



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: July 13, 2023

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: July 13, 2023

At its meeting on July 7, 2023, the TPB Steering Committee reviewed and approved two resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District Department of Transportation (DDOT), and the Maryland Department of Transportation (MDOT) on behalf of Prince George's County, as described below:

- TPB SR1-2024 – requested by DDOT to add \$92 million in Bridge Investment Program (BIP), Bridge Formula Program (BFP), and District funding for the Rehabilitation of the I-395 Northbound Bridge over the Potomac River (Federal Bridge #170-1). This project does not increase capacity on the facility and is exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012.
- TPB SR2-2024 – requested by MDOT, on behalf of Prince George's County to reprogram funds shown in previous years and to add \$1.56 million in BFP and local bond funding for the Governor's Bridge Road Bridge Reconstruction project. Prince George's County jointly owns and is sharing the cost of the project with Anne Arundel County. This project does not add capacity to the facility and is similarly 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 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 SR1-2024 approving an amendment to the FY 2023-2026 TIP, as requested by DDOT,
- Adopted resolution SR2-2024 approving an amendment to the FY 2023-2026 TIP, as requested by MDOT.

TPB Steering Committee Attendance – July 7, 2023
(only voting members and alternates listed)

TPB Chair/MD rep.: Reuben Collins
TPB Vice Chair/DC Rep.: Heather Edelman (Alt.)
TPB 2nd Vice Chair/VA Rep.: James Walkinshaw
DDOT/Tech. Cmte. Chair: Samuel Brooks (Alt.)
Past TPB Chair: Pamela Sebesky
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 23-21.1 WHICH ADDS
FUNDING FOR THE REHABILITATION OF THE I-395 NORTHBOUND BRIDGE
OVER THE POTOMAC RIVER 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 Infrastructure Investment and Jobs Act (IIJA) which was signed into law on November 15, 2021, 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 23-21.1 which adds \$92 million for the **Rehabilitation of the I-395 Northbound Bridge over the Potomac River (Bridge #170-1)** project (**T5347**), as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) a Program Overview report showing how the project will appear in the TIP following approval, and

ATTACHMENT B) a letter from DDOT dated June 27, 2023, requesting the amendment; and

WHEREAS, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-21.1, creating the 21st 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; 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 23-21.1 which adds \$92 million for the **Rehabilitation of the I-395 Northbound Bridge over the Potomac River (Bridge #170-1)** project (**T13562**), as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, July 7, 2023.
Final approval following review by the full board on Wednesday, July 19, 2023.



National Capital Region
Transportation Planning Board

ATTACHMENT A
 Program Overview Report for
 TIP Action 23-21.2: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by the District Department of Transportation
 Approved by TPB Steering Committee on July 7, 2023

<i>TIP ID</i>	T13562	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	Rehabilitation of I-395 NB Bridge over the Potomac River (Bridge # 170-1)	<i>County</i>	Washington	<i>Total Cost</i>	\$92,000,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2027
		<i>Agency Project ID</i>			

Description The Rehabilitation of the I-395 NB Bridge over the Potomac River Project includes the replace the existing deteriorated bascule span with a fixed span, repair cracks and modify bascule span bridge piers for the new fixed span, replace the deteriorated and structurally deficient steel barriers on the bridge with current MASH crash-tested barriers, replace the fender system and dolphins, and other work including concrete repair, steel repair, and other bridge preservation actions.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP	-	-	\$560,000	-	-	-	\$560,000	\$560,000
PE	BIP	-	-	\$5,520,000	-	-	-	\$5,520,000	\$5,520,000
PE	State (NM)	-	\$1,300,000	-	-	-	-	\$1,300,000	\$1,300,000
PE	DC/STATE	-	-	\$1,520,000	-	-	-	\$1,520,000	\$1,520,000
	<i>Total PE</i>	-	\$1,300,000	\$7,600,000	-	-	-	\$8,900,000	\$8,900,000
CON	BIP	-	-	-	\$66,480,000	-	-	\$66,480,000	\$66,480,000
CON	DC/STATE	-	-	-	\$16,620,000	-	-	\$16,620,000	\$16,620,000
	<i>Total CON</i>	-	-	-	\$83,100,000	-	-	\$83,100,000	\$83,100,000
	<i>Total Programmed</i>	-	\$1,300,000	\$7,600,000	\$83,100,000	-	-	\$92,000,000	\$92,000,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.1 Amendment 2023-2026		07/19/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

Government of the District of Columbia

Department of Transportation



June 27th, 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.

