



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** January 11, 2023

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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:** January 11, 2024

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At its meeting on Friday, January 5, the TPB Steering Committee approved resolution SR11-2024, approving the transfer of \$116,768 from a balance entry account for federal Transportation Alternatives Program (TAP) set-aside funds reserved for Northern Virginia to the Washington & Old Dominion Trail Crossing Improvements project in the City of Falls Church, as described in the attached materials. Since 2012, the TPB has been responsible for selecting projects using TA set-aside funding sub-allocated for Suburban Maryland, Northern Virginia, and the District of Columbia. The Virginia Department of Transportation (VDOT) has identified unobligated funding from a project that had previously been approved by the TPB and has requested that some of those funds be transferred to this trail improvements project, also previously approved by the TPB, to cover an increase in cost for advertisement.

The Steering Committee also adopted the following three resolutions approving amendments to the FY 2023–2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement requested by the District, Maryland, and Virginia Departments of Transportation (DDOT, MDOT, and VDOT), as described below:

- TPB SR12-2024 – requested by DDOT to add \$3.7 million in Surface Transportation Block Grant (STBG) and District funds to the Roadway Reconstruction Citywide project grouping (T2965). This project grouping 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 SR13-2024 – requested by Prince George’s County to add \$2.05 million in Bridge Formula Program (BFP) and local funding for preliminary engineering (PE) and construction to the TIP for the Bridge Rehabilitation – Alcona Street project (T13549). An additional \$500,000 for utilities work is slated to be programmed in FY 2027, bringing the total project cost to \$2.1 million. This bridge rehabilitation project is also exempt from the air quality conformity requirement.
- TPB SR14-2024 – requested by VDOT to reprogram funds on the US 1 Bus Rapid Transit project and to add funding for the VA 7, Leesburg Pike Widening between VA 123 and I-495 project and the Loudoun County CNG Bus Transition projects, as described on the following page. The US 1 BRT and VA 7 Widening projects were included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the CNG Bus Transition project is exempt from the conformity requirement.

- The reprogramming of funds for the US 1 BRT project resulted in a net increase of approximately \$652.2 million to the 4-year program total of the TIPFY 2023-2026 TIP, the majority of which came from prior and future programmed funds, and the actual estimated total project cost decreased by approximately \$3 million.
- The VA 7, Leesburg Pike Widening project adds about \$5.2 million in National Highway Performance Program funds to the FY 2023-2026 TIP using the Advanced Construction funding mechanism for PE to widen Leesburg Pike between International Drive and the Capital Beltway and for additional improvements including accommodations for bicyclists and pedestrians between VA 123, Chain Bridge Road and I-495. An additional \$73.3 million for ROW acquisition and construction to be programmed beyond the outyear of the current TIP brings the estimated total project cost to \$78.5 million.
- The Loudoun County CNG Bus Transition project adds \$15.9 million in Section 5339, state, and local funding to replace 37 buses, retrofit an existing facility to accommodate CNG bus maintenance, and to construct a new fueling facility in Loudoun County.

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:

- January 5, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR11-2024 approving the transfer of funds from the TA Statewide NOVA TPB Balance Entry Account to the Washington & Old Dominion Trail Crossing Improvements project in the City of Falls Church, as requested by VDOT
- Adopted resolution SR12-2024 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR13-2024 approving an amendment to the TIP, as requested by Prince George’s County
- Adopted resolution SR14-2024 approving an amendment to the TIP, as requested by VDOT

**TPB Steering Committee Attendance – January 5, 2024**  
(only voting members and alternates listed)

TPB Chair/DC rep.:	Cristina Henderson
TPB Vice Chair/VA Rep.:	James Walkinshaw
Prior TPB Chair	Reuben Collins
Tech. Committee Chair:	Amy Garbarino, VDRPT
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Amir Shahpar

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

**RESOLUTION TO APPROVE THE TRANSFER OF FUNDS  
FROM THE FEDERAL TRANSPORTATION ALTERNATIVES SET ASIDE  
PROGRAM BETWEEN PROJECTS IN VIRGINIA**

**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 FAST Act’s Transportation Alternatives Set-Aside (TA Set-Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required “to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State”; and

**WHEREAS**, the TA Set-Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

**WHEREAS**, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

**WHEREAS**, the TA Set-Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan, in the Equity Emphasis Areas, and related to the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail Network; and

**WHEREAS**, the Washington & Old Dominion (W&OD) Trail Crossings Improvements (UPC 111402) project in Falls Church previously received a total of \$856,585 in TA Set-Aside Funding, including \$523,050 from the TPB’s TA Set-Aside suballocations and \$333,535 from the suballocation of the Commonwealth Transportation Board’s Northern Virginia member; and

**WHEREAS**, the W&OD Trail Crossings Improvements project requires \$416,919 in additional funding to complete design and construction; and

**WHEREAS**, it has been determined the City of Falls Church will provide the required match of \$83,384 for additional funding; and

**WHEREAS**, the Commonwealth Transportation Board's Northern Virginia member has committed to providing \$166,767 from TA Set-Aside funding to the project; and

**WHEREAS**, the TPB has a significant surplus in its TA Set-Aside balance of funds for projects in Virginia; and

**WHEREAS**, on July 12, 2019, the TPB approved Resolution SR1-2020 which established a policy for off-cycle fund transfers of TA Set-Aside funding to projects previously approved by the TPB, and the transfer requested by VDOT is consistent with that policy.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board approves the transfer of \$166,768 in federal TA Set-Aside funds to the W&OD Trail Crossings Improvements project, as described in the attached material.

**Adopted by the TPB Steering Committee at its meeting on Friday, January 5, 2024.  
Final approval following review by the full board on Wednesday, January 17, 2024..**



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner  
January 4, 2024

1401 East Broad Street  
Richmond, Virginia 23219

The Honorable Christina Henderson, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capital Street, N.E., Suite 300  
Washington, DC 20002-4201

RE: Request to Transfer Transportation Alternatives (TA) Funding from Balance Entry Account to Approved Project.

Dear Chairman Henderson:

There is \$8,334,668 of previous federal TA set aside funding available -- \$1,656,333 is from previously cancelled or surplus of NOVA TPB project funding and \$6,678,335 is undistributed FY23 and FY24 funding in the TA Statewide NOVA TPB Balance Entry Account (70466).

This request is for Transportation Planning Board concurrence for the following "Out of Cycle" transfer:

- UPC 111402 WASHINGTON & OLD DOMINION TRAIL CROSSING IMPROVEMENTS (City of Falls Church) – The project was previously funded with CTB TA allocations of \$353,275 and TPB TA Set Aside funds of \$523,050. Request to transfer from TA Statewide NOVA TPB Balance Entry (UPC 70466) **\$166,768** of TA Set Aside funds to the WASHINGTON & OLD DOMINION TRAIL CROSSING IMPROVEMENTS (UPC 111402) to cover half of the increase for design and construction costs totaling \$333,535. City of Falls Church is committed to the \$83,384 of TA funds match requirement to award the project on January 19<sup>th</sup>, 2024.

The funding transfer request above has been coordinated with the Local Assistance TA Program Coordinator and the CTB member for the remaining \$166,767 to support the full funding for award. VDOT requests approval of this transfer at the next Steering Committee meeting. VDOT's representatives will be available to answer questions. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Cuttler".

