



TRANSPORTATION PLANNING BOARD

Wednesday, November 20, 2024
12:00 P.M. - 2:00 P.M.

Meeting in-person/hybrid for members

AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Christina Henderson, TPB Chair
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by registering to attend and speak in person, by emailing written comments to TPBcomment@mwkog.org with the subject line "Item 1 Public Comment Opportunity", or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, November 19, 2024 to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE OCTOBER 16, 2024 MEETING MINUTES**
Christina Henderson, TPB Chair
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**
Amy Garbarini, TPB Technical Committee Chair
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT**
Ra Amin, CAC Chair
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Christina Henderson, TPB Chair

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwkog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

INFORMATION ITEMS

- 12:50 P.M. 7. PBPP: DRAFT TARGETS FOR TRANSIT AND HIGHWAY SAFETY**
Janie Nham, TPB Planning Manager
Pierre Gaunard, TPB Transportation Planner
- The board will be briefed on the process for developing regional targets for transit safety and highway safety performance measures, as required annually by the federal performance-based planning and programming (PBPP) regulations for MPOs. Draft targets and performance vs. last year's targets will be presented. The board will be asked to approve the regional safety targets at its December meeting.
- 1:20 P.M. 8. TPB ROADWAY SAFETY SUMMIT RECAP AND RECOMMENDATIONS**
Janie Nham, TPB Planning Manager
Andrew Meese, TPB Systems Performance Planning Program Director
- The TPB's 2024 Roadway Safety Summit was held October 31 in Alexandria, focusing on regional concerns around recent roadway fatality and serious injury trends. The board will be briefed on the summit's presentations and discussions, and on recommendations raised by participants for potential board and staff actions.
- 1:50 P.M. 9. COMMUNITY ADVISORY COMMITTEE RECRUITMENT UNDERWAY FOR 2025-2026 COHORT**
Laura Bachle, TPB Transportation Planner
- The TPB staff have been soliciting community members to apply for appointment to the TPB Community Advisory Committee. The board will be updated on the status of the process and will be asked to approve the new cohort of CAC members in January 2025.
- 2:00 P.M. 10. ADJOURN**
- The next meeting is scheduled for Wednesday, December 18, 2024.

MEETING VIDEO

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:

www.mwcog.org/TPBmtg



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the November 2024 TPB Meeting
DATE: November 20, 2024

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), mail, and phone. Comments are collected until noon on the day before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between noon Tuesday October 15 and noon Tuesday November 19, the TPB received three letters.

The comments are summarized below. All full comments are attached to this memo.

PUBLIC COMMENT

Bill Pugh-Comment via letter - November 15, 2024

Mr. Pugh recaps the targets for reducing greenhouse gas (GHG), writing that TPB should still lead on climate action. He enumerates eight actions TPB and COG should take to advance the goal:

1. Advance the TPB GHG reduction strategies
2. Put GHG reduction and resiliency accountability metrics in Visualize 2050
3. Prioritize transit funding
4. Track accessibly located housing
5. Boost the CommuterCash program
6. Develop alternatives to road widening
7. Demand state-level accountability; and
8. Provide local accountability for VMTs and EVs in local climate action plan monitoring.

Bill Pugh-Comment via letter - November 19, 2024

Mr. Pugh writes on behalf of The Coalition for Smarter Growth, Washington Area Bicyclist Association, DC Families for Safe Streets, Northern VA Families for Safe Streets, and Fairfax Alliance for Better Bicycling. The letter is asking for TPB board, staff and member agencies to take action on the steps proposed at the October 31 Roadway Safety Summit, including the six action items proposed and calls on individual member jurisdictions to prioritize roadway safety over expanding roads.

George "Tad" Aburn- Comments via Letter - November 19, 2024

Mr. Aburn urges the TPB to tackle the issues of environmental racism as a result of past transportation plans, and the need to acknowledge that the current regional climate change goals are not aggressive enough. He acknowledges how tough these issues are and calls on the TPB to find those win-win solutions.

Laura Bachle

From: Bill Pugh <bill@smartergrowth.net>
Sent: Friday, November 15, 2024 3:09 PM
To: TPBcomment
Cc: Stewart Schwartz
Subject: Item 1 Public Comment Opportunity
Attachments: Climate action needed on DMV transportation Nov2024.pdf

Dear Chair Henderson, TPB members and staff,

The Coalition for Smarter Growth has prepared the attached policy recommendations for advancing TPB and local government climate change commitments.

Despite anticipated major setbacks in federal climate policy, you still have the opportunity – and responsibility – to lead on climate action and ensure that this region achieves its adopted greenhouse gas targets.

The memo details these actions that you can take *now* on transportation, the region's largest source of global warming pollution:

1. Advance the TPB greenhouse gas reduction strategies
2. Put climate accountability in Visualize 2050
3. Prioritize transit funding
4. Track accessibly located housing
5. Boost the CommuterCash program
6. Develop alternatives to road widening
7. Demand state-level accountability; and
8. Provide local accountability on transportation and climate

Thank you for your work,

Bill Pugh, AICP CTP | Senior Policy Fellow
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
bill@smartergrowth.net
(202) 821-3226

Urgent climate action needed on transportation in the DMV region

Policy brief for Greater Washington officials, November 2024

Despite anticipated major setbacks in federal climate policy, the Washington metro area still has the opportunity – and responsibility – to lead on climate action. Transportation is our largest source of emissions, but current policies and plans are inadequate to meet COG’s regional climate targets, approved by the COG board and Transportation Planning Board (TPB).

TPB analysis has found that the region needs to both reduce per capita vehicle miles traveled (VMT) by roughly 20% *and* rapidly adopt electric vehicles (EVs) to meet the COG 2030 and 2050 greenhouse gas (GHG) reduction targets. Achieving TPB’s separately adopted 2030 GHG target that’s specific to cars and trucks requires even more urgent action.

Summary action recommendations (more detail below):

1. *Advance TPB GHG strategies* – Direct the TPB to conduct a facilitated consensus-building process to identify and pursue the most promising GHG reduction strategies out of its recent analysis that are necessary to achieve climate targets.
2. *Put accountability in Visualize 2050* – Put GHG reduction and Resilience accountability metrics into the Visualize 2050 long-range transportation plan, including setting per capita VMT and EV adoption targets, and incorporating climate resilience and EV infrastructure costs into the financial analysis.
3. *Prioritize transit funding* – Prioritize transit investment and timely development of a DMV Moves dedicated transit funding package.
4. *Track accessibly located housing* – Direct COG to measure progress toward achieving the adopted Housing Target for locating 75% of new housing near transit and in activity centers.
5. *Boost CommuterCash* – Invest in robust marketing, monitoring and scaling up the new *CommuterCash* regional app-based incentive program for shifting car commutes to transit, carpool, biking and walking.
6. *Develop alternatives to road widening* – Demand that regional highway expansion proposals include robust transit, demand management, and land use alternatives in their detailed NEPA analyses.
7. *Demand state accountability* – Support state-level policies and legislation for climate change accountability in the transportation sector – and oppose efforts to weaken them.
8. *Provide local accountability* – Incorporate transportation accountability measures for VMT and EVs into local climate action plan monitoring, and connect housing production near transit and in walkable activity centers with climate goals.

Context: lack of accountability and progress on DMV transportation emissions

Most local governments and the region overall are not on track to reduce transportation greenhouse gas (GHG) emissions enough to meet their climate change commitments

- Current plans and policies will not achieve the COG 2030, 2050 GHG reduction targets.

- Multiple studies show that a rapid transition to electric vehicles – while essential – is not sufficient to reduce emissions quickly or deeply enough to achieve GHG targets. A 20% reduction in per capita VMT through public policies that make the region less car dependent – by 2030 and with further improvement by 2050 – is also needed.
- The region and localities must do more to shift trips to transit, walking, and biking, and foster shorter car trips through land use, housing and transportation policies.
- These efforts also would help achieve safety, affordability, equity, livability, and sustainability goals in ways that simply switching to electric vehicles by itself will not.

TPB's current adopted plan, Visualize 2045, and draft update, Visualize 2050, would fall far short in getting the region to its GHG and resilience goals, as they continue to prioritize highway expansion and lack climate change accountability measures

- TPB's 2022 adopted long-range plan, Visualize 2045, would barely reduce per capita passenger car Vehicle Miles Traveled (the average miles of driving per resident), falling far short of what TPB's 2021 *Climate Change Mitigation Study* identified.
- This is because: a) Visualize 2045 would invest \$28.2 billion in highway expansion in contrast to \$14.6 billion for improving other modes, and b) slow progress by suburban jurisdictions in shifting away from car-dependent land use plans and failing to allow and promote more housing near transit and in walkable, accessible activity centers.
- The Visualize 2050 update to the long-range plan shows little progress in reducing car dependency, widening approximately 700 miles of highways and arterials.

Actions that DMV Officials Need to Take Now

1. **Advance TPB GHG strategies** – Direct TPB staff to develop a facilitated consensus-building process to identify and pursue with urgency the most promising strategies in the agency's *Implementation Considerations for On-Road Transportation GHG Reduction Strategies* report.
2. **Put accountability in Visualize 2050** – The TPB is currently updating the region's long-range transportation plan, Visualize 2050. However, it lacks accountability metrics for climate action. These simple metrics for accountability on GHG reduction and Resilience are needed in Visualize 2050:
 - a. Establish per capita light-duty vehicle VMT reduction (20% by 2030, 25-30% by 2050) and EV adoption performance measures to achieve the COG and TPB GHG targets and incorporate these into the Visualize 2050 plan and other TPB initiatives.
 - b. Incorporate order-of-magnitude costs for regional transportation resilience and EV charging infrastructure needs into the plan's Financial Analysis.
3. **Prioritize transit funding** – Prioritize transit investment and timely development of a DMV Moves regional funding package that will maintain and enhance the region's transit system, for both operating and capital needs.

4. **Track accessibly located housing** – Direct COG to provide a status update on progress toward achieving the 2019 adopted Housing Target for locating 75% of new housing near transit and in activity centers. TPB has found that implementing the housing targets would be one of the most effective congestion-reduction strategies. The target is also an essential component in COG’s 2030 climate plan.
5. **Boost CommuterCash** – Invest in robust marketing, monitoring and scaling up the new *CommuterCash* regional app-based incentive program for shifting car commutes to transit, car/vanpool, active transportation and other alternative modes. TPB Commuter Connections has planned a Dec. 2024/Jan. 2025 launch, but success depends on strong regional/local promotion. Local governments need to ensure that CommuterCash marketing is budgeted in the work plans of their commuter assistance agencies.
6. **Develop alternatives to road widening** – Demand that regional highway expansion proposals include robust transit-demand management-land use build alternatives in their detailed NEPA analysis – and oppose projects that do not fairly evaluate non-widening alternatives. Project examples that have not meaningfully evaluated alternatives to date include MDOT’s American Legion Bridge + 270 program and VDOT’s 495 Southside Express Lanes widening project.
7. **Demand state accountability** – Support state-level policies and legislation for climate change accountability in the transportation sector – and oppose efforts to weaken them. Examples:
 - a. Virginia: Protect VTrans sustainability and mode choice goals;
 - b. Maryland: support MDOT efforts to overhaul its project prioritization process, and support the Transportation & Climate Alignment Act in the General Assembly.
 - c. DC: support parking cashout implementation and continued bus priority program progress.
8. **Provide local accountability** – Incorporate transportation accountability measures into local climate action plan monitoring, and connect housing production with climate goals.
 - a. Local governments need to set per capita VMT reduction and/or mode shift targets combined with their EV adoption goals that are sufficient to achieve their overall GHG reduction targets.
 - b. Local housing plans and policies need to recognize the climate benefits of increasing both housing production and dedicated affordable housing near transit stations, high-frequency corridors, and accessible activity centers.

See the following pages for additional information on regional context and recommended action steps for officials.

Appendix: Status of Regional Transportation-Climate Targets

Transportation is a top source of regional Greenhouse Gas Emissions, but current plans fall short

- Transportation is our region's largest source of emissions. Most of it is from cars and trucks.¹ In some local jurisdictions, transportation is responsible for almost half of their GHG emissions.²
- COG has an adopted target for an overall [50% reduction in GHG emissions by 2030](#) relative to the 2005 level. (the COG plan assumes a roughly 33% reduction in on-road GHG emissions combined with greater relative reductions from the electricity and building sectors to achieve the overall target)
- In June 2022, the National Capital Region Transportation Planning Board (TPB) adopted an [even stronger target to tackle transportation emissions](#): a 50% reduction in GHG emissions from on-road transportation sources (i.e., cars and trucks) by 2030 relative to the 2005 level.
- Unfortunately, adopted transportation plans fall short of what's needed to meet the COG target, local government targets, and the TPB target. TPB's Visualize 2045 plan would only reduce emissions by 18% by the year 2045.
- TPB's *Climate Change Mitigation Study* (see below) identified feasible transportation strategies to achieve the COG 2030 GHG reduction target and many local targets, but the region has not committed to these measures yet. The more ambitious TPB 2030 GHG reduction target would require even more urgent action.

Reducing Car and Truck GHG Emissions – Electric Vehicles are essential but not enough to meet climate targets and address other needs

- [TPB's 2021 Climate Change Mitigation Study](#) and numerous other [national](#) and [international](#) studies have shown that rapid adoption of electric vehicles alone will not lower transportation emissions enough to meet our GHG reduction targets. Local and state governments also have to reduce the need to drive for daily needs, which lowers total Vehicle Miles Traveled (VMT), to reduce GHG emissions quickly and deeply enough.
- US regions [must reduce per capita passenger car VMT on the order of 20% by 2030](#) and further by 2050.