- 1. Rehabilitation of I-395 NB Bridge over the Potomac River (Bridge # 170-1) (T13562)**
 - a. Increase DCSTATE - Non-Match funding for PE by \$1,300,000 in FY 2023
 - b. Increase Formula/BFP funding for PE by \$700,000 in FY 2024
 - c. Increase Discretionary/BIP funding for PE by \$6,900,000 in FY 2024
 - d. Increase Discretionary/BIP funding for Construction by \$83,100,000 in FY 2025

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 July 7th 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

**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 23-21.2 WHICH ADDS FUNDING FOR THE
GOVERNOR'S BRIDGE ROAD BRIDGE RECONSTRUCTION PROJECT AS REQUESTED BY
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) ON BEHALF OF PRINCE
GEORGE'S COUNTY**

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, MDOT has requested an amendment on behalf of Prince George's County to the FY 2023-2026 TIP to include TIP Action 23-21.2 which reprograms funding that was included for the **Governor's Bridge Road Bridge Reconstruction** project (**T6509**) in the FY 2019-2024 TIP for planning and engineering and right-of-way acquisition, and construction from fiscal years 2016 through 2019 and program an additional \$1.56 million in funding to FY 2024 through FY 2028, and as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview reports showing how the projects and programs will appear in the TIP following approval,
- ATTACHMENT B) an Amendment Summary report showing the changes in total project cost or four-year program total, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase,
- ATTACHMENT C) a letter from MDOT dated June 30, 2023 and a letter from Prince George's County dated June 29, 2023 requesting the amendments; and

WHEREAS, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-21.2, creating the 21st 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 the amendments 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 23-21.2 which adds a net total of \$1.56 million to the **Governor's Bridge Road Bridge Reconstruction** project (T6509), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, July 7, 2023.
Final approval following review by the full board on Wednesday, July 19, 2023.**



TIP ID T6509	Lead Agency Prince Georges County	Project Type Bridge - Replace
Project Name Governor's Bridge Road Bridge Reconstruction	County	Total Cost \$5,768,000
Project Limits West side of Patuxent River to East Side of Patuxent River	Municipality	Completion Date 2028
	Agency Project ID	

Description This project replaces the existing structure. It is a single lane Pratt through-truss bridge with steel stringers and steel beams with an open grid steel deck. The structure is load posted for 4,000 pounds and carries a sufficiency rating of 2. Federal funding will be utilized for design and construction of the project at a 80/20 federal/local funding ratio. This structure is jointly owned by Prince George's County and Anne Arundel County.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	BFP	-	-	-	-	\$1,600,000	\$2,400,000	\$1,600,000	\$4,000,000
CON	LBD	-	-	-	-	\$17,000	\$600,000	\$17,000	\$617,000
	Total CON	-	-	-	-	\$1,617,000	\$3,000,000	\$1,617,000	\$4,617,000
PLANNING	BFP	-	-	\$140,000	\$260,000	-	-	\$400,000	\$400,000
PLANNING	LBD	-	\$651,000	\$35,000	\$65,000	-	-	\$751,000	\$751,000
	Total PLANNING	-	\$651,000	\$175,000	\$325,000	-	-	\$1,151,000	\$1,151,000
	Total Programmed	-	\$651,000	\$175,000	\$325,000	\$1,617,000	\$3,000,000	\$2,768,000	\$5,768,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-21.2 Amendment 2023-2026	07/19/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Schedule Change(s)

Funding Change(s):

Total project cost increased from \$4,210,000 to \$5,768,000

ATTACHMENT B
Summary Report for TIP Action 23-21.2 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Maryland Department of Transportation on behalf of Prince George's County