Bill Cuttler, P.E.  
Northern Virginia District Engineer

Cc: John Swanson, National Capital Region Transportation Planning Board  
Carol Bondurant, VDOT Programming Manager - Maria Sinner, P.E., VDOT PIM

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 23-31.1 WHICH ADDS FUNDING FOR  
THE ROADWAY RECONSTRUCTION CITYWIDE PROJECT GROUPING, 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 23-31.1, which adds \$3.7 million in Surface Transportation Block Grant (STBG) and District funds to the **Roadway Reconstruction Citywide project grouping (T2965)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended project grouping 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 December 22, 2023, requesting the amendment, and

**WHEREAS**, the proposed amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-31.1 creating the 31<sup>st</sup> 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](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, this project grouping 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 23-311 which adds \$3.7 million in STBG and District funding to the Roadway Reconstruction Citywide project grouping (T2965), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, January 5, 2024.  
Final approval following review by the full board on Wednesday, January 17, 2024.**



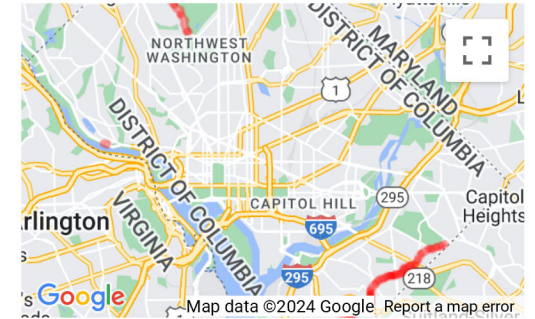
National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - Program Overview Report for  
 TIP ACTION 23-31.1 Formal Amendment to the  
 FY 2023-2026 Transportation Improvement Program  
 Requested by the District Department of Transportation  
 Final TPB Approval January 17, 2024

<i>TIP ID</i>	T2965	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Recons/Rehab/Maintenance/Resurface
<i>Project Name</i>	Roadway Reconstruction Citywide	<i>County</i>	Washington	<i>Total Cost</i>	\$25,555,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2030
		<i>Agency Project ID</i> SR060A MRR11A, SR009A SR055A PM075A			

*Description* This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. Projects Include: a. Alabama Ave from MLK to Bowen Rd SE b. Broad Branch Rd from Linnean Ave to Beach Dr NW Rehabilitation d. Canal Rd NW Rock Slope Stabilization e. Florida Ave and 9th St from T St to Barry Pl NW f. New Jersey Ave from Massachusetts Ave to N St NW g. Oregon Ave Military Rd to Western Ave NW

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE DC/STATE	-	-	-	-	\$3,447,000	\$1,381,600	\$3,447,000	\$4,828,600
PE STBG	-	-	-	-	-	\$5,526,400	-	\$5,526,400
<i>Total PE</i>	-	-	-	-	\$3,447,000	\$6,908,000	\$3,447,000	\$10,355,000
CON DC/STATE	-	-	\$7,840,000	-	-	-	\$7,840,000	\$7,840,000
CON STBG	-	-	\$7,360,000	-	-	-	\$7,360,000	\$7,360,000
<i>Total CON</i>	-	-	\$15,200,000	-	-	-	\$15,200,000	\$15,200,000
<i>Total Programmed</i>	-	-	\$15,200,000	-	\$3,447,000	\$6,908,000	\$18,647,000	\$25,555,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-31.1	Amendment 2023-2026	01/17/2024	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$21,855,000 to \$25,555,000

**ATTACHMENT B - AMENDMENT SUMMARY REPORT**  
**For TIP Action 23-31.3 Formal Amendment to the**  
**FY 2023-2026 Transportation Improvement Program**  
**Requested by Virginia Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2965	Roadway Reconstruction Citywide	\$21,855,000	\$25,555,000	\$3,700,000	17	Cost change(s), Programming Update	<p style="text-align: right;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">DC/STATE</p> <p style="text-align: right;">+ Increase funds in FFY 24 in CON from \$7,100,000 to \$7,840,000</p> <p style="text-align: right;">STBG</p> <p style="text-align: right;">+ Increase funds in FFY 24 in CON from \$4,400,000 to \$7,360,000</p> <p style="text-align: right;"><i>Total project cost increased from \$21,855,000 to \$25,555,000</i></p>

# Government of the District of Columbia

## Department of Transportation



December 22, 2023

The Honorable Christina Henderson, 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 Henderson,

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	Revision Classification Reason
Oregon Avenue Military Road to Western Ave NW	Formula/STBG	T2965g	Construction	\$ 3,700,000	2024	80/20	Increase Formula/STBG funding for Construction by \$3,700,000 in FY 2024	Total project cost increases by more than 20%

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 January 17<sup>th</sup> 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](mailto:mark.rawlings@dc.gov). Of course, please feel free to contact me directly.

Sincerely,

Paul Revesz  
 Acting Resource Allocation Officer  
 District Department of Transportation  
[Paul.Revesz@dc.gov](mailto:Paul.Revesz@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 23-31.2 WHICH ADDS  
FUNDING FOR THE BRIDGE REHABILITATION – ALCONA STREET PROJECT  
AS REQUESTED BY 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**, on behalf of Prince George’s County, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-31.2 which adds \$2.05 million in Bridge Formula Program (BFP) and local funding for preliminary engineering (PE), and construction to the FY 2023-2026 TIP (with an additional \$500,000 for utilities work to be programmed in FY 2027, bringing the total project cost to \$2.1 million) for the **Bridge Rehabilitation – Alcona Street project (T13549)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the project will appear in the TIP following approval,
- ATTACHMENT B) Letter from Prince George’s County dated December 29, 2023, requesting the amendment; and

**WHEREAS**, this project has been entered in the TPB’s Project InfoTrak database under TIP Action 23-31.2, creating the 31<sup>st</sup> 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](http://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 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 23-31.2 which adds \$2.05 million in BFP and local funds for the **Bridge Rehabilitation – Alcona Street project (T13549)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, January 5, 2024.  
Final approval following review by the full board on Wednesday, January 17, 2024.**



*TIP ID* T13594 *Lead Agency* Prince Georges County  
*Project Name* Bridge Rehabilitation - Alcona Street *County* Prince Georges  
*Project Limits* Ellerbe Street to Duchane Drive *Municipality*  
*Agency Project ID*

*Project Type* Bridge - Rehab  
*Total Cost* \$2,100,000  
*Completion Date* 2029

*Description* Alcona Street Bridge No. P-0295 Rehabilitation CIP project

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP	-	-	-	\$480,000	-	-	\$480,000	\$480,000
PE	LOCAL	-	-	-	\$120,000	-	-	\$120,000	\$120,000
	<i>Total PE</i>	-	-	-	\$600,000	-	-	\$600,000	\$600,000
CON	BFP	-	-	-	-	\$800,000	-	\$800,000	\$800,000
CON	LOCAL	-	-	-	-	\$200,000	-	\$200,000	\$200,000
	<i>Total CON</i>	-	-	-	-	\$1,000,000	-	\$1,000,000	\$1,000,000
UT	BFP	-	-	-	-	-	\$400,000	-	\$400,000
UT	LOCAL	-	-	-	-	-	\$100,000	-	\$100,000
	<i>Total UT</i>	-	-	-	-	-	\$500,000	-	\$500,000
	<i>Total Programmed</i>	-	-	-	\$600,000	\$1,000,000	\$500,000	\$1,600,000	\$2,100,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-31.2 Amendment 2023-2026	01/17/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

ATTACHMENT B



Angela D. Alsobrooks  
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation  
Office of the Director



Michael D. Johnson, P.E.  
Director

December 29, 2023

The Honorable Cristina Henderson, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington DC 20002

Dear Chair Henderson:

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 add the Alcona Street Bridge Rehabilitation project to the FY 2023-2026 TIP. The reconstruction project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 federal/local split with the remaining funding to come from Prince George's County. This bridge was built in 1967 and the superstructure elements are in poor condition, making this project eligible for rehabilitation.

An amount of \$1,600,000 will be programmed for the current TIP (FY 2023-2026). An additional \$500,000 will be programmed for FY 2027 for a total project cost of \$2,100,000. This project is to be designed "not regionally significant" as there is no capacity increase associated with this project and does not require conformity testing.