¹ Some GHG inventories group together residential and commercial buildings as a single source, in which case, buildings are the largest category, with transportation a close second. MWCOG's last GHG inventory was in 2020 (peak pandemic year), in which transportation comprised 39% of region emissions; the previous inventory was in 2018, when transportation comprised 42% of emissions. ([MWCOG 2022](#), [MWCOG 2020](#)).

² 2018 GHG contributions of transportation of the region's large jurisdictions were: [Prince George's County](#) 48%, [Fairfax County](#) 44%, [Montgomery County](#) 42%, and the [District of Columbia](#) 22%.

- Benefits of smart growth extend far beyond GHG reduction – Prioritizing walkable, bikeable, transit-friendly communities shifts trips to more sustainable modes and shortens driving distances to reduce VMT. This also addresses other important transportation goals that electric cars and trucks on their own do not. These include improved safety, equitable access to jobs and services, more travel choices, greater affordability, supporting active lifestyles, less pollution and environmental damage, and open space preservation.
- These many co-benefits are why metropolitan Washington’s adopted vision, [Region Forward, has a goal to reduce VMT](#), and so do most area local governments and the State of Maryland.
- Shifting investments from highway and arterial capacity expansion to transit, walking, biking, demand management programs, and putting more housing in accessible transit-friendly locations also reduces overall government spending and financial demands. For the U.S. as a whole, this climate strategy [saves \\$2 trillion](#) in federal, state, and local government infrastructure spending by 2050.

Highway and arterial expansion generally worsens greenhouse gas emissions – and doesn’t fix congestion

- Contrary to [claims by many highway agencies](#), studies show that [road widening typically results not only in more driving but also more emissions](#). Reducing traffic congestion can lower a car’s tailpipe pollution per mile driven, but expanding highways and roads generally induces more people to drive more miles and offsets those carbon emission reduction benefits – worsening our climate problem.
- Induced demand is well established and explains why adding more and more lanes has not fixed traffic congestion, instead *increasing* how much we drive for daily needs and *increasing* emissions. See [CSG’s Induced Demand Overview for Metro DC](#) for more background and local case studies.
- DMV area transportation plans would substantially increase lane miles and undermine climate action. For example, the Northern Virginia Transportation Authority’s *TransAction* plan would build over 1,000 lane miles of highways and arterials and result in the average Northern Virginia resident actually [driving more per day](#) than they do currently.

TPB’s adopted plan Visualize 2045 (and draft Visualize 2050) would fall far short in helping region meet its GHG targets, even with rapid EV adoption

- TPB’s adopted long-range plan, [Visualize 2045](#), would only reduce per capita passenger car VMT by 5% by the year 2045, falling far short of the approximate 20% reduction needed by 2030, according to TPB’s *Climate Change Mitigation Study*, to meet the COG GHG target.

- This is in part because Visualize 2045 would invest \$28.2 billion in highway expansion (building almost 900 new lane miles) in contrast to \$14.6 billion for improving other modes.
- And it is also due to slow progress by suburban jurisdictions in shifting away from car-dependent land use plans and housing policies, with continued sprawl and too little new housing near transit. Unfortunately, the TPB plan update under development, Visualize 2050, shows little progress in reducing car dependency.
- CSG in 2022 advocated for TPB to commit to the COG target level needed for on-road transportation **and** to include performance metrics for necessary EV adoption and per capita VMT reduction. The TPB board ended up adopting a more aggressive 50% GHG reduction target for on-road transportation, but did not set performance measures to help next steps or provide accountability.
- Over the next few months, regional officials have the opportunity to direct TPB staff to set per capita VMT reduction and EV adoption performance measures at necessary levels to achieve the COG and TPB GHG targets and incorporate these into the Visualize 2050 plan and other TPB initiatives.

TPB adopted GHG reduction strategies in 2022 but has not pursued them with urgency or accountability

In June 2022, TPB adopted the following GHG reduction strategies to pursue. However, only this Fall (over two years later) has the agency produced any follow-up analysis (see next page), aside from its ongoing shared electric vehicle work with the COG Environment department.

On-road GHG Reduction Strategies Adopted As Priorities by the TPB Board:

1. Improve walk/bike access to all TPB identified high-capacity transit stations.
2. Increase Walk/Bike modes of travel - Complete the TPB's National Capital Trail Network by 2030.
3. Convert private and public sector light, medium and heavy-duty vehicles, and public transit buses to clean fuels, by 2030.
4. Deploy a region-wide robust electric vehicle charging network (or refueling stations for alternate fuels).
5. Add additional housing units near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers.
6. Reduce travel times on all public transportation bus services.
7. Implement transportation system management & operations (TSMO) improvement measures at all eligible locations by 2030.

Additional Strategies adopted by the TPB Board To Be Explored In Coordination At Local and State Levels:

1. Transit-Oriented Development – Take action to shift growth in jobs and housing from locations currently forecast to locations near TPB-identified high-capacity transit

- stations and in COG's Regional Activity Centers, within jurisdictional boundaries, to improve the jobs-housing balance locally.
2. Make all public bus transportation in the region fare-free by 2030.
 3. Make all public rail transportation in the region fare-free by 2030.
 4. Price workplace parking for employees – only in Activity Centers by 2030 and everywhere by 2050
 5. Convert a higher proportion of daily work trips to telework by 2030 and beyond.
 6. Charge a new fee per vehicle mile of travel (VMT) by motorized, private, passenger vehicles in addition to the prevailing transportation fees and fuel taxes.
 7. Charge a “cordon fee” (Commuter tax) per motorized vehicle trip for all vehicles entering Activity Centers in the core of the District of Columbia, by 2030.

Of the 14 GHG above reduction strategies adopted by TPB in 2022 to implement or explore further, 12 of these are mode shift and travel demand strategies to reduce VMT. However, TPB has not tracked progress on these or required member agencies to prioritize these strategies in its current Visualize 2050 plan. Member agencies [didn't even provide required explanations of how their projects supported regional climate goals](#). TPB has done valuable electric vehicle analyses to support the COG Environment department's regional EV work. However, the lack of urgency and accountability on its 2022 greenhouse gas reduction targets and strategies in the Visualize 2050 process and overall TPB work program is a factor in the region falling behind on its climate commitments.

TPB Oct. 2024 analysis of most promising GHG reduction strategies

TPB released last month its analysis [Implementation Considerations for On-Road Transportation GHG Reduction Strategies](#) (and [summary slide deck](#)). The study by consultant ICF is an excellent analysis, reviewing the literature on each strategy. It assessed the strategies listed above to “explore further, and also analyzed these additional ones selected by the study team:

8. Implement a carbon pricing program or increase in fuel taxes.
9. Implement pay-as-you-drive (PAYD) insurance requirements.
10. Implement employer-based parking cash-out program requirements.
11. Reduce VMT associated with school-based trips.
12. Incentivize electric bicycle (e-bike) adoption.
13. Disincentivize parking through parking reforms.
14. Convert existing highway lanes to high-occupancy toll (HOT) lanes.
15. Expand microtransit / first mile-last mile service in the region.
16. Expand programs to incentivize carpooling and vanpooling.

Key Findings:

Highest GHG reduction impacts:

- Transit-oriented development, shifting growth to transit corridors/activity centers

- VMT fee
- Cordon fee (congestion pricing zone)
- Carbon pricing

*Most co-benefits for achieving additional regional goals:*³

Positive benefits in 4 out of 8 goals

- Transit-oriented development, shifting growth to transit corridors/activity centers
- E-bike incentives
- Low or no transit fares
- Additional microtransit services

Positive benefits in 3 out of 8 goals

- Parking cashout
- Parking reform
- Pay As You Drive car insurance
- VMT fee
- Carbon pricing
- Telework

Positive benefits in 2 out of 8 goals

- Convert existing highway lanes to HOT lanes
- Cordon fee
- Carpool/Vanpool incentives

Factors to consider

- Some strategies can be implemented relatively quickly (parking cashout, e-bike incentives, parking reform) while others take longer at a regional scale (e.g., transit-oriented development). Others can be implemented as part of already planned projects (e.g., converting existing lanes to HOT lanes rather than widening).
- Fiscal cost/benefits – some strategies bring in revenue (e.g., road/congestion pricing), or provide direct financial benefits to households (e.g., parking cashout, transit-oriented development); while others may require more public sector expenditures (e.g., fare-free transit) or provide upfront costs to some households (e.g., road pricing) but that could be offset through improved public transit and travel time savings.

Study Conclusions:

- “While some strategies may have counteracting effects, the most effective approach would pair “sticks” (strategies that disincentivize driving) with “carrots” (strategies that expand, enhance, or incentivize using transit, ridesharing, bicycling, walking, or telework).”

³ Regional goal and priorities categories used: Accessibility and Affordability, Environmental Quality, Equity, Infrastructure Condition, Livability and Prosperity, Reliability and Efficiency, Resiliency, and Safety.

- “This could provide synergistic effects by providing the public with viable options and alternatives to driving, while addressing affordability and equity concerns and likely leading to more public support.”

Laura Bachle

From: Bill Pugh <bill@smartergrowth.net>
Sent: Tuesday, November 19, 2024 12:00 PM
To: TPBcomment
Subject: Item 1 Public Comment Opportunity - additional letter
Attachments: Joint safety letter to TPB board Nov 19 24.pdf

Dear TPB staff,

For tomorrow's board meeting:

The Coalition for Smarter Growth, Washington Area Bicyclist Association, DC Families for Safe Streets, Northern VA Families for Safe Streets, and Fairfax Alliance for Better Bicycling submit this letter to the board asking for TPB board, staff and member agency action on the safety action steps proposed at the October 31 Roadway Safety Summit.

Thank you,

Bill Pugh, AICP CTP | Senior Policy Fellow
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
bill@smartergrowth.net
(202) 821-3226

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November 19, 2024

Hon. Christina Henderson, Chair
National Capital Region Transportation Planning Board
Washington, DC

Re: 394 fatalities is not acceptable. The TPB region needs more action for safer streets.

Dear Chair Henderson and TPB Board members,

We thank TPB staff and leadership for organizing the Regional Roadway Safety Summit last month and appreciate the TPB board members who participated in the event.

You heard the troubling stats on crashes, injuries and fatalities (394 traffic deaths in 2023); and on your November meeting agenda, you will see that the TPB region last year failed all five of its roadway safety targets – again.

Now is your opportunity to act on the good ideas proposed at the Safety Summit. We ask that:

1. **TPB members advance the six action items proposed** (included below). Of particular importance for a regional body like TPB is to bring together Maryland, Virginia and DC officials to address ticket reciprocity and hold dangerous drivers accountable across jurisdictions.
2. **Individual member jurisdictions prioritize roadway safety over expanding roads** as you budget limited transportation dollars.

This past Sunday was the World Day of Remembrance for Road Traffic Victims, and in our region, over 600 people participated in the Ride for Your Life and vigil, which remembers mother and U.S. diplomat Sarah Debbink Langenkamp, killed by a driver in Bethesda in 2022. Your action at this month's board meeting for safer streets would be especially timely.

Thank you for your work,

Bill Pugh
Senior Policy Fellow
Coalition for Smarter Growth

Kevin O'Brien
Virginia Organizer
Washington Area Bicyclist Association

Mike Doyle
Founding Member & President
NoVA Families for Safe Streets

Joy Faunce
President
Fairfax Alliance for Better Biking

Christy Kwan
Volunteer Co-Chair
DC Families for Safe Streets

Action Ideas Proposed at the Oct. 31 TPB Regional Roadway Safety Summit

1. *Inventory and report on safety-supportive activities undertaken by TPB members pertaining to TPB Safety Resolution R3-2021*
2. *Join the USDOT's Allies in Action partnership*
3. *Partner with and assist COG to develop a multi-jurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account (including reciprocity of automated enforcement)*
 - *Gather more data about the impacts of automated enforcement systems*
4. *Continue to provide input on federal safety rulemaking and coordinate with COG on regional advocacy strategies*
5. *Regionally track/raise awareness of transportation safety funding opportunities*
6. *Assist member jurisdictions to pursue Vision Zero activities*
 - *Gather information on what has worked best in Vision Zero plans elsewhere*
 - *Link inventories and plans to each of the identified top factors involved in crashes*
 - *Use a systemic approach of preventive measures*
 - *Enhance coordination with non-transportation partners such as medical examiner offices*
 - *Explore emerging technologies*
 - *Initiate a regional Vision Zero plan*

Laura Bachle

From: George Aburn <tadaburn@gmail.com>
Sent: Tuesday, November 19, 2024 11:25 AM
To: TPBcomment; Lyn Erickson
Cc: chenderson@dccouncil.gov; Jeffrey King; Kenny Boddye; tedernoga@co.pg.md.us; Julie Kimmel; Ivey, Jolene; Takis Karantonis
Subject: Item 1 Virtual Comment Opportunity
Attachments: TPB 11202024 Final Written TPB Comment.pdf

Lyn - Please register me to provide virtual comments during the November 20, 2024 TPB meeting. I will not be attending the meeting to provide in-person comments.

My comments are attached.

If you could please confirm receipt, and provide a response consistent with the TPB Public Participation Plan and guidance, it would be greatly appreciated.

I will also be submitting a 11/19 letter to CEEPC for the TPB record.

Thanks again for your help.

Tad Aburn

(443) 829-3652

Comments for the November 20, 2024 TPB Meeting

Tad Aburn¹

tadaburn@gmail.com

(443) 829-3652

Madame Chair, TPB members ... Thank you for the opportunity to provide virtual public comment today.

Could you please use the language below (bold Italics) in the MWCOG staff summary of my comments:

“For over two years, I have been pushing TPB to tackle two very difficult problems. I appreciate the internal discussions that have been taking place within MWCOG on these two issues.