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6509	Governor's Bridge Road Bridge Reconstruction	\$4,210,000	\$5,768,000	\$1,558,000	37	Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 16 in PE for \$30,000 ▶ Delete funds in FFY 17 in PE for \$60,000 ▶ Delete funds in FFY 18 in PE for \$60,000 ROW for \$10,000 CON for \$300,000 <ul style="list-style-type: none"> ▶ Delete funds in FFY 19 in PE for \$10,000 CON for \$300,000 <p>LBD</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PLANNING for \$651,000 ▶ Add funds in FFY 24 in PLANNING for \$35,000 ▶ Add funds in FFY 25 in PLANNING for \$65,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 26 in CON for \$17,000 ▶ Add funds in FFY 27 in CON for \$600,000 <p>BFP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in PLANNING for \$140,000 ▶ Add funds in FFY 25 in PLANNING for \$260,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 26 in CON for \$1,600,000 ▶ Add funds in FFY 27 in CON for \$2,000,000 ▶ Add funds in FFY 28 in CON for \$400,000 <p>HBRRP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 16 in PE for \$120,000 ▶ Delete funds in FFY 17 in PE for \$240,000 ▶ Delete funds in FFY 18 in PE for \$240,000 ROW for \$40,000 CON for \$1,200,000 <ul style="list-style-type: none"> ▶ Delete funds in FFY 19 in PE for \$40,000 CON for \$1,200,000 <p><i>Total project cost increased from \$4,210,000 to \$5,768,000</i></p>
TOTAL		\$4,210,000	\$5,773,768	\$1,563,768			

*ACCP is not part of the Total..

June 30, 2023

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

Dear Chairman Collins:

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) 2023-2026 Transportation Improvement Program (TIP) for one new Prince George’s County Department of Public Works and Transportation (DPW&T) project as described below and in the attached memo.

This action reflects DPW&T’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the project below. This project is not enhancing capacity and therefore, does not need air quality conformity analysis. The purpose of this amendment is to reprogram funding for the Governor’s Bridge Road Bridge Reconstruction project that was previously funded in the FY 2019–2024 TIP (ID T6509). Additionally, this project will be amended in the Baltimore Metropolitan Council’s (BMC) Long Range Transportation Plan and TIP that reflects the local share from Anne Arundel County and federal aid appropriation.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
6509	Governor’s Bridge Road Bridge Reconstruction project	\$2,768	Adds new project and funds for planning, preliminary engineering, right-of-way, and construction.

The MDOT requests that this amendment be approved by the TPB Steering Committee at its upcoming meeting.

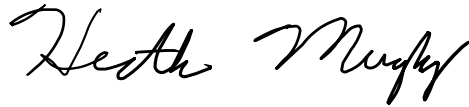
This project is using new, previously unencumbered funds, and it will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally

The Honorable Reuben Collins
Page Two

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.

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,

A handwritten signature in black ink that reads "Heather Murphy". The signature is written in a cursive, flowing style.

Heather Murphy
Director
Office of Planning and Capital Programming

Attachment

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



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Angela D. Alsobrooks
County Executive

Michael D. Johnson, P.E.
Director

June 29, 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

Dear Chairman Collins:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of this amendment is to reprogram funding for the Governor's Bridge Road Bridge Reconstruction project that was previously funded in the FY 2019-2024 TIP (ID T6509). The reconstruction project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 split with the remaining funding to come from local governments. The local share and federal aid appropriation will be split equally between Prince George's and Anne Arundel Counties.

The Governor's Bridge Road bridge over the Patuxent River connects Prince George's County and Anne Arundel County. It is considered a shared resource between the counties; however, Prince George's County maintains the structure. Per agreement, any repair costs are to be shared equally between the two counties. This bridge was built in 1920 and has been designated as a historic structure. It is prone to flooding and the river overtopping the deck. It is considered structurally deficient. This condition is very serious and has progressed since its last inspection. If one of the critical members fails, then the whole bridge would fail catastrophically. Therefore, the bridge was closed in March of 2015, and will remain so until restored to a safe condition.

This amendment will reprogram funding for planning and engineering (PE) and right-of-way (ROW) acquisition, and construction from fiscal years 2016 through 2019 and program an additional \$1.56 million in funding to FY 2024 thru FY 2028. This will increase the total project cost and programmed amount from \$4.21 million to approximately \$5.77 million. This "total project cost" reflects the local share and federal aid appropriation for which Prince George's County is responsible. Anne Arundel County will be adding a TIP amendment of equal amount that reflects the local share and federal aid appropriation that relates to Anne Arundel County as submitted through the Baltimore Metropolitan Council (BMC). The true total cost of the full bridge reconstruction project shared by the two counties is \$11.536 million.