Prince George's County requests that this amendment be approved by the TPB Steering Committee at its January 5, 2024 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](mailto:vweissberg@co.pg.md.us) or Erv Beckert at (240) 508-9610 or [etbeckert@co.pg.md.us](mailto:etbeckert@co.pg.md.us).

Sincerely,

Michael D. Johnson

Michael D. Johnson, P.E.,  
Director, Prince George's County DPW&T

Attachment

cc: Kanti Srikanth, Director of Transportation, MWCOG  
Oluseyi Olugbenle, Deputy Director, DPW&T  
Victor Weissberg, Special Assistant to the Director, DPW&T  
Kate Mazzara, P.E., Associate Director, OEPM, DPW&T  
Erv T. Beckert, P.E., Chief, Highway and Bridge Design Division (HBDD), OEPM, DPW&T  
Nawaf E. Esayed, P.E., Bridge Program Manager, HBDD, OEPM, DPW&T  
Kari Snyder, Regional Planner, Office of Planning and Capital Programming MDOT  
Lyn Erickson, Plan Development and Coordination Program Director MWCOG

9400 Peppercorn Place, Suite 300, Largo, Maryland 20774  
(301) 883-5600 FAX (301) 883 -5709 Maryland Relay 711



**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 23-31.3 WHICH REPROGRAMS  
FUNDING FOR THE US 1 BUS RAPID TRANSIT PROJECT AND ADDS FUNDING FOR THE  
LOUDOUN COUNTY CNG BUS TRANSITION AND VA 7 LEESBURG PIKE WIDENING  
PROJECTS, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

**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**, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-31.3 which reprograms funding for the US 1 Bus Rapid Transit project and adds funding for the Loudoun County CNG Bus Transition and VA 7 Leesburg Pike Widening projects, as described at the end of this resolution and in the attached materials:

**WHEREAS**, the attached materials include:

ATTACHMENT A) Programming Overview reports showing how the newly amended records will appear in the TIP following approval,

ATTACHMENT B) Amendment Summary report for the US 1 Bus Rapid Transit project showing the total project cost, 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,

ATTACHMENT C) Funding Change Detail Report which provides a tabular format for the Change Narrative described in Attachment B above, and

ATTACHMENT D) Letter from VDOT dated December 27, 2023, requesting the amendments, and

**WHEREAS**, these amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-31.3, creating the 31<sup>st</sup> 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](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, the US 1 Bus Rapid Transit and VA 7, Leesburg Pike Widening projects were included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and the Loudoun County CNG Bus Transition project is exempt from the air quality requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and the 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 23-31.3 which reprograms funding for the US 1 Bus Rapid Transit project and adds funding for the Loudoun County CNG Bus Transition and VA 7 Leesburg Pike Widening projects, as described below and in the attached materials.

- **US 1 Bus Rapid Transit (T13563)** – Development of a median-running BRT facility between the Huntington Metro Area and Fort Belvoir. Funding from multiple sources has been reprogrammed, including prior and future planned obligations, resulting in a net increase to the FY 2023-2026 TIP of approximately \$652.6 million, and a net decrease to the total project cost of approximately \$3 million (\$938 million to \$935 million).
- **Loudoun County CNG Bus Transition - (T13595)** – adds \$15.9 million in FTA Section 5339, state, and local funding in FY 2024 to replace 37 buses, retrofit an existing facility to accommodate CNG bus maintenance, and construct a new fueling facility in Loudoun County.
- **VA 7, Leesburg Pike Widening (T13598)** – adds approximately \$5.2 million in National Highway Performance Program (NHPP) to the FY 2023-2026 TIP using the Advanced Construction funding mechanism for preliminary engineering (PE) to widen VA 7, Leesburg Pike between International Drive and the Capital Beltway and for additional improvements including accommodations for bicyclists and pedestrians between VA 123, Chain Bridge Road and the Capital Beltway. An additional \$73.3 million for ROW acquisition and construction will bring the total project cost to an estimated \$78.5 million.

**Adopted by the TPB Steering Committee at its meeting on Friday, January 5, 2024.  
Final approval following review by the full board on Wednesday, January 17, 2024..**



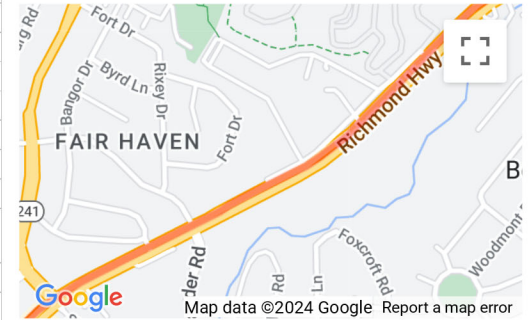
National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - Program Overview Report for  
 TIP ACTION 23-31.3 Formal Amendment to the  
 FY 2023-2026 Transportation Improvement Program  
 Requested by the District Maryland Virginia Department of Transportation  
 Final TPB Approval January 17, 2024

<i>TIP ID</i>	T13563	<i>Lead Agency</i>	VDRPT	<i>Project Type</i>	Transit - BRT
<i>Project Name</i>	US 1 Bus Rapid Transit (DRPT)	<i>County</i>	Fairfax, Prince William	<i>Total Cost</i>	\$934,710,499
<i>Project Limits</i>	Fort Belvoir to Huntington Metrorail Station	<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>	115550		

*Description* The Richmond Highway (Route 1) Bus Rapid Transit (BRT) project includes median running BRT from Huntington Metro Area to Fort Belvoir. The project will include: new transit stations, facilities for bicycle, pedestrian and vehicle travel modes.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	CMAQ	\$15,568,431	-	\$5,298,693	-	-	-	\$5,298,693	\$20,867,124
CON AC	CMAQ	-	-	\$22,804,348	-	-	-	\$22,804,348	\$22,804,348
CON ACCP	CMAQ	-	-	-	\$239,913	\$693,951	-	*	*
CON	CRP	-	-	\$18,181,611	-	-	-	\$18,181,611	\$18,181,611
CON	LOCAL	-	-	\$463,102,909	-	-	-	\$463,102,909	\$463,102,909
CON	NVTA	-	-	\$330,000,000	-	-	-	\$330,000,000	\$330,000,000
CON	RSTP	\$6,953,271	-	\$7,661,533	-	-	-	\$7,661,533	\$14,614,804
CON AC	RSTP	-	-	\$2,564,244	-	-	-	\$2,564,244	\$2,564,244
CON ACCP	RSTP	-	-	-	-	\$2,362,888	\$201,356	*	*
CON	URBAN FLEX	\$5,630,426	-	-	-	-	-	-	\$5,630,426
CON	DC/STATE	-	-	\$50,602,885	-	-	-	\$50,602,885	\$50,602,885
CON AC	DC/STATE	-	-	\$6,342,148	-	-	-	\$6,342,148	\$6,342,148
CON ACCP	DC/STATE	-	-	\$874,527	-	-	-	*	*
	<i>Total CON</i>	\$28,152,128	-	\$906,558,371	-	-	-	\$906,558,371	\$934,710,499
	<i>Total Programmed</i>	\$28,152,128	-	\$906,558,371	-	-	-	\$906,558,371	\$934,710,499



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	09/20/2023	10/18/2023	10/18/2023
23-31.3	Amendment 2023-2026	01/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$937,693,633 to \$934,710,499  
 \* ACCP is not part of the Total



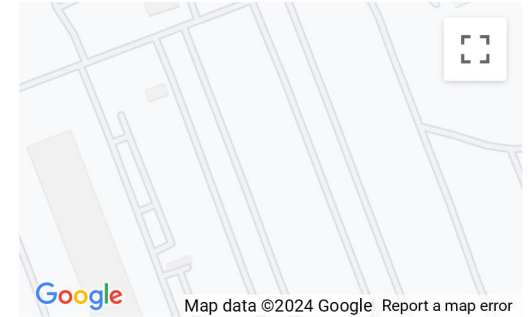
National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - Program Overview Report for  
 TIP ACTION 23-31.3 Formal Amendment to the  
 FY 2023-2026 Transportation Improvement Program  
 Requested by the Virginia Department of Transportation Final TPB  
 Approval January 17, 2024