The two issues are:

- ***The need to end the legacy created by the transportation planning process ... where TPB transportation plans ... which build from local land use and zoning decision making ... unintentionally have evolved into a form of environmental racism as high polluting transportation projects are built in areas with certain zoning, over and over again. This has resulted in low cost housing and the creation of environmental justice areas breathing very unhealthy air.***
- ***The need to acknowledge that the current MWCOG regional climate change goals are not supported by science and are weak. This means that TPB needs to be more aggressive ... by considering more VMT and TDM strategies ... as part of the TPB greenhouse gas emission reduction plan.***

These two issues are no longer questions. They are both commonly accepted as being real and need to be moved onto the front burner of the TPB process. They can no longer be kept in the background ... they will not go away.

¹ As background, my name is Tad Aburn. I have submitted comments on this issue 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. In 2022, 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.

TPB is nationally recognized for tackling tough issues and for finding creative win-win solutions. These issues are very, very tough ... the general public needs groups like TPB to dig in ... and find those win-win solutions."

Thank you again for the work you do and for providing the opportunity to provide public comment.

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

October 16, 2024
VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Christina Henderson – DC Council, TPB Chair
Charles Allen - DC Council
Heather Edelman – DC Council
Leigh Catherine Miles – DC Council
Mark Rawlings – DDOT
Amanda Stout - DDOT
Rebecca Schwartzman – DC Office of Planning
Dennis Brady – City of Bowie
Jason Groth – Charles County
Denise Mitchell – College Park
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
Neil Harris – Gaithersburg
Kristen Weaver – Greenbelt
Marilyn Balcombe – Montgomery County
Corey Pitts – Montgomery County
Eric Olson – Prince George’s County
Victor Weissberg – Prince George’s County
Monique Ashton - Rockville
Shana Fulcher – Takoma Park
Marc Korman – Maryland House
Caneq Aguirre – City of Alexandria
Takis Karantonis – Arlington County
Dan Malouff – Arlington County
Tom Ross – City of Fairfax
Walter Alcorn – Fairfax County
James Walkinshaw – Fairfax County
Dave Snyder – Falls Church
Rob Donaldson – Loudoun County
Pamela Sebesky – City of Manassas
Ralph Smith – City of Manassas
Jeanette Rishell – City of Manassas Park
Meagan Landis – Prince William County
David Reid – Virginia House
Bill Cuttler – VDOT
Maria Sinner – VDOT
Allison Davis – WMATA
Mark Phillips - WMATA
Sandra Jackson – FHWA
David Schilling - FTA
Michael Weil - NCPC

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Clark Mercer
Lyn Erickson
Andrew Meese
Mark Moran
Tim Canan
Dan Sheehan
Leo Pineda
Laura Bachle
Sergio Ritacco
Eric Randall
Rachel Beyerle
Deborah Etheridge
Jamie Bufkin
Andrew Austin
Pierre Gaunard
Dusan Vuksan
Erin Morrow
Amy Garbarini – DRPT, Chair TPB Technical Committee
Ra Amin – CAC Chair
Regina Moore - VDOT
Kari Snyder – MDOT
Noah Levine - ICF
Michael Grant - ICF

1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY

Chair Christina Henderson briefly reviewed the process she would use for facilitating the virtual meeting.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first pages of the minutes. She confirmed there was a quorum.

Lyn Erickson said that between noon on September 17 and noon October 15, the TPB received the following letters and comments:

- George Tad Aburn provided a copy of a letter he submitted to the Climate, Energy, and Environmental Policy Committee, back in September. The letter emphasizes the urgent need for CEEPC to provide advice to COG and the TPB on updating climate goals.
- Virginia Delegate Mark Sickles wrote that his legislative district runs along the I-495/95 corridor from the Springfield Interchange to Richmond Highway. He referenced the Southside Express Lanes project, which the TPB recently voted to include in the air quality conformity analysis. He wrote that if the air quality conformity analysis is favorable, he is hopeful that the project will advance with the goal to reduce congestion, improve travel reliability, and provide more travel choices along I-95 and 495.
- George Tad Aburn wrote a second letter stating that the TPB should require that the report under Item 8 should include language stipulating that the TPB does not condone or support any form of implementation of the on-road greenhouse gas reduction strategies that will create

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- environmental justice problems or high-risk air pollution hot spots in communities of color.
 - Bill Pugh of the Coalition for Smarter Growth wrote that the board adopted a set of 14 greenhouse gas reduction strategies over two years ago and since then TPB members have only advanced two of them. He wrote that the Visualize 2050 process has lacked accountability in reducing global warming pollution despite the 2021 board resolution to do so.

2. APPROVAL OF THE SEPTEMBER 18, 2024 MEETING MINUTES

Chair Henderson moved approval of the minutes. The motion was seconded by Denise Mitchell and was approved with one abstention from Mr. Ross.

3. TECHNICAL COMMITTEE REPORT

Ms. Gabarini said the Technical Committee met on October 4 and the received briefings on several items on the TPB's October agenda, including an update on the on-road transportation greenhouse gas reduction strategies, an update on the DMVMOVES, a preview of this fall's safety event, and a briefing on the establishment of the TPB's new regional transportation resilience subcommittee.

Amy Gabarini said that additional informational items included a presentation on the draft 2024 congestion management process technical report, a briefing on the motor vehicle characteristics in the Metropolitan Washington area, which analyzed 2023 vehicle registration data and showed some interesting trends in the region, and an announcement for recruitment for the 2025-2026 cohort of TPB's Community Advisory Committee.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Ra Amin said the CAC meeting on October 10 included discussions on DMVMOVES, Visualize 2050, the 2023 Washington-Baltimore Air Passenger Survey, updates on the CAC recruitment, and the October 31st safety event. He provided details of the committee's discussions on these topics, which were included in the CAC report.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said the Steering Committee met on October 4 and took the following actions:

- Approved requests from both the Maryland Department of Transportation and the Virginia Department of Transportation on changes to the functional classifications of some roadways.
- Approved requests to amend the TIP.
 - As requested by DDOT, approved an amendment to add about \$97 million for a set of bridge, transit, roadway, and bike projects, and this includes about \$31 million in new funding for the multimodal safety project along Wheeler Road. The details are on pages 16 through 72.
 - As requested by Prince George's County, approved a request to call out about \$180,000 of the county's overall bridge program budget as related to personnel costs.
 - As requested by VDOT, approved an amendment to add about \$2 million for the operations of a new express bus service on the Capital Beltway between Tysons, Virginia, and Bethesda in Maryland, as part of the Virginia's I-495 NEXT project.

Referring to the letters packet, Kanti Srikanth said the TPB provided letters supporting the Maryland Department of Transportation and the District Department of Transportation's applications for a federal grant under the Reconnecting Communities pilot program.

In the announcements and updates packet, Kanti Srikanth highlighted the following items:

- The TPB has kicked off its recruitment for the next cohort of members of its Community Advisory Committee.
- TPB staff will be hosting a webinar called "Promoting Vibrant Communities and Safer Roads," on November 13, which will feature projects that have received support from the TPB's Transportation Land Use Connections Grant, the Regional Roadway Safety Program Grants, and the Transit Within Reach Programs.
- A new webpage called "The Transportation Resources Applications Page, has been launched. It is a one-stop shop for various TPB products and GIS tools that have been developed on a wide variety of topics.
- The TPB recently celebrated the 50th anniversary of the TPB's Commuter Connections Program, which, he said, was a grand success.
- The EPA has approved revisions to the regional air quality emissions budget that were submitted by the state air agencies last year. With this approval, the TPB will now be able to use this newly approved emissions budget for the conformity analysis of Visualize 2050.
- A memo from staff was included in the packet which addresses the question of whether staff could add one more scenario with a different set of projects for Visualize 2050's air quality conformity analysis. He noted that this memo provided background information on the scenario analysis process itself.
- COG is accepting nominations for the Bridge Builders Awards to be given out during its annual leadership meeting in December. He said that more information on this could be found in the packet.

Noting a final item that was not in the written report, Kanti Srikanth said the Street Smart Safety Campaign for the fall would be held on October 29 in Prince George's County at the Naylor Road Metrorail Station.

6. CHAIR'S REMARKS

Chair Henderson reminded board members that the TPB's Roadway Safety Forum would be held on October 31 at the APTA Centennial Conference Center. She outlined the agenda for the summit and encouraged members to attend.

Chair Henderson spoke briefly about DMVMOVES, which is a joint initiative between COG and Metro. She said the TPB is providing assistance. She said the DMVMOVES task force includes TPB members Charles Allen, Reuben Collins, and Marc Korman, and herself. She said this work has now reached an important stage in which participants are talking about the unmet funding needs of all of our transit agencies and how to raise new revenue. She noted that COG's executive director would be speaking about this work later on the agenda.

7. ESTABLISH THE TPB REGIONAL TRANSPORTATION RESILIENCE SUBCOMMITTEE

Katherine Rainone presented an overview of the transportation resilience work completed by the TPB and the development of the Transportation Resilience Improvement Plan or TRIP. She said that it was always a goal of the TPB to form a new subcommittee focused on the topic of transportation resilience. She stated that the TRIP is complete and has been formally approved by the Federal Highway Administration.

Katherine Rainone stated that the overarching mission of the group is to provide a forum and

framework for the coordination of transportation resilience issues and planning at the regional scale and to continue incorporating resilience into the Visualize plan and the Transportation Improvement Program. We are planning to start with resilience issues that are related to natural hazards and climate change, She stated that the main objectives of the subcommittee revolve around creating a space for regional planners to share information about resilience projects; to collaborate on issues of regional significance; to help TPB staff decide on priority topics and issues for regional studies and analyses; and expand education on resilience and adaptation solutions across the region through presentations, workshops, sharing best practices, and more.

Katherine Rainone said that the subcommittee will meet once a quarter, and the first scheduled meeting will be held November 14 at 2:00 P.M. She said that membership will be made up of representatives from TPB member jurisdictions, member agencies, regional transit agencies and authorities, and other regional planning organizations. She stated that one of the final sections of the TRIP was a future enhancement section with different projects that the working group and team felt were important and wanted to continue looking into including additional interior flooding analysis and an economic impact analysis. She said that during the first subcommittee meeting, members will receive presentations from TPB's consultants on the two projects.

Chair Henderson moved adoption of Resolution R2-2025 to approve the establishment of the TPB Regional Transportation Resilience Subcommittee.

David Snyder seconded the motion.

David Snyder said that he would like to underscore the importance of the work. He said that it has significance for the region as it addresses the effects of climate change and other weather events. He said that he is willing to volunteer to support the subcommittee.

The board voted unanimously to adopt Resolution R2-2025.

8. IMPLEMENTATION CONSIDERATIONS FOR ON-BOARD TRANSPORTATION GREENHOUSE GAS (GHG) REDUCTION STRATEGIES – FINAL REPORT

Chair Henderson introduced Michael Grant from ICF Consulting to provide a briefing on the greenhouse gas reduction strategies report prepared for the TPB.

Kanti Srikanth said that in 2022 the TPB completed its climate change mitigation study which identified 14 broad strategies for reducing greenhouse gas emissions. He stated that the TPB adopted seven strategies as priorities to incorporate into Visualize 2050 and noted that the remaining seven strategies needed to be explored further as they would require policy enactment or legislative action and would likely need regional implementation. He stated that TPB staff retained the services of the consulting firm, ICF, to identify the various factors that would need to be considered to implement these strategies.

Michael Grant provided background on the study, noting that the TPB adopted seven priority greenhouse gas reduction strategies that include improving walk and bike access to high-capacity transit stations, increasing walk/bike mode share, converting vehicles to clean fuels, deploying an EV charging network, adding housing near high capacity transit stations and activity centers, reducing travel times on buses, and implementing transportation operation strategies. He said that the study looks at seven additional strategies identified as promising but requiring further exploration and research. He stated that ICF added an additional nine strategies to study for a total of 16 strategies.

Michael Grant said that the initial seven strategies included adding housing to activity centers, shifting

growth and development within the region, looking at free transit services, pricing workplace parking, converting more work trips to telework, and implementing new fees based on vehicle miles traveled (VMT) or a cordon fee. He stated that the additional strategies identified by ICF include pricing mechanisms such as carbon pricing, pay as you drive insurance, parking cash-out policies where employers would pay employees not to take a parking space at work, and other incentives like e-bike adoption.

Michael Grant said that other areas looked at include reducing school-based trip VMT, parking reforms, converting existing highway lanes to high occupancy toll lanes, expanding microtransit, and programs that incentivize carpooling and vanpooling. He said that all the strategies were assessed in relation to implementation for state and local governments including relative effectiveness of reducing greenhouse gas emissions; implementation issues associated with what organizations and legislative authority and enabling actions are needed to implement the strategies or policies; and the costs associated with implementation. He stated that ICF also looked at implications on regional goals and priorities in the TPB's policy framework.

Michael Grant provided the findings of the study summarized on a chart indicating high, medium, and low impact. He stated that strategies that have the potential for largest impact involve increasing the price of travel such as VMT fees, cordon pricing, and carbon pricing. He stated that ICF also looked at the high-impact strategies of shifting development to high-capacity transit stations and regional activity centers, or transit-oriented development. He said that these kinds of changes take time, and transit-oriented development occurs through land development which will have important effects in the long term but have limited impact when looking at 2030 goals. He said that the effects of strategies depend heavily on how strategies are implemented, level of pricing, and level of incentives.

Michael Grant said the study also looked at the role of state and local agencies, which could be regulatory or policy direction; however, the impacts of strategies depend in part on factors outside the public agencies' control. He said an example is the "pay as you drive" insurance policy concept. He said that workplace parking policies require coordination and consideration of the private sector.

Michael Grant shared a table of revenues and expenditures associated with each of the policies and their fiscal impacts for public and private sectors. He also shared a chart of the 16 strategies assessed in relation to regional goals. He noted that by reducing vehicle travel, all of the strategies should have a beneficial impact on air quality, public health, and environmental quality and the strategies will generally benefit other goals like safety, reliability, and efficiency.