Full funding for the Prince George’s County share of the project was included in the Financial Analysis of the Visualize 2045 Long Range Transportation Plan as updated in 2022. While there was a previously existing record for this project in the Air Quality Conformity Analysis of the LRTP and TIP (CON ID 415), it was designated as “not regionally significant” as there is no capacity increase associated with this project. Therefore, the delayed completion of this project from 2020 to 2028 is exempt from the conformity requirement, and the associated conformity record will be dropped from the conformity analysis inputs moving forward.

Prince George’s County requests that this amendment be approved by the TPB Steering Committee at its July 7, 2023, meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Victor Weissberg at (240) 508-9813 or vweissberg@co.pg.md.us.

Sincerely,



Michael D. Johnson, P.E.
Director

Attachment

cc:

- Oluseyi Olugbenle, Deputy Director, DPW&T
- Kate Mazzara, P.E., Associate Director, Office of Engineering & Project Management, (OE&PM) DPW&T
- Erv T. Beckert, Chief, Highway and Bridge Design Division, OE&PM, DPW&T
- Victor Weissberg, Special Assistant to the Director, DPW&T
- Kari Snyder, Regional Planner, Office of Planning and Capital Programming MDOT
- Lyn Erickson, Plan Development and Coordination Program Director, MWCOG
- David Braun, P.E., Anne Arundel County, Department of Public Works
- Brian Ulrich, P.E., Anne Arundel County, Office of Planning & Zoning,
- Kanti Srikanth, Director of Transportation, MWCOG



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: July 13, 2023

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



National Capital Region
Transportation Planning Board

June 20, 2023

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

Re: FY 2023 Safe Streets and Roads for All (SS4A) Program Grant Application grant application by Montgomery County, Maryland for the Germantown Safe Roads for All 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 Montgomery County, Maryland for a FY 2023 Safe Streets and Roads for All (SS4A) Program grant to provide implementation for the Germantown Safe Roads for All (GSR4A) Project.

Grant funding for the GSR4A project will be used to build new sidewalks, provide safer crossings, improve lighting, and add speed control near the Seneca Valley High School and the Germantown Town Center community. This diverse location is one of the County's Equity Focus Areas and has been identified as an area with a critical need for roadway safety improvements in accordance with the County's Vision Zero 2030 Action Plan. As an additional benefit, the high school students will be included in planning for the project which will reinforce community involvement and education and provide an introduction to safety and engineering design.

The GSR4A safety 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 safety improvements, particularly in communities with traditionally disadvantaged residents that suffer from inequitable safety outcomes. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities.

The TPB requests your favorable consideration of this request by Montgomery County, Maryland. Upon a successful SS4A 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 the GSR4A project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RC', with a long horizontal flourish extending to the right.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation



National Capital Region
Transportation Planning Board

July 6, 2023

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

Re: FY 2023 Safe Streets and Roads for All (SS4A) Program Grant Application by the Maryland-National Capital Park and Planning Commission – Montgomery County to create Multimodal Parking Lot Design Guidelines

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 the Maryland National Capital Park and Planning Commission – Montgomery County for a Safe Streets and Roads for All (SS4A) Program planning grant to create Multimodal Parking Lot Design Guidelines for Montgomery County, Maryland.

The Multimodal Parking Lot Design Guidelines will be a resource for developing or retrofitting parking lots for safe, multimodal access. The Guidelines will clarify parking lot design options and provide a user-friendly framework for users to make informed decisions regarding lot layout, services, amenities, and green infrastructure. This planning effort will introduce design solutions to parking lots across Montgomery County, ensuring that new or rebuilt lots prioritize safety and pedestrian access and provide parking for people with disabilities, bicycles, and micro-mobility devices.

This planning effort 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 safety improvements, in pedestrian and bicycling infrastructure, and in 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 TPB's Vision and plans.

The TPB requests your favorable consideration of this request by Montgomery County, Maryland. I anticipate that upon a successful SS4A 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 'RC'.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

cc: Tanya Stern, Acting Planning Director, Montgomery Planning



National Capital Region
Transportation Planning Board

July 7, 2023

American Planning Association
205 N. Michigan Ave., Suite 1200
Chicago, IL 60601-5927

Re: Letter of Support for American Planning Association (APA) National Planning Award

Dear APA Awards Committee:

On behalf of the National Capital Regional Transportation Planning Board (TPB), I am writing to offer my enthusiastic support for the nomination of a project in Montgomery County, Maryland, for a National Planning Award. This project performed innovative work to better integrate the voices and needs of people with vision disabilities into the transportation planning process. We believe it is highly deserving of national recognition.