<i>TIP ID</i>	T13595	<i>Lead Agency</i>	VDRPT	<i>Project Type</i>	Other - Intermodal Facilities
<i>Project Name</i>	Loudoun County CNG Bus Transition	<i>County</i>	Loudoun	<i>Total Cost</i>	\$15,904,954
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* This project will allow Loudoun County Transit to replace thirty-seven (37) buses with thirtyseven (37) Compressed Natural Gas (CNG) buses; retrofit the existing transit facility to accommodate CNG bus maintenance; and install a new CNG fueling facility. This project also includes workforce training.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	-	\$345,100	-	-	-	\$345,100	\$345,100
PE	S. 5339 (C)	-	-	\$13,880,910	-	-	-	\$13,880,910	\$13,880,910
PE	DC/STATE	-	-	\$1,678,944	-	-	-	\$1,678,944	\$1,678,944
	<i>Total PE</i>	-	-	\$15,904,954	-	-	-	\$15,904,954	\$15,904,954
	<i>Total Programmed</i>	-	-	\$15,904,954	-	-	-	\$15,904,954	\$15,904,954



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-31.3	Amendment 2023-2026	01/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



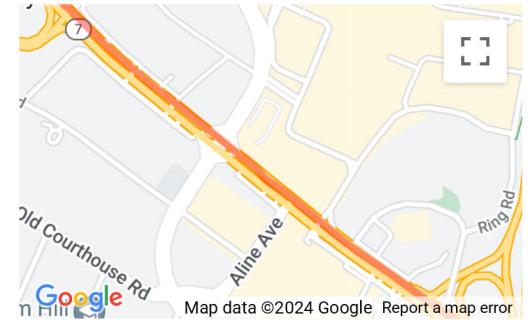
National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - Program Overview Report for  
 TIP ACTION 23-31.3 Formal Amendment to the  
 FY 2023-2026 Transportation Improvement Program  
 Requested by the Virginia Department of Transportation  
 Final TPB Approval January 17, 2024

<i>TIP ID</i>	T13598	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Add Capacity/Widening
<i>Project Name</i>	Route 7 Widening (Route 123 to I-495)	<i>County</i>	Fairfax	<i>Total Cost</i>	\$78,545,960
<i>Project Limits</i>	Rte 123 Chain Bridge Road to I-495	<i>Municipality</i>		<i>Completion Date</i>	2032
		<i>Agency Project ID</i>	123833		

*Description* The project will widen approximately 0.3 miles of Route 7 between International Drive and I-495 by an 11 lane in each direction. The project also includes significant pedestrian and bicycle improvements (SUP on both sides of Route), at-grade bike/pedestrian crossing improvements, ramp improvements, and access management improvements along Route 7 between Route 123 and I-495 as well as signal modifications. Right turn lane improvements from Route 123 to EB Route 7 and from Route 7 to SB I-495 are proposed.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	\$1,663,086	-	-	-	\$1,663,086	\$1,663,086
PE	AC	NHPP	-	-	\$3,540,522	-	-	-	\$3,540,522	\$3,540,522
PE	ACCP	NHPP	-	-	-	-	\$3,540,522	-	*	*
		<i>Total PE</i>	-	-	\$5,203,608	-	-	-	\$5,203,608	\$5,203,608
ROW		TBD	-	-	-	-	\$11,247,392	-	-	\$11,247,392
ROW	AC	TBD	-	-	-	-	\$17,945,827	-	-	\$17,945,827
		<i>Total ROW</i>	-	-	-	-	-	-	-	\$29,193,219
CON		TBD	-	-	-	-	\$44,149,133	-	-	\$44,149,133
		<i>Total CON</i>	-	-	-	-	-	-	-	\$44,149,133
		<i>Total Programmed</i>	-	-	\$5,203,608	-	-	\$73,342,352	\$5,203,608	\$78,545,960



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-31.3	Amendment 2023-2026	01/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

**ATTACHMENT B - AMENDMENT SUMMARY REPORT**  
**For TIP Action 23-31.3 Formal Amendment to the**  
**FY 2023-2026 Transportation Improvement Program**  
**Requested by Virginia Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T13563	US 1 Bus Rapid Transit (DRPT)	\$937,693,633	\$934,710,499	(\$2,983,134)	0	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 22 in CON for \$18,458</li> <li>▶ Add funds in FFY 24 in CON for \$463,102,909</li> </ul> <p>CRP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in CON for \$18,181,611</li> </ul> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 22 in CON for \$4,967,528</li> <li>▶ Delete funds in FFY 23 in CON for \$2,300,000</li> <li>▶ Add funds in FFY 24 in CON for \$56,945,033</li> <li>▶ Delete funds in FFY 25 in CON for \$16,200,477</li> <li>▶ Delete funds in FFY 26 in CON for \$1,764,209</li> <li>▶ Delete funds in FFY 27 in CON for \$2,641,780</li> <li>▶ Delete funds in FFY 28 in CON for \$5,350,962</li> <li>▶ Delete funds in FFY 29 in CON for \$3,661,539</li> <li>▶ Add funds in FFY 24 in CON for \$874,527</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 22 in CON for \$12,289,501</li> <li>▶ Delete funds in FFY 25 in CON for \$12,289,501</li> </ul> <p>S. 5309</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 26 in CON for \$43,300,000</li> <li>▶ Delete funds in FFY 27 in CON for \$60,000,000</li> <li>▶ Delete funds in FFY 28 in CON for \$100,000,000</li> <li>▶ Delete funds in FFY 29 in CON for \$100,000,000</li> <li>▶ Delete funds in FFY 30 in CON for \$100,000,000</li> <li>▶ Delete funds in FFY 31 in CON for \$39,267,869</li> </ul> <p>RSTP</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 22 in CON from \$14,614,804 to \$6,953,271</li> <li>▶ Add funds in FFY 24 in CON for \$10,225,777</li> <li>▶ Delete funds in FFY 26 in CON for \$2,362,888</li> <li>▶ Delete funds in FFY 27 in CON for \$2,379,810</li> <li>▶ Delete funds in FFY 29 in CON for \$8,070,750</li> </ul> <p>NVTA</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 22 in CON for \$38,100,000</li> <li>▶ Delete funds in FFY 23 in CON for \$18,200,000</li> </ul> <p>+ Increase funds in FFY 24 in CON from \$104,100,000 to \$330,000,000</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 25 in CON for \$28,900,000</li> <li>▶ Delete funds in FFY 26 in CON for \$21,500,000</li> <li>▶ Delete funds in FFY 27 in CON for \$21,500,000</li> <li>▶ Delete funds in FFY 28 in CON for \$40,000,000</li> <li>▶ Delete funds in FFY 29 in CON for \$77,800,000</li> <li>▶ Delete funds in FFY 30 in CON for \$8,200,000</li> </ul> <p>URBAN FLEX</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in CON for \$5,630,426</li> <li>▶ Add funds in FFY 26 in CON for \$2,362,888</li> <li>▶ Add funds in FFY 27 in CON for \$201,356</li> </ul> <p>CMAQ</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 22 in CON from \$18,409,477 to \$15,568,431</li> <li>+ Increase funds in FFY 24 in CON from \$2,457,647 to \$28,103,041</li> <li>▶ Delete funds in FFY 25 in CON for \$239,913</li> <li>▶ Delete funds in FFY 26 in CON for \$639,951</li> <li>▶ Delete funds in FFY 27 in CON for \$567,119</li> <li>▶ Delete funds in FFY 28 in CON for \$19,024,041</li> <li>▶ Delete funds in FFY 29 in CON for \$6,575,409</li> <li>▶ Add funds in FFY 25 in CON for \$239,913</li> <li>▶ Add funds in FFY 26 in CON for \$693,951</li> </ul> <p><i>Total project cost decreased from \$937,693,633 to \$934,710,499</i></p>