Michael Grant stated that a key takeaway of the assessment is that some of the most effective approaches likely would pair disincentives to driving with strategies that expand, enhance, or incentivize using transit, rideshare, bicycling, walking, or telework.

Eric Olson asked about next steps and how the TPB develops consensus around the strategies and a plan for approaching implementation of the strategies. He asked whether staff would develop a report back to the TPB in the near future.

Kanti Srikanth stated that the report intentionally does not contain recommendations because the strategies contain policy actions. He noted that the next step is for member jurisdictions to examine the strategies that they are able to pursue and that the TPB staff can work with the executive committee of the board this year and next to hold a series of work sessions for board members as a starting point. He said this would help to gain a sense of what jurisdictions have already enacted or are working toward and explore opportunities for collaboration and/or sharing lessons learned, and the TPB can help facilitate those conversations. He stated that if there is more information that is needed to be collected or analyzed, TPB staff could work those needs into the work program.

Eric Olson said that he would like the TPB to have a timeline for ways to approach the strategies and asked if TPB staff could come back with recommendations for a process.

Chair Henderson said that the subject is important, and the TPB has been having conversations about strategies, yet the jurisdictions are not taking action. She said she thinks TPB members need to figure out a way of taking the information and the data presented to move the needle forward.

Neil Harris said he would like to understand more about actual costs of implementing the strategies. He recommended looking at the key issues and the costs from a voter point of view. He said that if the region wants to get people out of their cars and into transit, then viable transit options are needed. He asked whether there is a way to look development-oriented transit, using the redevelopment of Lake Forest Mall as an example to add 1,600 new housing units. He said it would be great that as these communities continue to expand that transit access expands as well.

Chair Henderson asked whether anything ICF noticed during analysis surprised them about the findings.

Michael Grant commented that the policies that have the most impact seem to be the ones that are pricing policies, and they are the policies that are most difficult for public acceptance. He stated that he thinks there are a number of strategies that are relatively low cost such as e-bike incentives, yet the lower cost strategies have relatively small impact on a system-wide scale.

Monique Ashton said that she echoes the comments of TPB board members who have spoken. She said that road pricing could be implemented as a strategy, yet if the transit set-up is not in place, then the strategy is a revenue tool and not actually getting people off the road. She said that business owners have commented that employees are racing out the door because the last bus is at 8:45 yet the business has night shifts. She stated that having functional transit for the workforce is something the TPB will need to examine.

Monique Ashton asked how impact is measured. She said that the e-bike incentive was interesting and intriguing, but it is not considered high-impact in the study. She said that she is also interested in how the TPB can prioritize strategies and track progress over time from planning to implementation.

Michael Grant said that ICF did not conduct modeling or use the regional travel model to assess impact on greenhouse gases or VMT. He said the study relied on literature and examples from other parts of the country. He said that where there is an increase in e-bikes, there is potential given short trips taken; however, the study was more of a qualitative assessment based on research.

9. DMVMOVES UPDATE

Clark Mercer said that he will speak to what DMVMoves is, how coordination can be improved, and overall improvements to the coordination and efficiency of the transit system in the region with Metro being a big portion of the system but also other transit providers including MARC and VRE. He said the secondary point to be covered in his presentation is paying for the transit system wanted in the region.

Clark Mercer stated that DMVMoves is comprised of two working groups and a task force, and the task force includes COG board members and WMATA board members along with the executive and legislative branches in the District, Maryland, and Virginia, and a federal representative. He stated that there are two working groups, a government partners group and a community partners group, which bubble up ideas and feedback for the task force.

Clark Mercer said that the DMVMoves vision is that transit is the backbone of an integrated world class mobility network that makes the National Capital region a thriving global economy, a preferred home, and the leader in innovation environmental sustainability and social equity. He stated that COG and the TPB cannot accomplish approved goals without a thriving transit system whether for economic development, equity, and an environmental standpoint.

Clark Mercer presented the DMVMoves goals and the results of a DMVMoves survey. He said the survey received 5,000 responses, and over 80 percent of respondents support more and better transit service. He said that main challenges mentioned are that the bus service is not frequent enough, there are too many transfers, and lack of real-time information. He stated that top priorities are more frequent off-peak and late-night services, more thought about bus-only lanes, and new transit connections to the routes. He stated that survey responses for rail were that rail stops are too far away from home and destinations, rail service is not frequent enough, and priorities are more frequent off-peak and late-night service, new transit connections routes, and longer operating hours. He stated that the buckets of recommendations are available on the DMVMoves website.

Clark Mercer stated that COG Board Chair Charles Allen and WMATA Board Chair Paul Smedberg have charged staff and consultants with taking high-level recommendations and provide a road map for how to implement the recommendations. He said that integrating and aligning fare policies can provide a consistent customer experience. He noted that the second bucket of recommendations is adopting shared service guidelines for when and how often transit operates and measure performance. He said that looking at transit operations is a way that all bus providers can gather and have a way to compare bus routes across the region to make sure that the ones that are really critical are being given the support, the funding, and the road treatments that you would expect for those highly trafficked bus routes.

Clark Mercer stated that a third recommendation is improving wayfinding customer information and amenities at transit stops. He said that the region is trying to avoid a bus stop that has seven different signs, and numbers of bus routes without rhyme or reason as to what they are. He said that local counties or cities could have a guide to types of amenities that could be provided at bus stops that need to accommodate more people versus a stop that is not traveled as much. He said other customer service recommendations are wayfinding apps that are easier to negotiate and bus priority strategies like dedicated bus lanes.

Clark Mercer said that the task force and working groups are also considering administrative and cost efficiencies such as group procurements, joint maintenance and operation, consistent training, certification for areas such as elevator maintenance and bus operator training, and inspection programs across jurisdictions.

Clark Mercer said that WMATA is facing a funding issue not dissimilar to other major metro areas in the country. He said that under discussion is how much does it cost to provide existing service and keep a state of good repair. He said also under discussion is revenue including fares, advertising, and state funding. He stated that the region stepped in last year to help WMATA reset their base.

Clark Mercer stated that inflation was a significant driver of WMATA's costs, and 70 percent of their operating costs are tied to personnel. He said that in 2018, the states and Feds came together, and there was a compromise that new money then would not be indexed to inflation. He stated that in the last year, WMATA moved between 100 and 200 million dollars of capital money into operating, and Metro cannot bond any new state of good repair projects for a couple years.

Clark Mercer provided an overview of Scenario 1 which includes paying for existing service and good repair in order to expand Metro's rail system or expand the bus system or bus rapid transit, Scenario 2

which would be enhancing the service currently available through increasing bus and increasing the existing rail system, and Scenario 3, which is modernizing service and assets. He stated that Metro just approved a zero percent pay raise for union and non-union staff this year without years where a raise would be from 3 percent to a ceiling of 5 percent for staff.

Clark Mercer said that discussions are beginning with the District, Maryland, and Virginia about potential taxes and mechanisms to raise revenue and how they should be looked at as a region.

Chair Henderson said that there will be more discussion about what is coming out of DMVMoves in the next months as the initiative moves forward.

10. SAFETY EVENT ANNOUCEMENT

Janie Nham said that TPB staff continues its planning activities for the October 31 Safety Summit which will take place at the APTA Centennial Center in Alexandria, Virginia. She said that the TPB has received commitments from several speakers, and a final agenda will be released soon. She said that invitations have been sent to board members and alternates. She stated that the TPB plans to offer a virtual option for participants and recommended that those interested in in person or virtual attendance register.

11. ADJOURN

Chair Henderson stated that the next meeting would be November 20, 2024. There being no other business, the meeting was adjourned at 1:57 P.M.

Meeting Highlights TPB Technical Committee – November 1, 2024

The Technical Committee met on Friday, November 1, 2024. Meeting materials can be found here:
<https://www.mwcog.org/events/2024/11/1/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's November agenda:

TPB AGENDA ITEM 7 – PBPP: DRAFT TARGETS FOR TRANSIT AND HIGHWAY SAFETY

The committee was briefed on the process for developing regional targets for transit safety and highway safety performance measures, as required annually by the federal performance-based planning and programming (PBPP) regulations for MPOs. The board will be briefed on the process and draft targets at its November meeting and will be asked to approve the final regional safety targets at its December meeting.

TPB AGENDA ITEM 8 – OCTOBER 31 SAFETY EVENT RECAP

The Summit highlighted regional concerns around recent roadway fatality and serious injury trends. The event was well attended and a draft list of recommendations for the TPB to review was developed. The TPB will discuss these recommendations at its November meeting.

TPB AGENDA ITEM 9 – COMMUNITY ADVISORY COMMITTEE: RECRUITMENT FOR 2025-2026 COHORT

The TPB staff is soliciting members for appointment to the TPB Community Advisory Committee. Applications will be accepted from October 4 to November 18. A status of the applications received to date was provided.

The following items were presented for information and discussion:

DRAFT 2024 CONGESTION MANAGEMENT PROCESS TECHNICAL REPORT

The committee accepted as final the 2024 CMP Technical Report, developed as a biennial update of this major component of the CMP. The draft report was reviewed by the committee at the October 4 meeting.

VISUALIZE 2050 AND FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM: UPDATE

TPB staff reported on the continuing process to review the non-regionally significant inputs to Visualize 2050 and the FY 2026-2029 Transportation Improvement Program and coordinate with agencies on clarifications needed. Staff also updated the committee on the progress with transitioning to the Project InfoTrak (PIT) 2.0 database.

INTERCITY TRAVEL STUDY, PRELIMINARY FINDINGS

The committee was briefed on preliminary findings of the TPB Intercity Travel Study, including the results of a field survey of intercity travelers.

PRELIMINARY DEPLOYMENT PLAN FOR A REGIONAL BUS RAPID TRANSIT SYSTEM IN NORTHERN VIRGINIA

NVTA is currently developing a preliminary deployment plan for a regional Bus Rapid Transit system for Northern Virginia (PDP-BRT). Sree Nampoothiri presented the goals and objectives of the Plan, regional collaboration involved, takeaways from the Phase 1 public engagement, analytical framework for phase 2, and the next steps.

OTHER BUSINESS

- StreetSmart
- TLC/RRSP/TWR (Local Technical Assistance Programs) Webinar November 13
- The 2025 Meeting Calendar was provided
- Staff Update

**COMMUNITY ADVISORY COMMITTEE
MONTHLY REPORT TO THE TPB**

November 20, 2024
Ra Amin, CAC Chair

The November meeting of the CAC was held virtually on Thursday, November 14. The meeting featured the FY2024 Street Smart campaign, a detailed discussion of DMVMoves, an “Act Locally” round-robin, and updates on CAC recruitment and upcoming meeting planning.

FY2024 STREET SMART CAMPAIGN

Mike Farrell, Senior Transportation Planner, briefed the Committee on the regional Street Smart pedestrian and bicycle safety campaign. Street Smart focuses on education through mass media. The fall and spring waves of advertising, outreach, and law enforcement aim at raising awareness of hazards that pedestrians and bicyclists face and recommends actions to reduce risks. The Fall 2024 campaign was launched at Naylor Road Metro Station on October 29. Mr. Farrell reviewed the trends in pedestrian fatalities in the DMV, emphasizing the need for continued awareness. The new slogan, “Slow Down Life Ahead,” street teams with people wearing the slogan, and information kiosks around the region will run through mid-November.

Questions and comments included the following:

Does the data indicate a percentage breakdown regarding whether pedestrian fatalities are mostly due to any one factor?

Research shows that pedestrian deaths can be reduced through road engineering and traffic calming measures. Countries with low pedestrian fatality rates generally have narrower streets, lower speeds, and grade-separated expressways. Members also noted that congested streets tend to be safer, remarking that jaywalking is often an accepted practice in some locales for this reason.

DMVMoves UPDATES

TPB staff gave an overview of the work to date on the initiative, focusing on the six recommendations that will be addressed in work groups over the next few months. Those recommendations that addressed customer service were discussed as an opportunity for the CAC to engage with the initiative. Staff stated that more detailed work with the transit operators is needed first before there will be any information that may be useful to decision-makers. The main focus is on improving the transit system, coordinating services, and identifying funding needs and resources. TPB staff suggested that after there is more work done in the working groups, and information ready for input could be brought back to the CAC in the spring. TPB staff can package that input and provide it to the task force. The four revenue scenarios were also briefly discussed.

Questions and comments included the following:

Has there been any discussion about the incoming administration and what the effects might be on transportation?

TPB staff do have the opportunity to hear about possible changes that may affect our regional members. Some of these possibilities are being discussed. We don't know what may happen, but everyone agrees its critical to fund the transit system. It is vital to this region. The leaders are saying failure to address this is not an option.

With a change in administration, can the funding scenarios one and two move forward? It's not just funding but changes that may move the federal workforce.

Yes, these are must-do's. There are also parts of scenario three that fall in this category. It's true that moving the federal workforce would have an effect. That is already evident with the return to office policies.

Can you tell us a little more about the event hosted by the Greater Washington Board of Trade?

This was an event hosted by the Board of Trade and the Greater Washington Partnership. They conduct this Transportation Forum annually. They host the transportation secretaries from the states and the District to have a discussion about regional transportation. They discussed DMVMoves. The general manager from WMATA joined the meeting. He addressed what they are doing to recover from the pandemic, with some good news related to a record level increase in ridership.

Regarding the bus fares and revenue raising, is anyone going out to tell people about these possible changes in bus fares? Has anyone talked to people about these?

No decisions have been made yet. It's too early. There is still a lot of work to do to get everyone on the same page and then it will be appropriate to engage the broader public.

The big question that DMVMoves is focused on is how we are funding the system. The CAC and others need to be thinking about how to get that information to decisionmakers and share this opportunity with our groups.