In 2020, the Montgomery County Department of Transportation (MCDOT) received funding for this project from the TPB through our Transportation Land Use Connections (TLC) Program. Toole Design Group was the lead consultant. The resulting toolkit and report, “Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities,” was based on an extensive and targeted engagement process that greatly enhanced the quality of the final products and achieved buy-in from the disability community, which, too often, has felt excluded from the planning process. The project not only identified best practices and developed guidance; it also applied its findings to a concept design for an intersection in downtown Silver Spring. The intersection includes a floating bus stop and other features that pedestrians with vision disabilities often find challenging.

As the Washington region’s Metropolitan Planning Organization (MPO), the TPB has long sought to address the needs of individuals with disabilities and ensure their voices are part of the planning process. This Montgomery County TLC project provided the opportunity to show how these needs can be addressed at the community level and also provided a model for other jurisdictions to follow. In recent years, we have featured the project in presentations to our members, and we are pleased that Montgomery County planners have been sharing the study’s findings within our region and across the nation.

Since its inception in 2007, the TPB’s TLC Program has funded more than 170 small projects that build local capacity, demonstrate innovation, and promote regional policies to build vibrant communities with emphasis on expanding mobility options while promoting safety, equity, and sustainability. Montgomery County’s toolkit project is an outstanding example of the principles of this program. It is not simply a local project; it is regional— and indeed national— in scope.

We commend Montgomery County and Toole Design for this outstanding work, and we are hopeful it will be favorably considered by the APA awards committee.

American Planning Association
July 7, 2023

Thank you for your consideration. Please feel free to contact me with any questions.

Sincerely yours,

Handwritten signature in green ink that reads "Kanti Srikanth" with "K.S." written to the right.

Kanti Srikanth, Executive Director
National Capital Region
Transportation Planning Board



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: July 13, 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: John Swanson, TPB Transportation Planner
SUBJECT: Solicitation for Applications: The Transit Within Reach Program
DATE: July 13, 2023

The deadline for applications for the TPB's Transit Within Reach Program is Friday, August 4. The application period opened on May 26.

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 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 is being 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, which is the second round for the program, opened on May 26, 2023 and will close on August 4, 2023. Applicants may submit an optional abstract by June 23, 2023. 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 October or November of 2023.

SCHEDULE

- Application period opens: May 26, 2023
- Abstracts due (optional): June 23, 2023
- Applications due: August 4, 2023
- Selection panel review and recommendations: August-September 2023
- TPB approves projects: October to November 2023
- Task Orders developed for projects: December 2023 to January 2024
- Project kickoff meetings: February 2024
- Project completion: December 2024

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

For more information, contact

- John Swanson, jswanson@mwcog.org



MEMORANDUM

TO: TPB Technical Committee
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Status Report on FY 2024 UPWP Projects
DATE: June 15, 2023

The Fiscal Year (FY) 2024 Unified Planning Work Program was approved by the TPB on March 15, 2023, and the work will begin on July 1, 2023. The memorandum provides an overview of activities and studies that will take place in the coming year, focusing on three key themes: climate change; equity and access; and data collection and analysis.

FOCUS AREA - CLIMATE CHANGE

CLIMATE CHANGE MITIGATION PLANNING – IMPLEMENTATION SUPPORT

During FY 2024, TPB staff will have a role in supporting work on two newly established federal programs that are designed to support climate change mitigation planning and implementation efforts: the Carbon Reduction Program (CRP), established by the Bipartisan Infrastructure Law (BIL), and the Climate Pollution Reduction Grant (CPRG) program, established by the Inflation Reduction Act (IRA).

The CRP will provide five years of funding (FY 22- FY 26) for projects that reduce on-road transportation greenhouse gas emissions. Our region will receive a total of approximately \$12 million in suballocations for FY 22 and FY 23. During FY 24, TPB staff will have a coordination role with state DOT staff on projects selected for CRP funding, which must be identified in the TIP, and the Carbon Reduction Strategies that the states are required to develop as part of the CRP by November 15, 2023.