ATTACHMENT C - FUNDING CHANGE DETAIL REPORT  
For TIP Action 23-31.3 Formal Amendment to the  
FY 2023-2026 Transportation Improvement Program  
Requested by Virginia Department of Transportation

SOURCE	TIP ACTION	PRIOR TOTAL	2023	2024	2025	2026	FY 23-26 TOTAL	FUTURE TOTAL	GRAND TOTAL
TIP ID T13563 - US 1 Bus Rapid Transit (DRPT)									
CMAQ	23-21.4	\$18,409,477	\$0	\$2,457,647	\$239,913	\$639,951	\$3,337,511	\$26,166,569	\$47,913,557
	23-31.3	\$15,568,431	\$0	\$5,298,693	\$0	\$0	\$5,298,693	\$0	\$20,867,124
	DELTA	\$2,841,046	\$0	\$2,841,046	\$239,913	\$639,951	\$1,961,182	\$26,166,569	\$27,046,433
CMAQ*	23-31.3	\$0	\$0	\$22,804,348	\$0	\$0	\$22,804,348	\$0	\$22,804,348
CRP	23-31.3	\$0	\$0	\$18,181,611	\$0	\$0	\$18,181,611	\$0	\$18,181,611
DC/STATE	23-21.4	\$4,967,528	\$2,300,000	\$0	\$16,200,477	\$1,764,209	\$20,264,686	\$11,654,281	\$36,886,495
	23-31.3	\$0	\$0	\$50,602,885	\$0	\$0	\$50,602,885	\$0	\$50,602,885
	DELTA	\$4,967,528	\$2,300,000	\$50,602,885	\$16,200,477	\$1,764,209	\$30,338,199	\$11,654,281	\$13,716,390
DC/STATE*	23-31.3	\$0	\$0	\$6,342,148	\$0	\$0	\$6,342,148	\$0	\$6,342,148
LOCAL	23-21.4	\$18,458	\$0	\$0	\$0	\$0	\$0	\$0	\$18,458
	23-31.3	\$0	\$0	\$463,102,909	\$0	\$0	\$463,102,909	\$0	\$463,102,909
	DELTA	\$18,458	\$0	\$463,102,909	\$0	\$0	\$463,102,909	\$0	\$463,084,451
NHPP	23-21.4	\$12,289,501	\$0	\$0	\$12,289,501	\$0	\$12,289,501	\$0	\$24,579,002
	23-31.3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	DELTA	\$12,289,501	\$0	\$0	\$12,289,501	\$0	\$12,289,501	\$0	\$24,579,002
NVTA	23-21.4	\$38,100,000	\$18,200,000	\$104,100,000	\$28,900,000	\$21,500,000	\$172,700,000	\$147,500,000	\$358,300,000
	23-31.3	\$0	\$0	\$330,000,000	\$0	\$0	\$330,000,000	\$0	\$330,000,000
	DELTA	\$38,100,000	\$18,200,000	\$225,900,000	\$28,900,000	\$21,500,000	\$157,300,000	\$147,500,000	\$28,300,000
RSTP	23-21.4	\$14,614,804	\$0	\$0	\$0	\$2,362,888	\$2,362,888	\$10,450,560	\$27,428,252
	23-31.3	\$6,953,271	\$0	\$7,661,533	\$0	\$0	\$7,661,533	\$0	\$14,614,804
	DELTA	\$7,661,533	\$0	\$7,661,533	\$0	\$2,362,888	\$5,298,645	\$10,450,560	\$12,813,448
RSTP*	23-31.3	\$0	\$0	\$2,564,244	\$0	\$0	\$2,564,244	\$0	\$2,564,244
S. 5309	23-21.4	\$0	\$0	\$0	\$0	\$43,300,000	\$43,300,000	\$399,267,869	\$442,567,869
	23-31.3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	DELTA	\$0	\$0	\$0	\$0	\$43,300,000	\$43,300,000	\$399,267,869	\$442,567,869
URBAN FLEX	23-31.3	\$5,630,426	\$0	\$0	\$0	\$0	\$0	\$0	\$5,630,426
TOTAL	23-21.4	\$88,399,768	\$20,500,000	\$106,557,647	\$57,629,891	\$69,567,048	\$254,254,586	\$595,039,279	\$937,693,633
	23-31.3	\$28,152,128	\$0	\$906,558,371	\$0	\$0	\$906,558,371	\$0	\$934,710,499
	DELTA	\$60,247,640	\$20,500,000	\$800,000,724	\$57,629,891	\$69,567,048	\$652,303,785	\$595,039,279	\$2,983,134



# 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

December 27, 2023

The Honorable Christina Henderson, Chair  
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 2023-2026 Transportation Improvement Program (TIP) Amendments:  
Richmond Highway Bus Rapid Transit (TIP ID T13563/UPC# 115550)  
Route 7 Widening (TIP ID T13598/UPC# 123833) – New Project  
Loudoun County CNG Bus Transition (TIP ID T13595) – New Project

Dear Chair Henderson:

The Virginia Department of Transportation (VDOT) requests the following three amendments to the FY 2023-2026 Transportation Improvement Program (TIP).

### Existing TIP Amendment

#### Richmond Highway Bus Rapid Transit (TIP ID T13563/UPC# 115550)

The Richmond Highway (Route 1) Bus Rapid Transit (BRT) project will provide a median running BRT from Huntington Metro Area to Fort Belvoir. The project will also add new transit stations and facilities for all vehicle travel modes, including bicycle and pedestrian accommodations. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Add \$15,568,431 (CMAQ) Previous FFY for CN Phase
- Add \$3,892,108 (State) Previous FFY for CN Phase
- Add \$6,953,271 (RSTP) Previous FFY for CN Phase
- Add \$1,738,318 (State) Previous FFY for CN Phase
- Add \$5,298,693 (CMAQ) FFY24 for CN Phase
- Add \$1,324,673 (State) FFY24 for CN Phase
- Add \$7,661,533 (RSTP) FFY24 for CN Phase
- Add \$1,915,383 (State) FFY24 for CN Phase
- Add \$22,804,348 (AC-CMAQ) FFY24 for CN Phase
- Add \$5,701,087 (AC-STATE) FFY24 for CN Phase
- Add \$2,564,244 (AC-RSTP) FFY24 for CN Phase
- Add \$641,061 (AC-STATE) FFY24 for CN Phase
- Add \$330,000,000 (NVT) FFY24 for CN Phase
- Add \$18,181,611 (CRP) FFY24 for CN Phase



The Honorable Christina Henderson  
December 27, 2023  
Page Two

- Add \$47,362,829 (State) FFY24 for CN Phase
- Add \$463,102,909 (Local) FFY24 for CN Phase

#### **NEW TIP Amendments**

##### Route 7 Widening Project (TIP ID T13598/UPC# 123833)

The project will widen approximately 0.3 miles of Route 7 between International Drive and I-495, add pedestrian and bicycle amenities (shared use paths, at grade crossing enhancements), signal modifications, and also improve ramp and access management along the corridor. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Add \$1,663,086 (NHPP) FFY24 for PE Phase
- Add \$3,540,522 (AC-NHPP) FFY24 for PE Phase
- Add \$3,540,522 (ACC-NHPP) FFY26 for PE Phase
- Add \$5,266,008 (NHPP) FFY27 for RW Phase
- Add \$12,573,671 (AC-NHPP) FFY27 for RW Phase
- Add \$5,981,384 (NHPP:E) FFY27 for RW Phase
- Add \$5,372,156 (AC-NHPP:E) FFY27 for RW Phase
- Add \$44,149,133 (Future Other) FFY30 for CN Phase

##### Loudoun County CNG Bus Transition (TIP ID T13595)

This project will allow Loudoun County Transit to replace thirty-seven (37) buses with thirty-seven (37) Compressed Natural Gas (CNG) buses; retrofit the existing transit facility to accommodate CNG bus maintenance; install a new CNG fueling facility; and workforce training. This project is not considered regionally significant for air quality conformity process. The proposed amendment will:

- Add \$13,880,910 (Section 5339 (c) Low or No Emission Program) FFY24 for PE Phase
- Add \$1,678,944 (State Funds) FFY24 for PE Phase
- Add \$345,100 (Local) FFY24 for PE Phase

VDOT requests approval of these three projects to the TIP by the Transportation Planning Board's Steering Committee at its meeting on January 5, 2024. VDOT's representative will be available to answer any questions about this amendment request. Thank you for your consideration of this matter.