ACT LOCALLY ROUND-ROBIN

Chair Amin opened discussion on the activities that members are doing in their local communities. Members are getting involved in the safety committees at their schools, helping ensure they get to school safely, and working on a county citizens advisory board.

CAC RECRUITMENT AND THE DECEMBER CAC MEETING

Laura Bachle, Transportation Planner, briefed the committee on the open recruitment for the CAC, asking everyone to re-apply and also share the opportunity with their groups. She also asked for help in planning the next CAC meeting, which will be on December 12 and will feature the annual Leadership Roundtable.

ATTENDANCE

Members

Ra Amin, Chair
Christina Farver
Heather Ganoa
Maribel Wong
Jeff Parnes
Gail Sullivan
Ashley Hutson
Nancy Abeles

Kalli Krumpos
Daniel Papiernik
Mark Scheufler

Staff

Leonardo Pineda
Rachel Beyerle
Laura Bachle
Kanti Srikanth
Eric Randall
Lyn Erickson
Mike Farrell



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: November 14, 2024

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: November 14, 2024

At its meeting on Friday, November 1, the TPB Steering Committee approved 4 resolutions/TIP amendments, was given notice of a technical correction to Figure 4 in the FY 2025 UPWP, and approved the November TPB agenda.

The TPB Steering Committee adopted resolution SR18-2025 which approved a list of 37 projects selected for funding under funding under the Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure (CFI) Program. Each project will deploy four Level 2 electric vehicle charging ports in various, publicly accessible locations in the Cities of Alexandria, Fairfax and Manassas and the Counties of Arlington, Fairfax, Frederick, and Prince George's. The resolution also included an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) to fund the implementation of these projects with \$4.875 million in CFI and state matching funds beginning in FY 2025.

The Steering Committee approved three more resolutions approving amendments to the FY 2023-2026 TIP as requested by the District Department of Transportation (DDOT), Maryland Department of Transportation (MDOT), and the City of Rockville. These amendments are all exempt from the air quality conformity requirement and are described in further detail in the bullets below.

- **TPB SR19-2025** approved DDOT's request to add \$15 million in District funding to the William Howard Taft Memorial Bridge Rehabilitation project and to add \$1 million in Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Discretionary Grant funding for a new study to address flooding of the Nannie Helen Burroughs Avenue underpass at DC-295.
- **TPB SR20-2025**, requested by MDOT, approved updates to programmed funds in FY 2023 through FY 2029 and updates to total project costs by making adjustments to funding planned beyond the horizon year of the current TIP of record. This included:
 - MD 6 La Plata Safety & Accessibility Improvements(T11615) - reduced the total cost by \$7,000,000 to \$6,499,000
 - MD 225, Hawthorne Rd. Bridge Replacement(T6689) - reduced the TIP programmed amount by \$571,000 to \$3,171,000 but increased the total cost by \$1,169,000 to \$5,620,000
 - I-95/I-495/MD 4 Bridges Replacement(T6651) - increased the TIP programmed amount by \$9,,255,000 to \$26,666,000 and increased the total cost by \$20,358,000 to \$64,559,000
 - NEVI Program(T13601) - reducing the TIP programmed amount by \$166,000 to \$13,718,000 but increased the total cost by \$1,783,000 to \$27,699,000

- MD 97 @ Montgomery Hills Hwy. Reconstruct(T5420) - increased the TIP programmed amount by \$8,098,000 to \$30,120,000 but reduced the total cost by \$4,341,000 to \$52,739,000
- TPB SR21-2025 approved the City of Rockville’s request to add \$710,000 in Neighborhood Access and Equity Grant Program and local matching funds to cover planning and 30% of the preliminary design of the Twinbrook Pedestrian and Bicycle Bridge project.

Notification was provided that technical corrections have been made to Figure 4 “Transportation Planning Studies Within the National Capital Region” in the FY 2025 UPWP. The following projects have been added to Figure 4: The City of Alexandria added a planning study called “Duke Street Corridor Plan“, and DDOT added a planning study called “Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation.“

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:

- November 1, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR18-2025 approving CFI project selection and TIP amendment
- Adopted resolution SR19-2025 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR20-2025 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR21-2025 approving an amendment to the TIP, as requested by the City of Rockville
- FY 2025 UPWP Technical Corrections

TPB Steering Committee Attendance – November 1, 2024
(only voting members and alternates listed)

TPB Chair/DC Rep.: Christina Henderson
TPB Vice Chair/MD Rep.: Neil Harris
Previous TPB Chair:
DDOT: Mark Rawlings
MDOT: Kari Snyder
VDOT: Maria Sinner and Regina Moore
Technical Committee Chair: Amy Garbarini
WMATA:

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

**RESOLUTION TO APPROVE PROJECTS FOR FUNDING UNDER THE
FEDERAL HIGHWAY ADMINISTRATION'S CHARGING AND FUELING
INFRASTRUCTURE NATIONAL DISCRETIONARY GRANT PROGRAM AND TO
AMEND THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
TO INCLUDE FUNDING FOR THESE PROJECTS, AS REQUESTED BY
THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, 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, IIJA authorizes the Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure (CFI) Grant Program to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure; and

WHEREAS, FHWA posted an initial Notice of Funding Opportunity (NOFO) on March 12, 2023, announcing up to \$700 million available for fiscal years 2022 and 2023 under the CFI Discretionary Grant Program; and

WHEREAS, the Metropolitan Washington Council of Governments (COG) submitted the Metropolitan Washington CFI Discretionary Grant Program Application on June 13, 2023, requesting \$3.9 million in funding for Electric Vehicle (EV) infrastructure deployment in the region; and

WHEREAS, in the first round, FHWA received more than 500 applications requesting a net total that was more than six times the amount of funding available; and

WHEREAS, despite receiving the highest-level rating possible, COG's application was not selected for award in the selection of Round 1 due to the overwhelming demand; and

WHEREAS, on May 30, 2024, FHWA announced a second NOFO for the CFI Discretionary Grant Program, with \$521 million available under Round 1B, inviting well-rated, but unsuccessful applicants from Round 1 to reapply; and

WHEREAS, in June 2024 COG resubmitted the Metropolitan Washington Council of Governments (COG) submitted the Metropolitan Washington CFI Discretionary Grant Program Application for funding under Round 1B; and

WHEREAS, in August 2024 FHWA announced that COG's application was selected and would be awarded its full request of \$3.9 million under Round 1B; and

WHEREAS, COG has coordinated with regional partners to update the project scope which will deploy EV infrastructure at 37 locations across the Metropolitan Washington region; and

WHEREAS, on June 15, 2022 the TPB adopted the FY 2023-2026 Transportation Improvement Program (TIP); and

WHEREAS, in order for COG, as the direct recipient, to obligate CFI funding, the Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program Application (Project) is required to be programmed in the FY 2023-2026 TIP and included in the relevant Statewide Transportation Improvement Program (STIP); and

WHEREAS, agencies that are direct recipients of federal transportation funding that are headquartered within the District of Columbia should have their TIP projects and programs included in the District Department of Transportation's (DDOT) TIP; and

WHEREAS, a request to include \$3.9 million in CFI funding and \$975,000 in state matching funds for a net total of \$4.875 million for the **Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program Application (Project) (TIP ID T13649)** as an amendment to the FY 2023-2026 TIP under TIP Action 23-49.1 is described in the attached materials; and

WHEREAS, the attached materials include a memorandum summarizing the funding recommendations from TPB staff director, Kanti Srikanth and COG Senior Environmental Planner, Maia Davis, and:

ATTACHMENT A) a full description of the projects recommended for funding, and

ATTACHMENT B) Program Overview report showing how this grouping of projects will appear in the TIP once it has been approved; and

WHEREAS, this project and its sub-projects are exempt from the air quality conformity requirement for the plan and TIP, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012.

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 the **Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program Application (Project) (TIP ID T13649)** with \$4.875 in CFI and state funding, as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on November 1, 2024.

Final approval following review by the full TPB at its meeting on November 20, 2024.

Attachment A

U.S. Department of Transportation (DOT), Federal Highway Administration
(FHWA) Charging and Fueling Infrastructure (CFI) Discretionary Grant Opportunity

Notice of Funding Opportunity (NOFO) Number 693JJ323NF00004

Originally Submitted on:

June 13, 2023

Awarded Round 1B Funding:

August 27, 2024

Update Project Summary:

October 24, 2024

Project Name:

Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program
Application (Project)

Submitted by:

Metropolitan Washington Council of Governments (COG)
777 North Capitol St. NE Suite 300
Washington, DC 20002

Submitted to:

U.S. Department of Transportation
FHWA, Office of Planning, Environment and Realty (HEP)
1200 New Jersey Avenue, SE
Washington, DC 20590



PROJECT SUMMARY

EV deployment is a top priority for the Metropolitan Washington Council of Governments (COG), the Transportation Planning Board (TPB), and its members. There is significant commitment and cooperation region-wide on equitable EV infrastructure deployment. This momentum sets the stage for the region to expand community-based infrastructure by leveraging existing priority locations in members’ local communities, existing cooperative and competitively bid contracts, and supportive equitable engagement and workforce development activities.

This Project proposal includes a few dozen locations across metropolitan Washington, 59 percent of which are located in or near disadvantaged communities. Proposed projects are located in the Cities of Alexandria, Fairfax and Manassas and the Counties of Arlington, Fairfax, Frederick, and Prince George’s. Project locations are all proposed as Level II stations located at existing local government facilities. All proposed projects are publicly accessible. The proposed projects will provide convenient, affordable access to EV charging stations in urban/suburban areas, including low- and moderate-income neighborhoods and support meeting both current and future market demands. The EVSE projects in this proposal will support the region’s climate and air quality goals by realizing an annual GHG emission reduction benefit of 351.4 short tons, and air quality reduction benefits of 88.8 lbs. NOx, 8.7 lbs. PM10, 7.7 lbs. PM2.5, and 346 lbs. VOCs.

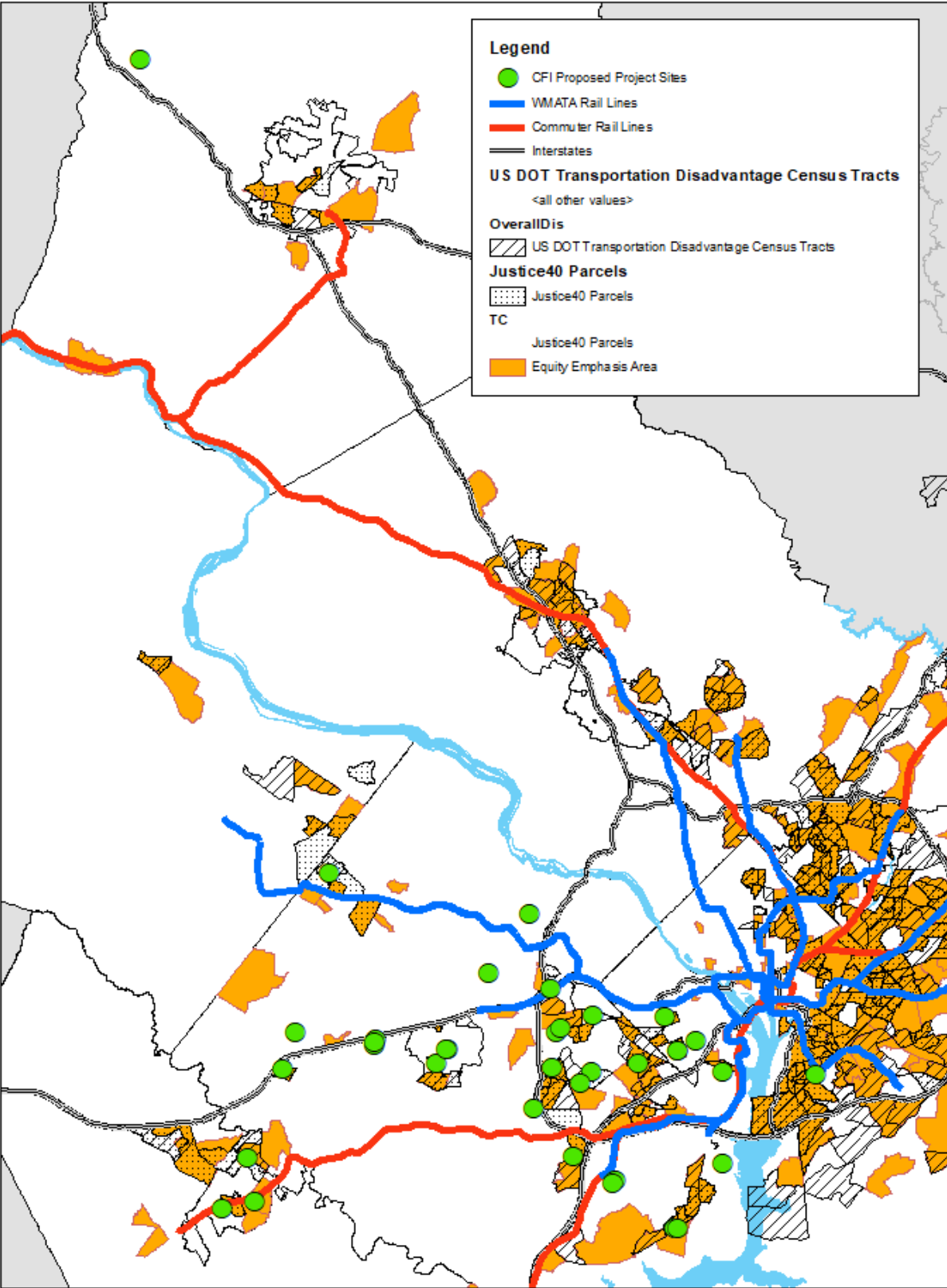
The Project will equitably expand the deployment of public EV charging infrastructure in publicly accessible locations for use by the community at municipal and local community sites, parking facilities, multiunit dwellings, public parks and recreational destinations, and other frequented site host locations in the local community. Below is a summary table of the type of location for proposed publicly-accessible EVSE and how many locations are being proposed for that type.

