targets to the TPB for a briefing in May 2024 followed by approval in June 2024.

ADDITIONAL INFORMATION

Federal Register publication of the Final Rule for the GHG Emissions Performance Measure:

<https://www.federalregister.gov/documents/2023/12/07/2023-26019/national-performance-management-measures-assessing-performance-of-the-national-highway-system>



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: State Carbon Reduction Strategies
DATE: December 14, 2023

In October, the state DOTs briefed the TPB on the Carbon Reduction Strategies that they are required to develop as part of the Bipartisan Infrastructure Law's Carbon Reduction Program. The strategies were to be submitted to U.S. DOT by November 15, 2023.

The strategies that were submitted by MDOT and DDOT [are posted](#) on the COG/TPB website. VDOT's strategy will be added when it is available.

Please direct any questions to Erin Morrow (emorrow@mwcog.org).



MEMORANDUM

TO: Transportation Planning Board
FROM: Katherine Rainone, Transportation Resilience Planner
SUBJECT: Project Submission Request for Regional Transportation Resilience Improvement Plan
DATE: December 14, 2023

The National Capital Region Transportation Planning Board (TPB) is soliciting transportation resilience projects to include in the TPB Transportation Resilience Improvement Plan (TRIP). Per the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Guidance from the Federal Highway Administration, priority resilience projects included in the TRIP will receive extra evaluation points and will be eligible for a 7% reduction in the non-federal share of project costs for the PROTECT Discretionary Grant Program. If projects are incorporated into the TPB National Capital Region Transportation Plan, they will be eligible to for an additional 3% reduction and may receive the maximum 10% reduction in non-Federal share of project costs.

Submitted projects will be evaluated for inclusion in the TRIP according to the resilience criteria established in the TRIP Project Request Guidance. Project evaluation will consider whether the project:

- Is for an eligible transportation asset (Roads and Highways, Bridges, Public Transit Infrastructure, Active Transportation Infrastructure, Airports, Maritime Infrastructure, Stormwater Infrastructure).
- Is a qualifying project type for PROTECT (Resilience Planning, Resilience Improvements, Community Resilience and Evacuation Routes, At-Risk Coastal Infrastructure).
- Targets a high priority risk identified in the TPB Climate Vulnerability Assessment or risk(s) identified through another assessment/data source.
- Reduces climate risks.

This information has been sent out widely to identified regional stakeholders, and we also request TPB Board members to send to any offices or individuals that may have a project to submit. Please follow [this link](#) to submit a resilience project for inclusion in the regional TRIP. Project submissions will be accepted through January 31, 2024. To see the full TRIP Project Request Guidance, see https://www.mwcog.org/assets/1/6/TRIP_Project_Request_Form1.pdf.

The results of the Vulnerability Assessment conducted as part of the TRIP development have been integrated into [this interactive mapping tool](#) to help agencies evaluate transportation assets at risk in their region and identify priority resilience projects. Additional guidance on using the mapping tool can be found here (it is also embedded in the online tool): https://www.mwcog.org/assets/1/6/Map_Companion_Text1.pdf.

ADDITIONAL BACKGROUND AND CONTEXTUAL INFORMATION

In 2015, Congress enacted provisions in the Fixing America's Surface Transportation (FAST) Act requiring transportation agencies to consider resilience in their transportation planning process – specifically to “improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation.” At the end of 2021, FHWA and FTA jointly issued updated Planning Emphasis Areas (PEAs), areas of planning that MPOs should emphasize when identifying and developing tasks for the Unified Planning Work Program. And most recently, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program (PROTECT), which established formula and discretionary grant programs to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through both non-competitive and competitive grants.

This emphasis, paired with increasing importance of planning for improved resilience of regional transportation systems, has led to the creation of TPB's new Transportation Resilience Planning Program.

TRANSPORTATION RESILIENCY IMPROVEMENT PLAN (TRIP)

One major element of the PROTECT program is the idea of a Transportation Resilience Improvement Plan (TRIP), a comprehensive plan for state or regional transportation resilience with at least the major components of: a systematic approach to transportation system resilience, a risk-based vulnerability assessment, an investment plan, and a list of transportation resilience projects. Developing a TRIP can lower the non-federal construction match for projects funding by the PROTECT program from 20% to 13% and integrating that TRIP into the LRTP can reduce the match to 10%.

TPB TRANSPORTATION RESILIENCY STUDY - PHASE II

Together with member jurisdictions and agencies, TPB is developing a regional TRIP as part of the second phase of its transportation resiliency study. The study – which includes a vulnerability assessment of risks posed by natural hazards on generalized transportation assets and regional-specific assets – is being guided by a regional working group who primarily provides input and feedback on key milestones during the development of the TRIP through a series of meetings. The TRIP will also include a list of resilience projects to address the vulnerabilities previously identified, driven by member agencies responsible for the various regional transportation assets. This project has convened a Resiliency Forum – which included a broad swath of regional participants, building knowledge of climate risks among the jurisdictions and collaborating with them to develop resilience solutions. The final component of the study is an interactive map of major regional resilience hazards which includes climate hazard layers, transportation asset layers, and Equity Emphasis Areas.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: TPB, Technical Committee and Steering Committee Dates for Calendar Year 2024
DATE: December 14, 2023

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2024 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings will be identified in January.

2024 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES			
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board
	1st Friday at 9 AM	1st Friday at 12:15 PM	3rd Wednesday at 12 Noon
January	5	5	17
February	2	2	21
March	1	1	20
April	5	5	17
May	3	3	15
June	7	7	20 *Thursday due to holiday
July	3* Wednesday due to holiday	3* Wednesday due to holiday	17
August	No meetings	No meetings	No Meetings
September	6	6	18
October	4	4	16
November	1	1	20
December	6	6	18

* Note different meeting day of the week