Sincerely,



for  
Bill Cuttler, P.E.  
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Amir Shahpar, P.E., VDOT-NoVA



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** January 11, 2024

---

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



National Capital Region  
**Transportation Planning Board**

December 14, 2023

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

Re: FY 2024 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 FY 2024 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 implementation of the recommended improvements of the feasibility study for this significant intersection. The project also serves an identified Equity Emphasis Area and will help improve mobility and accessibility to traditionally underserved populations.

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. Over the past year, design work has advanced through local and private funding for this important project.

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 project and grant funding.

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. Paolo Belita, Prince William County Department of Transportation



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** January 11, 2024

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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:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** TPB, Technical Committee and Steering Committee Dates for Calendar Year 2023  
**DATE:** January 11, 2024

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 are also identified below (February, June, October). Please note that meetings identified as In-person meetings will be primarily In-person and members would be able to participate virtually to accommodate any special needs of the members. Consistent with the TPB Bylaws, members seeking such accommodations should reply to the monthly survey monkey link and notify staff ahead of time (no later than the Monday before the meeting). Please note there are also 2 TPB meetings that will occur on Thursday.

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

**\* IN PERSON** – Meeting will be conducted in a hybrid format, with members coming to the COG building and including an option to participate virtually with notification per the TPB Bylaws (notify by the Monday before the TPB meeting).

**\*\* VIRTUAL** – Meeting will be conducted in an all-virtual manner, with no members coming to the COG building.



## 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:** January 11, 2024

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The TPB is currently accepting applications for two local technical assistance programs, the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP). Applicants can access the application forms through the TLC and RRSP webpages ([www.mwcog.org/tlc](http://www.mwcog.org/tlc) and [www.mwcog.org/rrsp](http://www.mwcog.org/rrsp)) on the Metropolitan Washington Council of Governments (MWCOCG) website.

The deadline for applications is March 8, 2024. Applicants can submit an optional abstract for their proposed project by January 24, 2024, to receive preliminary feedback from TPB staff.

### 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](mailto:jswanson@mwkog.org)) regarding the TLC program and Janie Nham ([jnham@mwkog.org](mailto:jnham@mwkog.org)) regarding the RRSP.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Staff assessment of comments received by the TPB (December 20, 2023)  
**DATE:** January 11, 2024

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During the TPB's meeting on December 20, 2023, a member of the public, Mr. Tad Aburn, provided comments pertaining to air quality conditions in "environmental justice communities of color" as relates to TPB work activities. A member of the board, Mr. David Snyder, asked staff to report back on the comments, specifically the comment on the legality of TPB's work activities in this regard. This memo provides the staff assessment of the comments.

## **COMMENTS**

Mr. Aburn said: "My comments focus on TPBs continued failure to address high-risk air pollution hot-spots caused by Transportation Related Air Pollution (or TRAP) in environmental justice communities of color across the region". He also said: "I find this total lack of action on this very serious issue very disappointing. I believe it is also illegal". These comments are attached to this memo.

## **STAFF ASSESSMENT**

Examining localized air quality levels and issues associated with high levels of pollutants in the air – from whatever source (including transportation) – are outside the prescribed purview of and beyond the capabilities of the TPB. Such monitoring and mitigation activities, if needed, are within the purview of the environmental and/or transportation departments of the state and local governments and conducted either as part of individual project and or sub-area work activities. Regarding specific transportation projects – the TPB implements the federal metropolitan planning activities at a regional level and not at the individual project level. The TPB member governments, including the states, have environmental regulations that require air quality analysis, including air toxics and hot-spots, to be performed. Such analysis for individual projects is also required as part of the federal National Environmental Protection Act (NEPA) and is part of the NEPA studies conducted for transportation projects by local or state transportation agencies. The TPB expects all of its member agencies to fully comply with local, state, and federal regulations and best practices as part of their project development activities. The TPB also asks its member agencies to indicate this activity for the projects submitted for inclusion in the TPB's long-range transportation plan.

With regard to previous comments from Mr. Aburn about specific projects, the TPB staff reviewed and shared these project specific comments with the TPB member agencies. The TPB staff also followed up with the member agency staff on the agency's actions. This is consistent with what the staff does with all project specific comments received by the TPB, as the TPB's staff are not involved in, have knowledge about, or have a role in, project development and programming.



Regarding the commenter's belief that the TPB not explicitly working on air quality concerns in "environmental justice communities of color across the region" is illegal, staff notes this is contrary to the requirements and to TPB's work. Consistent with United States Presidential Executive Order 12898 and USDOT-FHWA Environmental Justice (EJ) Order 6640.23A, the TPB is required to conduct an EJ analysis of its long-range transportation plan (LRTP). The purpose of this EJ analysis is to identify the impact, if any, of all the projects, programs and policies reflected in the long-range transportation plan and address any disproportionately high and negative impacts from the LRTP on low-income and historically disadvantaged racial and ethnic population groups.

The TPB conducted such an analysis of its LRTP, Visualize 2045, in 2022 and 2023. The EJ Analysis on Visualize 2045 used the methodology that the TPB adopted in 2017 and was recognized by the US DOT as exceptional. The TPB's methodology was recognized for going above and beyond what was required by the federal regulations. The analysis uses 34 different metrics to assess the changes in mobility and accessibility of areas with high concentrations of lower income and racial and ethnic minority populations. The analysis that the TPB approved in 2023 found: (1) the 2022 LRTP, Visualize 2045, does not have an adverse 'disparate impact' on "low-income" and "minority" populations; (2) the planned transportation projects of Visualize 2045 will have a positive impact on mobility and accessibility that would otherwise not take place; and (3) depending on the measure, the magnitude of change in burden or benefit are different between Equity Emphasis Areas (EEA) and Non-EEAs. The analysis was subsequently submitted to and accepted by the US DOT. The TPB's EJ analysis was once again identified as a commendable effort by the US DOT in 2023.

## **CLOSING**

In closing, staff finds that the TPB's work activities regarding the required environmental justice analysis fully complies with, and exceeds, federal requirements for metropolitan planning organizations such as the TPB. Staff also notes that the TPB's methodology for conducting the required EJ analysis has been held up as commendable by the USDOT. The TPB's current work plan involves additional "deep dive" analysis of the specific mobility and accessibility challenges faced by residents in the TPB's EEAs. Also, the concept of Equity Emphasis Areas (EEA) developed by this methodology is currently part of the regional planning framework adopted by the Metropolitan Washington Council of Governments (COG), called Region United. The EEA concept is now used across all policy boards at COG and also by a number of its member jurisdictions for planning purposes in transportation and other disciplines as well.