Location Type	Location Count
Community Centers	10
Government Centers	7
Parks	7
Libraries	6
Recreational Centers	4
Historic District	1
Low-Income Multi-Unit Dwellings	1
Transit Center	1

This Project will leverage existing competitively bid cooperative and rideable contracts from Fairfax County and Sourcewell Cooperative Purchasing. Arlington County provides an example of riding the Fairfax County agreement and City of Fairfax provides an example of a jurisdiction that leverages the Sourcewell cooperative contract with Blink. These jurisdictions will continue their Electric Vehicle Supply Equipment (EVSE) installation relationship with these EVSE installer/operators while other jurisdictions will have the opportunity to select a vendor via these contracting resources or competitively select their own vendor(s).

Fairfax County included a rider clause for the use of the contract by other public bodies. The Sourcewell contracts are available to be leveraged by the local jurisdictions and the sites that are proposed in this proposal. Vendors are expected to offer volume pricing. Blink offers up to a 25 percent hardware discount for entities that leverage the Sourcewell contracts and ChargePoint offers up to 20 percent.

Proposed EVSE Site Locations Map



All proposed projects will follow Public Safety and Security Guidance from COG's EV-Ready Checklist and the National Capital Region Transportation Planning Board (TPB) safety policies, programs, and guidance. COG and its local government members have a number of policies, programs, and guidance in place that support safer people, safer roads, safer vehicles, safer speeds, and post crash care that will contribute to the safety of the proposed EVSE projects.

With this successful grant award, the region's Transportation Improvement Program (TIP) will be amended to include the grant funding for this project. COG will incorporate this CFI Project into the measures of the climate plans developed for the EPA CPRG Program as well as identify additional opportunities in the CPRG plans to leverage CFI funding. EV infrastructure projects for potential incorporation into the TIP and CPRG will be informed by the Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy.

COG will continue to partner with the DC Sustainability Energy Utility (DCSEU) Workforce Development Program and Greater Washington Region Clean Cities Coalition (GWRCCC) to train professionals in EV planning and EVSE installations as well as host career expos in disadvantaged communities. COG has recently hired two DCSEU externs to support COG's regional EV work, will continue to engage additional externs on this CFI project, and in partnership with the GWRCCC, will engage the local EV industry to host additional externs on transportation electrification.

COG and GWRCCC, will lead equitable engagement and workforce development activities. For this grant opportunity, COG and GWRCCC will fill in needed gaps in engaging disadvantaged communities and EV workforce development by conducting listening sessions targeting disadvantaged and rural communities, hosting career expos for disadvantaged and rural communities, and conducting workforce development trainings to address EVSE reliability.

This Project will support GWRCCC's Racial Equity Agenda by bringing listening sessions and EV career expos to disadvantaged communities that have not yet been engaged on EVs. The listening sessions will be focused on engaging disadvantaged communities to best understand their desires and needs around electrification in their community. This Project will help ensure that GWRCCC can continue to advocate for clean energy and transportation equity and inclusion in the DMV.

For this Project, COG will engage the DMV Climate Partners' network, the Air and Climate Public Advisory Committee and their network of community and environmental justice (EJ) activists, local government EV public engagement programs, and utility EV programs to promote EV and EVSE public engagement and workforce development initiatives. COG and GWRCCC will specifically engage the partners on this Project at the Auto Show Public Policy Day event to share progress and best practices with stakeholders across the region. COG will engage the Electric Vehicle Association of Greater Washington, DC (EVADC) to promote the new stations that are installed with CFI funding for this Project.

Blink has minority partners and suppliers and trains workers from disadvantaged communities in Washington D.C., Prince George's County, Maryland and Baltimore, Maryland. The Blink/SemaConnect merger provides the opportunity for the growth of green jobs and the green economy in Prince George's County, Maryland, one of the most diverse counties in the country. ChargePoint has several authorized resellers with various Women or Minority Business Entity (WMBE) or Small Business Entity (SBE), and Service-Disabled Veteran owned accreditations.

The Project will (1) connect and promote multi-modal hubs and shared-use fleets and services; (2) provide convenient, affordable access to charging and alternative fuel infrastructure to offer urban/suburban area charging and fueling solutions; and (3) support multi-purpose use to offer rural area charging solutions. The Project will equitably expand the deployment of public EV charging infrastructure in publicly accessible locations for use by the community at municipal and local community sites, parking facilities, public parks and recreational destinations, a multiunit dwelling, and other frequented site host locations in the local community.



TIP ID T13649	Lead Agency TPB	Project Type Other - Alt Fuel Infrastructure
Project Name Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program Application (Project)	County Arlington, Fairfax, Frederick, Prince Georges	Total Cost \$4,875,000
Project Limits	Municipality City of Alexandria, City of Fairfax, City of Manassas	Completion Date 2030
	Agency Project ID	

Description This Project proposal includes a few dozen locations across metropolitan Washington, 59 percent of which are located in or near disadvantaged communities. Proposed projects are located in the Cities of Alexandria, Fairfax and Manassas and the Counties of Arlington, Fairfax, Frederick, and Prince Georges. Project locations are all proposed as Level II stations located at existing local government facilities. All proposed projects are publicly accessible. The proposed projects will provide convenient, affordable access to EV charging stations in urban/suburban areas, including low- and moderate-income neighborhoods and support meeting both current and future market demands. The EVSE projects in this proposal will support the regions climate and air quality goals by realizing an annual GHG emission reduction benefit of 351.4 short tons, and air quality reduction benefits of 88.8 lbs. NOx, 8.7 lbs. PM10, 7.7 lbs. PM2.5, and 346 lbs. VOCs. A detailed list of sub-recipient projects can be found in the table on the pages that follow.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
CON		CFI	-	-	-	\$3,900,000	-	-	\$3,900,000	\$3,900,000	
CON		DC/STATE	-	-	-	\$975,000	-	-	\$975,000	\$975,000	
		<i>Total CON</i>	-	-	-	\$4,875,000	-	-	\$4,875,000	\$4,875,000	
		<i>Total Programmed</i>	-	-	-	\$4,875,000	-	-	\$4,875,000	\$4,875,000	

Version History

TIP Document	Amendment	2023-2026	MPO Approval	FHWA Approval	FTA Approval
23-49.1			11/20/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

**ATTACHMENT B: SUB-RECIPIENTS AND PROJECTS FUNDED BY
METROPOLITAN WASHINGTON CHARGING AND FUELING INFRASTRUCTURE
DISCRETIONARY GRANT PROGRAM APPLICATION (PROJECT)**

Sub-Recipient	Project Name	Project Description	Total Project	Federal	Location
Arlington County	Barcroft Community Center	Arlington County will deploy 4 Level 2 ports at the community center at 4200 S Four Mile Drive. The site is located near a disadvantaged community.	\$125,000	\$100,000	Arlington, VA
Arlington County	Barcroft Community Center (Parking Lot)	Arlington County will deploy 4 Level 2 ports in a separate parking lot at the community center at 4200 S Four Mile Drive. The site is located near a disadvantaged community.	\$125,000	\$100,000	Arlington, VA
Arlington County	Lubber Run Community Center	Arlington County will deploy 4 Level 2 ports at the community center at 300 N Park Drive. The site is located near a disadvantaged community.	\$125,000	\$100,000	Arlington, VA
Arlington County	Walter Reed Community Center	Arlington County will deploy 4 Level 2 ports at the community center at 2902 16th Street South.	\$125,000	\$100,000	Arlington, VA
City of Alexandria	Four Mile Run Park	City of Alexandria will deploy 4 Level 2 ports at the park at 4131 Mt Vernon Ave. The site is located near a disadvantaged community.	\$285,600	\$228,480	Alexandria, VA
City of Fairfax	Fairfax City Hall (East Parking Lot)	City of Fairfax will deploy 4 Level 2 ports at the government center at 10455 Armstrong Street. The site is located near a disadvantaged community.	\$50,000	\$40,000	Fairfax, VA
City of Fairfax	Stacy C. Sherwood Community Center	City of Fairfax will deploy 4 Level 2 ports at the community center/police station parking lot at 3740 Old Lee Highway	\$50,000	\$40,000	Fairfax, VA
City of Manassas	Jennie Dean Park	City of Manassas will deploy 4 Level 2 ports at the park at 9501 Dean Park Lane. The site is located near a disadvantaged community.	\$100,000	\$80,000	Manassas, VA
City of Manassas	Manassas Public Safety Facility	City of Manassas will deploy 4 Level 2 ports at the government center at 9518 Fairview Avenue. The site is located in a disadvantaged community.	\$100,000	\$80,000	Manassas, VA
City of Manassas	Stonewall Park	City of Manassas will deploy 4 Level 2 ports at the park at 8300 Stonewall Road. The site is located near a disadvantaged community.	\$100,000	\$80,000	Stonewall, VA
Fairfax County	Alabama Drive Park	Fairfax County will deploy 4 Level 2 ports at the park at 1200 Alabama Drive. The site is located in a disadvantaged community.	\$126,000	\$100,800	Herndon, VA
Fairfax County	Audrey Moore REC	Fairfax County will deploy 4 Level 2 ports in a parking lot surrounding the recreational center at 8100 Braddock Road. Wakefield Park surrounds the REC center on the same property. The site is located near a disadvantaged community.	\$126,000	\$100,800	Centreville, VA

**ATTACHMENT B: SUB-RECIPIENTS AND PROJECTS FUNDED BY
METROPOLITAN WASHINGTON CHARGING AND FUELING INFRASTRUCTURE
DISCRETIONARY GRANT PROGRAM APPLICATION (PROJECT)**

Sub-Recipient	Project Name	Project Description	Total Project	Federal	Location
Fairfax County	Bailey's Community Center	Fairfax County will deploy 4 Level 2 ports at the community center at 5920 Summers Lane. The site is located in a disadvantaged community.	\$126,000	\$100,800	Falls Church, VA
Fairfax County	Beulah Park	Fairfax County will deploy 4 Level 2 ports at the park at 7119 Beulah Street.	\$126,000	\$100,800	Alexandria, VA
Fairfax County	Centreville Regional Library	Fairfax County will deploy 4 Level 2 ports at the library at 14200 Saint Germain Drive. The site is located in a disadvantaged community.	\$126,000	\$100,800	Centreville, VA
Fairfax County	Eleanor C Lawrence Park	Fairfax County will deploy 4 Level 2 ports at the park at 5040 Walney Road.	\$126,000	\$100,800	Chantilly, VA
Fairfax County	George Mason Library	Fairfax County will deploy 4 Level 2 ports at the library at 7001 Little River Turnpike. The site is located near a disadvantaged community. EV charger deployment will be completed as part of	\$126,000	\$100,800	Annandale, VA
Fairfax County	Government Center	Fairfax County will deploy 4 Level 2 ports at the government center at 12000 Government Center Parkway.	\$126,000	\$100,800	Fairfax, VA
Fairfax County	Herrity Building	Fairfax County will deploy 4 Level 2 ports at the government center at 12055 Government Center Parkway.	\$126,000	\$100,800	Fairfax, VA
Fairfax County	Hidden Oaks Nature Center	Fairfax County will deploy 4 Level 2 ports at the community center at 7701 Royce Street. The site is located near a disadvantaged community.	\$126,000	\$100,800	Annandale, VA
Fairfax County	Idylwood Park	Fairfax County will deploy 4 Level 2 ports at the park at 7709 Virginia Lane.	\$126,000	\$100,800	Falls Church, VA
Fairfax County	James Lee Community Center	Fairfax County will deploy 4 Level 2 ports at the community center at 2855-A Annandale Road. The site is located in a disadvantaged community.	\$126,000	\$100,800	Falls Church, VA
Fairfax County	Kingstowne Library/ Kingstowne Early Childcare/ Active Adult Center/	Fairfax County will deploy 4 Level 2 ports at the government center at 7130 Silver Lake Boulevard.	\$126,000	\$100,800	Kingstowne, VA
Fairfax County	Mason District Park	Fairfax County will deploy 4 Level 2 ports at the park at 6621 Columbia Pike. The site is located in a disadvantaged community.	\$126,000	\$100,800	Annandale, VA
Fairfax County	Monument Drive Parking Garage/Transit Center	Fairfax County will deploy 4 Level 2 ports at the transit center at Monument Drive and Government Center Parkway. This is a parking garage.	\$126,000	\$100,800	Fairfax, VA
Fairfax County	Mount Vernon RECenter	Fairfax County will deploy 4 Level 2 ports at the recreational center at 2017 Belle View Boulevard.	\$126,000	\$100,800	Alexandria, VA
Fairfax County	Original Mount Vernon High School Redevelopment	Fairfax County will deploy 4 Level 2 ports at the historic district at 8333 Richmond Highway. The site is located in a disadvantaged community.	\$126,000	\$100,800	Alexandria, VA

**ATTACHMENT B: SUB-RECIPIENTS AND PROJECTS FUNDED BY
METROPOLITAN WASHINGTON CHARGING AND FUELING INFRASTRUCTURE
DISCRETIONARY GRANT PROGRAM APPLICATION (PROJECT)**