As part of the CPR program, COG, in partnership with the District of Columbia, will develop a Priority Climate Action Plan (PCAP), which is due in March 2024. The role of TPB staff on the region's PCAP is not yet defined; however, TPB staff expect to have at least a supporting role in the development of the plan. The PCAP is required for eligible entities that wish to apply for competitive implementation grants in the next stage of CPRG funding.

Additionally, during FY 24, as a follow-up to the greenhouse gas reduction goals and strategies that the TPB adopted in June 2022, TPB staff expect to enlist consultant support to examine implementation considerations for strategies that the TPB adopted for further exploration in coordination at the local and state levels.

TRANSPORTATION RESILIENCE STUDY PHASE II

The transportation resilience planning program is underway, starting with the Phase II Transportation Resilience Study. Together with member jurisdictions and agencies, TPB is developing a regional Transportation Resilience Improvement Plan (TRIP) as part of the second phase of its transportation resiliency study. This type of comprehensive plan for state or regional transportation resilience, the TRIP, is a major element of the Infrastructure Investment and Jobs Act (IIJA) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program (PROTECT). 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%. The TPB's Phase II Resilience study – which will include a vulnerability assessment of risks posed by natural hazards on generalized transportation assets (phase 1) and regional-specific assets (phase 2) – will be guided by a regional working group who will primarily provide 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 will also convene a Resiliency Forum – which will include a broader swath of regional participants, seeking to include at least one representative from all member jurisdictions. The goal for the Forum will be to build knowledge of climate risks among the jurisdictions and collaborate with them to develop resilience solutions. The final component of the study will be an interactive map of major regional resilience hazards which will include climate hazard layers, transportation asset layers, and Equity Emphasis Areas.

REGIONAL ELECTRIC VEHICLE (EV) INFRASTRUCTURE DEPLOYMENT

During FY 24, TPB staff will support the Regional Electric Vehicle Deployment (REVD) Working Group, which was established by COG to serve as a forum for members to collaborate and coordinate on actions related to deploying EVs and EV infrastructure. One of the major work activities that the REVD Working Group will oversee during FY 24 is the development of a Regional Electric Vehicle Infrastructure Implementation Strategy. The strategy will be developed by the TPB's on-call consultant, ICF, and funded in part through the UPWP Technical Assistance Program. TPB staff will be part of the project team providing technical oversight and contract management.

The infrastructure implementation strategy is being designed to support state and local governments as they prioritize locations for publicly accessible EV infrastructure deployment. The strategy will provide electric vehicle projections for three forecast scenarios by county and recommend priority sites for EV infrastructure. The information provided in the strategy will inform states and local jurisdictions as they apply for funding from federal programs such as future funding opportunities from the BIL's Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. TPB staff will continue to support state and local EV planning efforts, including state National Electric Vehicle Infrastructure (NEVI) planning requirements, with forums and technical assistance as practicable.

BUS DECARBONIZATION (TRANSITION TO ZEVs)

TPB staff will work with the region's transit agencies and jurisdictions to support the ZEV transition, evaluating how we can complement and add value to the work being done. Potential concepts include looking at infrastructure needs for e-bus charging at stops and stations, studying regional hydrogen (H2) infrastructure, or assisting with regional efforts in support of workforce development, maintenance support, joint procurements, and fire and safety training.

FOCUS AREA – EQUITY AND ACCESS

EQUITY EMPHASIS AREAS (EEAs)

Staff will conduct in-depth research and analysis of socioeconomic, demographic, and transportation/mobility characteristics of disadvantaged populations to identify their unmet mobility and accessibility needs. The purpose of this study will be to provide TPB member agencies, local governments, and transit agencies with findings and considerations as they identify future projects, programs, and policies as part of their transportation planning activities. This analysis will include a comparison of the new Justice40 disadvantaged communities, identified by the FHWA, within the TPB's planning area with the EEAs that the TPB has designated for purposes of its Environmental Justice (EJ) analysis. TPB staff recognize that the criteria used by USDOT to define its Justice40 disadvantaged communities differ from those used by the TPB to identify EEAs (which follows federal EJ analysis guidance), which can result in geographic differences.

ACCESS TO BUS SERVICES

Building on TPB and COG's previous work on the region's High-Capacity Transit Station (HCT) locations, this study will examine local bus and nonmotorized access to those stations. In particular, bus services connecting to other HCTs, to regional Activity Centers outside HCTs, and HCTs in COG's EEAs will be assessed as to the quality of local bus service provided.