## Item 1 Virtual Comment Opportunity

George Aburn <tadaburn@gmail.com>

Tue 12/19/2023 7:47 AM

To:TPBcomment <tpbcomment@mwkog.org>;Lyn Erickson <lerickson@mwkog.org>  
Cc:kates@takomaparkmd.gov <kates@takomaparkmd.gov>;Rick Konrad <rkonrad@mwkog.org>;Fernandez.Cristina@epa.gov <fernandez.cristina@epa.gov>;Ortiz.adam@epa.gov <Ortiz.adam@epa.gov>;Welch, Angus <welch.angus@epa.gov>;Kanti Srikanth <ksrikanth@mwkog.org>;Vivek Ravichandran <vravicha@terpmail.umd.edu>

 5 attachments (407 KB)

TPB 122023 Final Written Comment Tad w DC EJC (2).pdf; TPB Letter Final Phoenix et al 12192023 Letter forwarding TA Public Comments on TRAP (2).pdf; TPB 122023 Final Written Comment Tad w DC EJC (2).pdf; NAACP.Final DDOT Letter.pdf; MWAQC Letter FinalV2 Phoenix et al 09262023 Letter on TRAP and EJ Plan .pdf;

Lyn - Please register me to provide virtual public comment during the 12/20/2023 TPB meeting.

The comments are attached.

A letter supporting my comments from leadership of the DC EJ Coalition is also attached.

Thanks again for your help

Tad

Comments for the December 20, 2023 TPB Meeting

Tad Aburn<sup>1</sup>

DC Environmental Justice (EJ) Coalition

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)

(443) 829-3652

\*\*\*\*\*

Mr. Chairman, TPB members ... happy holidays ... and thank you for the opportunity to provide public comment today.

I am commenting today as a member of the DC EJ Coalition<sup>2</sup>. My comments focus on TPBs continued failure to address high-risk air pollution hot-spots caused by Transportation Related Air Pollution (or TRAP) in environmental justice communities of color across the region. Leadership in the DC EJ Coalition have submitted a letter of support for my comments today, an earlier NAACP letter on TRAP and a copy of DC EJ Coalition comments submitted to MWAQC.

Since the end of 2022 I have been submitting comments on this issue. Research, studies, air monitoring and other information, demonstrating how serious this issue is, are readily available to MWAQC TAC and TPB Tech. Much of this policy relevant, analytical work has been conducted or supported by your members. DC DOEE and MDE are openly acknowledging that many communities of color are overburdened by high-risk air pollution and linking those risks to TRAP. Since the end of 2022, TPB has done nothing on this issue. Neither MWAQC TAC nor TPB Tech has even looked at the numerous studies and ongoing research on high-risk air pollution hot-spots and TRAP in the DC metropolitan area. I find this total lack of action on this very serious issue very disappointing. I believe it is also illegal.

Please use the following language in your staff summary of my comments:

“Mr. Aburn, as a member of the DC EJ Coalition, again submitted environmental justice comments on TPBs failure to address high-risk, air pollution hot-spots caused by Transportation Related Air Pollution or TRAP in environmental justice communities of color across the region. Leadership from the DC EJ Coalition submitted a letter of support for Mr. Aburn’s comments which attached an earlier NAACP letter on TRAP and EJ comments submitted to MWAQC. Mr. Aburn, who has commented at every TPB meeting since late 2022, believes TPBs failure to address this issue is very disappointing. He also believes TPBs lack of action is also illegal.”

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<sup>1</sup> As background, my name is Tad Aburn. I have submitted comments at every TPB meeting since November of 2022. I am retired, was a Maryland resident for 68 years and I am now doing volunteer work for overburdened communities in Prince George’s County and the District of Columbia. I am also a member of the DC EJ Coalition. Last year I was the Chair of MWAQC TAC. I was an MWAQC member for over 10 years. For almost 20 years I was the Director of the air pollution program in Maryland. I worked for MDE for 40 years.

<sup>2</sup> Key members of the DC EJ Coalition who are working with me on these issues include Dr. Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition, Dr. Sacoby Wilson, University of Maryland Center for Community Engagement, Environmental Justice and Health, Parisa Norouzi, Executive Director, Empower DC, Tene Lewis, Lead Volunteer, Campaign to Reduce Lead Exposure and Asthma and William Washburn, Climate Justice Chair, Washington DC Branch, NAACP.

Thank you again for providing the opportunity for public comment.

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*Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition*  
*Parisa Norouzi, Executive Director, EMPOWER DC*  
*Dr. Sacoby Wilson, University of Maryland Center for Community*  
*Engagement, Environmental Justice and Health (CEEJH)*  
*Tene Lewis, Lead Volunteer, Campaign to Reduce*  
*Lead Exposure & Asthma*  
*Tad Aburn*

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December 19, 2023

Reuben Collins, Chair, MWCOG Transportation Planning Board (TPB)  
Members, MWCOG TPB  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Comments on Environmental Justice (EJ) and Transportation Related Air Pollution

Chairman Collin, TPB members:

We are writing to forward and express our support for the attached public comments being made by Tad Aburn. Mr. Aburn has been working with us as part of the DC EJ Coalition for the past 6 months.

We have begun to work with Tad Aburn on this and other issues. We support his comments and share his concern over high-risk, air pollution hot-spots in EJ communities of color. We are also concerned that TPB has made no attempt over the past year to address this very serious issue. In a briefing to MWAQC, Dr. Russell Dickerson, a national expert on air pollution, characterized the measured air pollution levels in the Ivy City EJ area as “alarming”.

Transportation Related Air Pollution (TRAP) is a high priority to our coalition. We have attached a 2022 letter describing our concerns over TRAP. We are also attaching our earlier comments on EJ to MWAQC.

In closing, should you want our input on TRAP and high-risk air pollution hot-spots in EJ communities, please contact Tad Aburn.

Thank you again for allowing public input. The work you are doing is critical.

Sincerely,

*Janet A. Phoenix*

Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition

*Parisa Norouzi*

Parisa Norouzi, Executive Director, EMPOWER DC

*Dr. Sacoby Wilson*

865U JWP

Dr. Sacoby Wilson, University of Maryland Center for Community Engagement, Environmental Justice and Health (CEEJH)

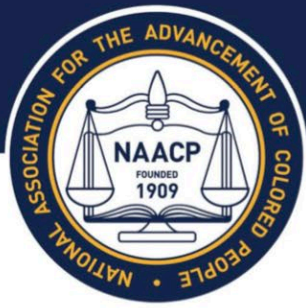
*Tene Lewis*

Tene Lewis, Lead Volunteer, Campaign to Reduce Lead Exposure and Asthma

*George S. Aburn Jr.*

George S. (Tad) Aburn Jr.

Cc: William Washburn, Climate Justice Chair, Washington DC Branch, NAACP  
Kate Stewart, Chair, MWCOG BOD  
Rick Conrad, MWCOG Title VI Officer  
Adam Ortiz, Regional Administrator, USEPA  
Cristina Fernandez, USEPA  
Angus Welch, USEPA



**NAACP** *National Association For The Advancement Of Colored People*

*Washington, DC Branch*

1000 U Street, NW • Suite 100 • Washington, DC 20001

September 1, 2022

Olivia Dedner  
Chief of External Affairs  
District Department of Transportation (DDOT)

Dear Olivia,

I trust that this letter finds you safe & well. This is a note from Neil Boyer, Environment and Climate Justice Committee for the Washington DC branch of the NAACP. We would like to thank you for providing the opportunity to have a Zoom meeting with you and your team on July 18th. We would like to request a further meeting to follow up on the measures discussed at that meeting. We understand that your office is in the process of putting together requests for the FY 24 budget. As you know, in our previous discussions we requested that DDOT use some of the federal and local resources allocated to improve transportation infrastructure in the district to also reduce resident exposure to Traffic-Related Air Pollution (TRAP). This is critical for those areas of the city where exposure to TRAP has resulted in adverse public health outcomes, namely in residential areas adjacent to I-295, I-395, Suitland Parkway, and New York Avenue (as well as other high-volume traffic corridors located in lower-income areas of the city). We also requested active community engagement in the design and implementation of interventions funded by these resources and aimed at reducing TRAP. The Campaign team would very much like to participate as stakeholders as your agencies plan current and future budget requests that could support implementation of some of the recommendations for pollution mitigation along high traffic corridors, especially those in low-income minority neighborhoods.