Sub-Recipient	Project Name	Project Description	Total Project	Federal	Location
Fairfax County	Patrick Henry Library	Fairfax County will deploy 4 Level 2 ports at the library at 101 Maple Avenue. This is a parking garage. There is no fee for parking in the garage. EV charger deployment will be completed as part of	\$126,000	\$100,800	East Vienna, VA
Fairfax County	Pennino Building	Fairfax County will deploy 4 Level 2 ports at the government center at 12011 Government Center Parkway.	\$126,000	\$100,800	Fairfax, VA
Fairfax County	Providence RECenter	Fairfax County will deploy 4 Level 2 ports at the recreational center at 7525 Marc Drive. The site is located in a disadvantaged community.	\$126,000	\$100,800	Falls Church, VA
Fairfax County	Richard Byrd Library	Fairfax County will deploy 4 Level 2 ports at the library at 7250 Commerce Street.	\$126,000	\$100,800	Springfield, VA
Fairfax County	South County Government Center	Fairfax County will deploy 4 Level 2 ports at the government center at 8350 Richmond Highway. The site is located in a disadvantaged community.	\$126,000	\$100,800	Alexandria, VA
Fairfax County	Spring Hill Rec Center	Fairfax County will deploy 4 Level 2 ports at the recreational center at 1239 Spring Hill Road.	\$126,000	\$100,800	McLean, VA
Fairfax County	Thomas Jefferson Library	Fairfax County will deploy 4 Level 2 ports at the library at 7415 Arlington Boulevard. The site is located in a disadvantaged community.	\$126,000	\$100,800	Falls Church, VA
Fairfax County	Willard Health Center	Fairfax County will deploy 4 Level 2 ports at the community center at 3750 Blenheim Boulevard. This is an underground parking garage. There is no fee for parking in the garage. EV charger deployment will be completed as part of the library	\$126,000	\$100,800	Fairfax, VA
Frederick County	Myersville Branch Library	Frederick County will deploy 4 Level 2 ports at the library at 8 Harp Place.	\$100,000	\$80,000	Myersville, MD
Prince George's County Housing Authority/Homes for America	Homes at Oxon Hill - Senior Apartment Community	Prince George's County Housing Authority and the site operator, Homes for America, will deploy 4 Level 2 ports at the low-income multi-unit dwelling at 1313 Southern Avenue. The site recently completed a redevelopment, so its an ideal time to deploy EV chargers. The site is located near a disadvantaged community.	\$100,000	\$80,000	Oxon Hill, MD
Greater Washington Region Clean Cities Coalition (GWRCCC)	N/A	GWRCCC, in partnership with COG, will lead equitable engagement and workforce development activities. GWRCCC will fill in needed gaps in engaging disadvantaged communities and EV workforce development by conducting listening sessions targeting disadvantaged and rural communities, hosting career expos for disadvantaged and rural communities, and conducting workforce	\$ 100,000	\$ 80,000	Events to take place in partner communities

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 23-49.1 WHICH ADDS FUNDS TO THE WILLIAM HOWARD TAFT MEMORIAL BRIDGE REHABILITATION PROJECT AND ADDS FUNDING FOR A NEW STUDY TO ADDRESS FLOODING OF THE NANNIE HELEN BURROUGHS AVENUE UNDERPASS AT DC-295, 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 23-49.1, which adds \$15 million in District funding to the William Howard Taft Memorial Bridge Rehabilitation project (TIP ID T6812) and \$1 million in Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Discretionary Grant funding for the new Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation study (TIP ID T13648), as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Program Overview report showing how the new and amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost before and after the amendment, the delta between those and the percentage change from the initial amount, the reason for the amendment, and a Change Summary narrative providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated October 25, 2024, requesting the amendments; and

WHEREAS, these amendments have been entered into the TPB’s Project InfoTrak database under TIP Action 23-49.1, creating the 49th 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, the bridge rehabilitation project and flood mitigation study are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, full funding for these projects was included in the Financial Analysis of the 2022 Update

to Visualize 2045 and the FY 2023-2026 TIP; 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 23-49.1 which adds \$15 million in District funding to the **William Howard Taft Memorial Bridge Rehabilitation project (TIP ID T6812)** and \$1 million in PROTECT Discretionary Grant funding for the new **Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation study (TIP ID T13648)**, as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on November 1, 2024.
Final approval following review by the full TPB at its meeting on November 20, 2024.



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T13648	Lead Agency	District Department of Transportation	Project Type	Study/Planning/Research
Project Name	Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation	County		Total Cost	\$1,000,000
Project Limits	DC-295	Municipality		Completion Date	2027
		Agency Project ID			

Description This project will analyze existing flooding conditions near the underpass and in the surrounding Watts Branch watershed. Develop flood mitigation engineering concepts in collaboration with nearby residents and other key stakeholders that will reduce the risk of the area near the underpass being flooded during heavy rains. Evaluate the resilience and other benefits of the flood mitigation engineering concepts. Engage the public and other key stakeholders using a process that creates equitable, inclusive, and sustainable outcomes for the residents in nearby neighborhoods.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		PROTECT-G	-	-	-	\$1,000,000	-	-	\$1,000,000	\$1,000,000
		Total PE	-	-	-	\$1,000,000	-	-	\$1,000,000	\$1,000,000
		Total Programmed	-	-	-	\$1,000,000	-	-	\$1,000,000	\$1,000,000



Version History

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-49.1 Amendment 2023-2026	11/20/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T6812	Lead Agency	District Department of Transportation	Project Type	Bridge - Rehab
Project Name	William Howard Taft Memorial Bridge Rehabilitation	County	Washington	Total Cost	\$31,400,000
Project Limits		Municipality	District of Columbia	Completion Date	2045
		Agency Project ID			

Description Rehabilitation / Repairs of the aged historical bridge crossing between Ward 2 and 3. General scope of work includes repairs on numerous cracks and deterioration on bridge elements including deck, jersey barriers, railings, lighting, etc. a. William Howard Taft Memorial Bridge Rehabilitation b. William Howard Taft Bridge Pedestrian Railing Improvement

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	-	-	-	\$2,400,000	-	\$2,400,000
PE		DC/ STATE	-	-	\$80,000	-	-	\$600,000	\$80,000	\$680,000
PE		STBG	-	-	\$320,000	-	-	-	\$320,000	\$320,000
		Total PE	-	-	\$400,000	-	-	\$3,000,000	\$400,000	\$3,400,000
CON		NHPP	-	-	-	-	-	\$10,400,000	-	\$10,400,000
CON		State (NM)	-	-	-	\$15,000,000	-	-	\$15,000,000	\$15,000,000
CON		DC/ STATE	-	-	-	-	-	\$2,600,000	-	\$2,600,000
		Total CON	-	-	-	\$15,000,000	-	\$13,000,000	\$15,000,000	\$28,000,000
		Total Programmed	-	-	\$400,000	\$15,000,000	-	\$16,000,000	\$15,400,000	\$31,400,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/252022	8/252022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-40 Amendment 2023-2026	05/20/2024	N/A	N/A
23-43.1 Amendment 2023-2026	07/17/2024	Pending	Pending
23-49.1 Amendment 2023-2026	11/20/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$16,400,000 to \$31,400,000

ATTACHMENT B - AMENDMENT SUMMARY REPORT FOR
TIP ACTION 23-49.1: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6812	William Howard Taft Memorial Bridge Rehabilitation	\$16,400,000	\$31,400,000	\$15,000,000	91	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): State (NM) ▶ Add funds in FFY 25 in CON for \$15,000,000 <i>Total project cost increased from \$16,400,000 to \$31,400,000</i>
T13648	Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation	\$0	\$1,000,000	\$1,000,000	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): PROTECT-G ▶ Add funds in FFY 25 in PE for \$1,000,000 <i>Total project cost \$1,000,000</i>
TOTAL		\$16,400,000	\$32,400,000	\$16,000,000			

Government of the District of Columbia
Department of Transportation



October 24, 2024

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
William Howard Taft Bridge Pedestrian Railing Improvement	State Non-Match	T6812b	Construction	\$15,000,000	2025	00/100	Increase State Non-Match funding for Construction by \$15,000,000 in FY2025	Increase in project cost over 20%
Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation	Discretionary/Protect	T13648	PE	\$1,000,000	2025	100/00	Increase Discretionary/Protect funding for PE by \$1,000,000 in FY2025	Increase in project cost over 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 the amendment at its November 1st meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 369-7845 or by e-mail at mark.rawlings@dc.gov. Of course, please feel free to contact me directly.

Sincerely,

Shirley Kwan-Hui
 Chief Administrative Officer
 District Department of Transportation
 (202) 420-1128
Shirley.Kwan-Hui@dc.gov

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 23-49.2 WHICH UPDATES FOUR-YEAR PROGRAM AND PROJECT COST INFORMATION FOR THE NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM AND FOUR BRIDGE REPLACEMENT, ACCESSIBILITY AND SAFETY, AND ROADWAY RECONSTRUCTION PROJECTS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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’S State Highway Administration has requested amendments to the TIP to include TIP Action 23-49.2 which updates funding in fiscal years 2023 through 2026, and total cost information by adding or removing funding from fiscal years prior to or beyond the current four-year program, for the NEVI Program and a set of four bridge replacement, bicycle/pedestrian safety and accessibility, and roadway reconstruction projects listed in the table at the end of this resolution, and as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Program Overview report showing how the amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the program and projects four-year program totals and total costs before and after the amendments, the delta, and the percentage increase from the total cost before, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and the project phase,
- ATTACHMENT C) Fund Change Detail Report, which presents the information in the Change Narrative described in Attachment B in tabular format, and
- ATTACHMENT D) Letter from MDOT dated October 25, 2024, requesting the amendments; and

WHEREAS, these amendments have been entered in the TPB’s Project InfoTrak database under TIP Action 23-49.2, creating the 49th 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, the NEVI Program and these four projects are exempt from the air quality conformity requirement, as defined in the 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 23-49.2 which updates funding in fiscal years 2023 through 2026, and total cost information by adding or removing funding from fiscal years prior to or beyond the current four-year program, for the NEVI Program and a set of four bridge replacement, bicycle/pedestrian safety and accessibility, and roadway reconstruction projects listed in the table below, and as described in the attached materials.

TIP ID	PROJECT TITLE	FY 2023-2026 PROGRAM			TOTAL PROJECT COST		
		BEFORE	AFTER	DELTA	BEFORE	AFTER	DELTA
T11615	MD 6 La Plata Safety & Accessibility Improve	\$4,243,000	\$4,243,000	\$0	\$13,499,000	\$6,499,000	(\$7,000,000)
T6689	MD 225, Hawthorne Rd. Bridge Replacement	\$3,742,000	\$3,171,000	(\$571,000)	\$4,451,000	\$5,620,000	\$1,169,000
T6651	I-95/I-495/MD 4 Bridges Replacement	\$17,411,000	\$26,666,000	\$9,255,000	\$44,201,000	\$64,559,000	\$20,358,000
T13601	NEVI Program	\$13,884,000	\$13,718,000	(\$166,000)	\$25,916,000	\$27,699,000	\$1,783,000
T5420	MD 97 @ Montgomery Hills Hwy. Reconstruct	\$22,022,000	\$30,120,000	\$8,098,000	\$57,080,000	\$52,739,000	(\$4,341,000)

Adopted by the TPB Steering Committee at its meeting on November 1, 2024.
 Final approval following review by the full TPB at its meeting on November 20, 2024.



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T11615	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Bicycle/Pedestrian - Bike/Ped
Project Name	MD 6 La Plata Safety and Accessibility Improvements Project	County	Charles	Total Cost	\$6,499,000
Project Limits	US 301 to Willow Lane	Municipality		Completion Date	2029
		Agency Project ID			

Description The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	HSIP		-	-	-	\$351,000	\$351,000	\$221,000	\$702,000	\$923,000
PE	DC/ STATE		-	\$101,000	\$120,000	\$117,000	\$117,000	\$74,000	\$455,000	\$529,000
PE	STBG		-	\$566,000	\$661,000	\$312,000	\$312,000	\$197,000	\$1,851,000	\$2,048,000
	Total PE		-	\$667,000	\$781,000	\$780,000	\$780,000	\$492,000	\$3,008,000	\$3,500,000
ROW	HSIP		-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
ROW	DC/ STATE		-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
	Total ROW		-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
UT	HSIP		-	-	-	-	\$662,000	\$1,588,000	\$662,000	\$2,250,000
UT	DC/ STATE		-	-	-	-	\$73,000	\$176,000	\$73,000	\$249,000
	Total UT		-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
	Total Programmed		-	\$667,000	\$781,000	\$1,030,000	\$1,765,000	\$2,256,000	\$4,243,000	\$6,499,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-07.2 Amendment 2023-2026	11/16/2022	Pending	N/A
23-40 Amendment 2023-2026	05/20/2024	N/A	N/A
23-49.2 Amendment 2023-2026	11/20/2024	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$13,499,000 to \$6,499,000



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T13601	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Other - Alt Fuel Infrastructure
Project Name	National Electric Vehicle Infrastructure (NEVI) Program	County	Calvert, Charles, Frederick, Montgomery, Prince Georges	Total Cost	\$27,699,000
Project Limits		Municipality		Completion Date	2030
		Agency Project ID	AZ3401		

Description Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Marylands designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NEVI		-	-	\$297,000	\$43,000	\$436,000	-	\$776,000	\$776,000
PE	DC/ STATE		-	-	\$19,000	\$3,000	\$28,000	-	\$50,000	\$50,000
PE	STBG		-	-	\$56,000	\$8,000	\$82,000	-	\$146,000	\$146,000
	Total PE		-	-	\$372,000	\$54,000	\$546,000	-	\$972,000	\$972,000
CON	NEVI		-	-	-	\$6,039,000	\$4,290,000	\$11,054,000	\$10,329,000	\$21,383,000
CON	Private		-	-	-	\$1,510,000	\$1,073,000	\$2,761,000	\$2,583,000	\$5,344,000
	Total CON		-	-	-	\$7,549,000	\$5,363,000	\$13,815,000	\$12,912,000	\$26,727,000
	Total Programmed		-	-	\$372,000	\$7,603,000	\$5,909,000	\$13,815,000	\$13,884,000	\$27,699,000

*Map Has Not Been Marked

Version History

TIP Document			MPO Approval	FHWA Approval	FTA Approval
23-33.2	Amendment	2023-2026	02/21/2024	3/7/2024	3/7/2024
23-49.2	Amendment	2023-2026	11/20/2024	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$25,916,000 to \$27,699,000

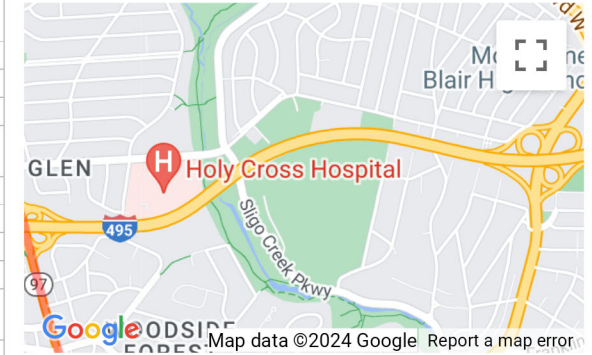


National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T5420	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Road - Add Capacity/Widening
Project Name	MD 97 at Montgomery Hills Highway Reconstruction	County	Montgomery	Total Cost	\$52,739,000
Project Limits	MD 390 to MD 192	Municipality		Completion Date	2029
		Agency Project ID	MO2241		
Description	A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.				