In addition, current and planned HCT accessibility will be assessed to determine the potential need for improved bus access and improved pedestrian and non-motorized access.

FOCUS AREA – DATA COLLECTION AND ANALYSIS

INTERCITY BUS AND RAIL PASSENGER TRAVEL

Federal planning regulations require MPO consideration of intercity travel in regional planning. This work will revisit the TPB's 2016 Count of Intercity Bus Traffic study and update it by gathering usage information on intercity buses, commuter buses, rail transit, and commuter rail in the region.

COORDINATED TRANSIT ON-BOARD DATA COLLECTION

Staff plans to begin a multi-year process to facilitate coordination among the region's public transportation providers to collect transit on-board passenger trip information to ensure that the data collected will provide information needed by these transit agencies and by COG/TPB staff, who use the data to estimate, calibrate, and validate regional travel demand forecasting models.

ENHANCED CONGESTION ANALYSIS

Related to travel surveys, big data products that can provide information on travel to inform long-range regional planning as well as activities like the federally required Congestion Management Process (CMP) technical report, continue to be evaluated by TPB staff. Purchase of data from one or more data providers will be considered to meet varying requirements for data coverage and extent, period covered, and affordability.

TRAVEL MONITORING AND TRENDS ANALYSIS

One of the long-time core activities of TPB staff's data and research program is to monitor regional travel and analyze and report on travel trends to inform regional transportation planning. The tools of the trade used for this activity continue to evolve. Staff plans to enhance its travel monitoring program by acquiring a large dataset of passively collected trip information from a "big data" vendor. These data can help provide additional insights into the nature and characteristics of travel trends in the region. Staff will also continue to develop enhanced visualizations and data products and implement new data collection methods focused on obtaining regional travel information on a more frequent and ongoing basis.

Summary Select New UPWP Activities

1. Assist in development of statewide Carbon Reduction Strategy Plans
2. Participate in development of MSA level Priority Climate Action Plan.
3. Study examining implementation considerations associated with TPB Climate Change Mitigation Strategies
4. Develop (jointly with COG), a Regional EV Infrastructure Deployment Plan
5. Develop a regional Transportation Resiliency Improvement Plan (TRIP)
6. Study to better understand mobility and accessibility issues within TPB's Equity Emphasis Areas
7. Compare / reconcile TPB EEAs with federal Justice40 areas
8. Study examining local bus service and walk/bike access to High Capacity Transit stations (HCTs)
9. Regional survey of intercity bus and rail passengers
10. Coordinated transit (bus and rail) on board surveys
11. Identify current travel patterns and trends using "big data".





MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Programs **NR**
SUBJECT: 2023 Commuter Connections Employer Recognition Awards
DATE: July 13, 2023

The intent of this memorandum is to provide a summary of the 2023 Commuter Connections Employer Recognition Awards.

Each fiscal year, COG/TPB staff coordinates the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite.

During FY 2023, nominations for the awards categories of Incentives, Marketing and Telework were received in January and reviewed by a selection committee in March held at COG's offices and chaired by DC Councilmember and TPB Vice Chair Christina Henderson.

The 2023 Employer Recognition Awards was held at the National Press Club on June 30, 2023. The event was emceed by TPB Vice Chair Christina Henderson. Award presenters included Matt Caywood, Chief Executive Officer with Actionfigure, who presented the Incentives Award; Drew Morrison, Policy Advisor for Planning and Project Affairs with the Maryland Department of Transportation, who presented the Telework Award; Sandra Jackson, Community Planner, USDOT Federal Highway Administration, and Ex-Officio member of the TPB, who presented the Marketing Award; and Commissioner President with the Charles County Board of Commissioners and TPB Chair Rueben Collins who presented two Commuter Connections Employer Services program awards.

Awards recipients included:

Incentives: George Mason University, Arlington, Fairfax, and Manassas, VA

Telework: Abt Associates, Rockville, MD

Marketing: Freddie Mac, McLean, VA

Employer Services Sales Team Achievement Award: Montgomery County Commuter Services

Employer Services Organization Achievement Award: Reston Town Center Association

Additional information on the 2023 Commuter Connections Employer Recognition Awards can be found at: <https://www.commuterconnections.org/past-winners-2023/>