In the context of the issues cited above, we were recently made aware that WMATA intends to remodel its Shepherd Parkway bus garage to include new Compressed Natural Gas (CNG) fueling infrastructure. The proposed remodel will shift many of WMATA's CNG buses to the community, contribute more fossil fuel powered traffic, result in additional TRAP, and compound adverse health impacts in Ward 8 and along the I-295 corridor. Furthermore, this project represents a troubling new foothold for fossil gas infrastructure in Ward 8 and will stymie efforts to ensure clean public transportation for DC's most vulnerable commuters and residents. Furthermore, the WMATA proposal, if implemented, would undermine its stated commitment to electrify its bus fleet and reduce its carbon footprint. This proposal is especially concerning due to its potential public health impacts on a disadvantaged community that is already disproportionately impacted by TRAP. This development further illustrates the need for greater community involvement in decisions related to TRAP and public health.

In addition, sufficient resources should be allocated to ensure that a baseline of information on TRAP-related adverse health outcomes for residents of the aforementioned communities is established as well. Such a baseline could identify the current levels of TRAP, as well as TRAP-

related morbidity and mortality rates (especially for vulnerable low-income people living close to high-traffic corridors).

In light of the above, our 'ask' is that DDOT & DOEE create a mechanism to monitor and track health outcomes associated with TRAP (e.g. respiratory disease and cardiovascular disease) especially in communities at risk adjacent to I-295, I-395 and New York Avenue. This may require coordination with DC Health as they are the agency with the expertise to assess health indicators and conduct surveillance. Under the assumption that improving public health outcomes remains a priority of the current Bowser administration, establishing this baseline is critical to provide measures of progress towards the goal of reducing harmful exposures to TRAP. This is especially important to those residents at risk in Wards 5, 7 & 8. We also strongly urge that DDOT and DOEE recommend that the District Government's representatives on the WMATA Board call for WMATA staff to suspend its proposal to locate new CNG fueling infrastructure at this Metrobus garage and consider replacing older diesel-powered Metrobuses in the garage's fleet with new electric Metrobuses instead.

Thank you in advance for your continued willingness to meet with us to discuss these important transport related public health issues. We look forward to continued collaboration on this matter and hope to hear from you at your earliest convenience.

Best Regards,



Neil Boyer

cc:

Anna Chamberlin, Associate Director, Planning and Sustainability Division,  
DDOT [anna.chamberlin@dc.gov](mailto:anna.chamberlin@dc.gov)

Nana Bailey, (meeting facilitator) Chief Transportation Equity & Inclusion Officer -  
[nana.bailey@dc.gov](mailto:nana.bailey@dc.gov) - DDOT

Austina Casey, Manager, Environmental Program Branch,  
DDOT [austina.casey@dc.gov](mailto:austina.casey@dc.gov) (DDOT)

Faye Dastgheib, Interim Manager, Policy and Legislative Affairs Division, DDOT -  
[faye.dastgheib@dc.gov](mailto:faye.dastgheib@dc.gov)

Kelly Crawford, Associate Director Air Quality Division, DOEE  
[kelly.crawford@dc.gov](mailto:kelly.crawford@dc.gov)

Kendra Wiley, Renewable Energy and Clean Transportation Policy Analyst, DOEE  
[Kendra.Wiley@dc.gov](mailto:Kendra.Wiley@dc.gov) (DOEE)

Will Perkins - Staffer from Councilmember Janeese Lewis-George's office -  
[WPerkins@dccouncil.us](mailto:WPerkins@dccouncil.us)

Michael Porcello - Staffer from Councilmember Mary Cheh's office -  
[mporcello@dccouncil.us](mailto:mporcello@dccouncil.us)



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***Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition***  
***Parisa Norouzi, Executive Director, EMPOWER DC***  
***Dr. Sacoby Wilson, University of Maryland Center for Community***  
***Engagement, Environmental Justice and Health (CEEJH)***  
***William Washburn, Climate Justice Chair,***  
***Washington DC Branch, NAACP***  
***Tene Lewis, Lead Volunteer, Campaign to Reduce***  
***Lead Exposure & Asthma***

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September 26, 2023

Anita Bonds, Chair, MWCOG Metropolitan Washington Air Quality Committee (MWAQC)  
Takis Karantonis, Chair, MWCOG Climate, Energy and Environment Policy Committee (CEEPC)  
Committee Members, MWAQC  
Committee Members, CEEPC  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Request to Provide Input on the MWAQC/MWCOG Environmental Justice Plan

Chairwoman Bonds, Chairman Karantonis, MWAQC members, CEEPC members:

We are writing to offer our assistance to MWAQC, CEEPC and MWCOG as you work to finalize and implement the regional Environmental Justice Plan that Chairwoman Bonds proposed and passed during MWAQC's May 24, 2023 meeting. This proposal was vigorously supported by the Committee and passed unanimously. We understand that this issue may be discussed at the September 27, 2023 MWAQC and CEEPC meetings. This letter is follow-up to the comments that we submitted for the May 20, 2023 TPB meeting.

We have begun to work with Tad Aburn on this and other issues and we share his concern that it has been nearly a quarter of a year and that no real progress has been made to follow-up on Chairwoman Bond's action during the May 24th MWAQC meeting to expeditiously develop and adopt a stand-alone environmental justice plan. We find this surprising given the Committees clear charge to develop and implement the plan expeditiously.

The Plan needs to not only encourage the need to build partnerships with environmental justice communities but also include real action to reduce excessive emissions in these areas from both stationary and transportation related sources.

The data, research and analysis that is now readily available clearly shows that excess emissions in and around environmental justice areas are creating very serious, inequitable public health risks to the people and the children that live in these communities. In a briefing to MWAQC, Dr. Russell Dickerson, a national expert on air pollution, characterized the measured air pollution levels in the Ivy City environmental justice area as “alarming”.

Transportation Related Air Pollution (TRAP) is a high priority to our coalition. We have attached a 2022 letter describing our concerns over TRAP and the critical need for government agencies and regional planning organizations like MWCOG to take action to address this issue.

We have followed Mr. Aburn's efforts (before retiring, Mr. Aburn was the MDE Air Director for many years) to push MWAQC and the MWCOG Transportation Planning Board (TPB) to address the need to reduce pollution in the now well documented air pollution hotspots that are driven by TRAP and causing high risks in environmental justice communities of color. We support his efforts and share his concerns. Interestingly, Mr. Aburn's efforts started in Late 2022, almost the same time we began to push the need to address TRAP.

In closing, should you want our input on what we believe is critical in your environmental justice plan, please contact us. Please contact Tad Aburn. He will be coordinating this effort.

Thank you again for allowing public input. The work you are doing is critical.

Sincerely,

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Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition

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Parisa Norouzi, Executive Director, EMPOWER DC

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Dr. Sacoby Wilson, University of Maryland Center for Community Engagement,  
Environmental Justice and Health (CEEJH)

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William Washburn, Climate Justice Chair, Washington DC Branch, NAACP

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Tene Lewis, Lead Volunteer, Campaign to Reduce Lead Exposure and Asthma

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George S. (Tad) Aburn Jr., Volunteer

Cc: Kate Stewart, Chair, MWCOG BOD  
Reuben Collins, Chair, TPB  
Clark Mercer, Executive Director, MWCOG  
Rick Conrad, MWCOG Title VI Officer  
Adam Ortiz, Regional Administrator, USEPA  
Cristina Fernandez, USEPA  
Angus Welch, USEPA