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HSIP	-	-	-	\$665,000	\$607,000	\$1,214,000	\$1,272,000	\$2,486,000
PE		NHPP	\$988,000	\$1,235,000	\$984,000	\$240,000	-	-	\$2,459,000	\$3,447,000
PE		DC/ STATE	\$3,306,000	\$309,000	\$246,000	\$95,000	\$32,000	\$64,000	\$682,000	\$4,052,000
		Total PE	\$4,294,000	\$1,544,000	\$1,230,000	\$1,000,000	\$639,000	\$1,278,000	\$4,413,000	\$9,985,000
ROW		HSIP	-	-	-	\$4,809,000	\$4,465,000	\$737,000	\$9,274,000	\$10,011,000
ROW		NHPP	-	\$87,000	\$2,920,000	\$1,135,000	-	-	\$4,142,000	\$4,142,000
ROW		DC/ STATE	-	\$21,000	\$730,000	\$1,107,000	\$235,000	\$39,000	\$2,093,000	\$2,132,000
		Total ROW	-	\$108,000	\$3,650,000	\$7,051,000	\$4,700,000	\$776,000	\$15,509,000	\$16,285,000
CON		TBD	-	-	-	-	-	\$18,000,000	-	\$18,000,000
		Total CON	-	-	-	-	-	\$18,000,000	-	\$18,000,000
UT		HSIP	-	-	-	\$760,000	\$1,235,000	\$3,159,000	\$1,995,000	\$5,154,000
UT		DC/ STATE	-	-	-	\$40,000	\$65,000	\$166,000	\$105,000	\$271,000
		Total UT	-	-	-	\$800,000	\$1,300,000	\$3,325,000	\$2,100,000	\$5,425,000
PLANNING		LOCAL	\$3,044,000	-	-	-	-	-	-	\$3,044,000
		Total PLANNING	\$3,044,000	-	-	-	-	-	-	\$3,044,000
		Total Programmed	\$7,338,000	\$1,652,000	\$4,880,000	\$8,851,000	\$6,639,000	\$23,379,000	\$22,022,000	\$52,739,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-07.2 Amendment 2023-2026	11/16/2022	Pending	N/A
23-49.2 Amendment 2023-2026	11/20/2024	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$57,080,000 to \$52,739,000



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID T6651
Project Name I-95/I-495 MD 4 Bridges Replacement
Project Limits
Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID PG0191
Description Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

Project Type Bridge - Replace
Total Cost \$64,559,000
Completion Date 2029

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP		\$325,000	\$397,000	\$2,995,000	\$1,289,000	\$644,000	-	\$5,325,000	\$5,650,000
PE	DC/ STATE		\$63,000	\$9,000	\$277,000	\$1,000	-	-	\$287,000	\$350,000
		Total PE	\$388,000	\$406,000	\$3,272,000	\$1,290,000	\$644,000	-	\$5,612,000	\$6,000,000
ROW	NHPP		-	-	-	\$185,000	\$247,000	\$782,000	\$432,000	\$1,214,000
ROW	DC/ STATE		-	-	-	\$53,000	\$70,000	\$222,000	\$123,000	\$345,000
		Total ROW	-	-	-	\$238,000	\$317,000	\$1,004,000	\$555,000	\$1,559,000
CON	NHPP		-	-	-	-	\$8,782,000	\$43,468,000	\$8,782,000	\$52,250,000
CON	DC/ STATE		-	-	-	-	\$462,000	\$2,288,000	\$462,000	\$2,750,000
		Total CON	-	-	-	-	\$9,244,000	\$45,756,000	\$9,244,000	\$55,000,000
UT	NHPP		-	-	\$1,200,000	\$400,000	-	-	\$1,600,000	\$1,600,000
UT	DC/ STATE		-	-	\$300,000	\$100,000	-	-	\$400,000	\$400,000
		Total UT	-	-	\$1,500,000	\$500,000	-	-	\$2,000,000	\$2,000,000
		Total Programmed	\$388,000	\$406,000	\$4,772,000	\$2,028,000	\$10,205,000	\$46,760,000	\$17,411,000	\$64,559,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	2/8/2024	2/8/2024
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2 Amendment 2023-2026	11/20/2024	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$44,201,000 to \$64,559,000



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T6689	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Bridge - Replace
Project Name	MD 225, Hawthorne Road, Bridge Replacement	County	Charles	Total Cost	\$5,620,000
Project Limits		Municipality	City of Frederick, City of Rockville	Completion Date	2027
		Agency Project ID	CH1681		
Description	Replacement of MD 5 Bridge 08021 over Mattawoman Creek				

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/ STATE		\$921,000	\$92,000	\$56,200	\$56,200	\$61,000	-	\$265,400	\$1,186,400
PE	STBG		\$146,000	\$197,000	\$224,800	\$224,800	\$244,000	-	\$890,600	\$1,036,600
	Total PE		\$1,067,000	\$289,000	\$281,000	\$281,000	\$305,000	-	\$1,156,000	\$2,223,000
CON	DC/ STATE		-	-	-	-	\$118,000	\$30,000	\$118,000	\$148,000
CON	STBG		-	-	-	-	\$2,243,000	\$568,000	\$2,243,000	\$2,811,000
	Total CON		-	-	-	-	\$2,361,000	\$598,000	\$2,361,000	\$2,959,000
UT	DC/ STATE		\$11,000	\$15,200	-	-	-	-	\$15,200	\$26,200
UT	STBG		\$202,000	\$209,800	-	-	-	-	\$209,800	\$411,800
	Total UT		\$213,000	\$225,000	-	-	-	-	\$225,000	\$438,000
	Total Programmed		\$1,280,000	\$514,000	\$281,000	\$281,000	\$2,666,000	\$598,000	\$3,742,000	\$5,620,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/252022	8/252022
23-14 Amendment 2023-2026	03/17/2023	N/A	N/A
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2 Amendment 2023-2026	11/20/2024	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$4,451,000 to \$5,620,000

**ATTACHMENT B - SUMMARY REPORT FOR TIP ACTION 23-49.2 FORMAL AMENDMENT
TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
FOR CONSIDERATION BY THE TPB STEERING COMMITTEE ON NOV. 1, 2024**

MARYLAND DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY ADMINISTRATION									
TIP ID	PROJECT TITLE	4-YEAR PROGRAM TOTAL CHANGE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	4-YEAR PROGRAM CHANGE SUMMARY	TOTAL COST CHANGE SUMMARY
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	\$0	\$13,499,000	\$6,499,000	(\$7,000,000)	-52	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 25 in PE from \$120,000 to \$117,000 - Decrease funds in FFY 26 in PE from \$120,000 to \$117,000 HSIP <ul style="list-style-type: none"> ▶ Add funds in FFY 25 in PE for \$351,000 ROW for \$225,000 ▶ Add funds in FFY 26 in PE for \$351,000 ROW for \$225,000 STBG <ul style="list-style-type: none"> - Decrease funds in FFY 25 in PE from \$660,000 to \$312,000 - Decrease funds in FFY 25 in ROW from \$225,000 to \$0 - Decrease funds in FFY 26 in PE from \$660,000 to \$312,000 - Decrease funds in FFY 26 in ROW from \$225,000 to \$0 - Decrease funds in FFY 26 in UT from \$662,000 to \$0 <p>Total project cost decreased from \$13,499,000 to \$6,499,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> - Decrease funds in FFY 27 in CON from \$7,000,000 to \$0 Decrease funds in FFY 27 in UT from \$1,764,000 to \$0 DC/STATE <ul style="list-style-type: none"> - Decrease funds in FFY 27 in PE from \$84,000 to \$63,000 + Increase funds in FFY 27 in UT from \$0 to \$88,000 - Decrease funds in FFY 28 in PE from \$14,000 to \$11,000 + Increase funds in FFY 28 in UT from \$0 to \$88,000 HSIP <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$189,000 UT for \$794,000 ▶ Add funds in FFY 28 in PE for \$32,000 UT for \$794,000 STBG <ul style="list-style-type: none"> - Decrease funds in FFY 27 in PE from \$336,000 to \$168,000 - Decrease funds in FFY 28 in PE from \$58,000 to \$29,000
T6689	MD 225, Hawthorne Road, Bridge Replacement	\$571,000	\$4,451,000	\$5,620,000	\$1,169,000	26	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in CON from \$11,000 to \$0 - Decrease funds in FFY 24 in CON from \$52,000 to \$0 - Decrease funds in FFY 25 in CON from \$37,000 to \$0 ▶ Add funds in FFY 26 in PE for \$61,000 CON for \$118,000 ▶ Add funds in FFY 27 in CON for \$30,000 STBG <ul style="list-style-type: none"> - Decrease funds in FFY 23 in CON from \$223,000 to \$0 - Decrease funds in FFY 24 in CON from \$1,034,000 to \$0 - Decrease funds in FFY 25 in CON from \$738,000 to \$0 ▶ Add funds in FFY 26 in PE for \$244,000 CON for \$2,243,000 <p>Total project cost increased from \$4,451,000 to \$5,620,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in CON for \$30,000 ▶ Add funds in FFY 27 in CON for \$568,000 <p>Total project cost increased from \$4,451,000 to \$5,620,000</p>
T6651	I-95/I-495 MD 4 Bridges Replacement	(\$2,953,000)	\$44,201,000	\$64,559,000	\$20,358,000	46	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 25 in ROW from \$0 to \$53,000 - Decrease funds in FFY 25 in CON from \$1,371,000 to \$0 + Increase funds in FFY 26 in ROW from \$0 to \$70,000 - Decrease funds in FFY 26 in CON from \$2,439,000 to \$462,000 NHPP <ul style="list-style-type: none"> + Increase funds in FFY 25 in ROW from \$0 to \$185,000 - Decrease funds in FFY 25 in CON from \$5,486,000 to \$0 + Increase funds in FFY 26 in ROW from \$0 to \$247,000 - Decrease funds in FFY 26 in CON from \$9,758,000 to \$8,782,000 	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 27 in ROW from \$0 to \$70,000 - Decrease funds in FFY 27 in CON from \$3,429,000 to \$991,000 + Increase funds in FFY 28 in ROW from \$0 to \$70,000 + Increase funds in FFY 28 in CON from \$0 to \$877,000 + Increase funds in FFY 29 in ROW from \$0 to \$70,000 + Increase funds in FFY 29 in CON from \$0 to \$420,000 ▶ Add funds in FFY 30 in ROW for \$12,000 NHPP <ul style="list-style-type: none"> + Increase funds in FFY 27 in ROW from \$0 to \$247,000 + Increase funds in FFY 27 in CON from \$13,718,000 to \$18,830,000
T13601	National Electric Vehicle Infrastructure (NEVI) Program	\$166,000	\$25,916,000	\$27,699,000	\$1,783,000	7	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 25 in PE from \$1,000 to \$3,000 + Increase funds in FFY 26 in PE from \$21,000 to \$28,000 STBG <ul style="list-style-type: none"> + Increase funds in FFY 25 in PE from \$3,000 to \$8,000 + Increase funds in FFY 26 in PE from \$62,000 to \$82,000 NEVI <ul style="list-style-type: none"> + Increase funds in FFY 25 in PE from \$17,000 to \$43,000 + Increase funds in FFY 26 in PE from \$330,000 to \$436,000 <p>Total project cost increased from \$25,916,000 to \$27,699,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Private</p> <ul style="list-style-type: none"> + Increase funds in FFY 27 in CON from \$1,238,000 to \$1,464,000 + Increase funds in FFY 28 in CON from \$825,000 to \$844,000 + Increase funds in FFY 29 in CON from \$107,000 to \$126,000 + Increase funds in FFY 30 in CON from \$270,000 to \$289,000 ▶ Add funds in FFY 31 in CON for \$19,000 ▶ Add funds in FFY 32 in CON for \$19,000 NEVI <ul style="list-style-type: none"> + Increase funds in FFY 27 in CON from \$4,950,000 to \$5,856,000 + Increase funds in FFY 28 in CON from \$3,300,000 to \$3,378,000 + Increase funds in FFY 29 in CON from \$429,000 to \$507,000 + Increase funds in FFY 30 in CON from \$1,079,000 to \$1,157,000 ▶ Add funds in FFY 31 in CON for \$78,000 ▶ Add funds in FFY 32 in CON for \$78,000 <p>Total project cost increased from \$25,916,000 to \$27,699,000</p>

T5420	MD 97 at Montgomery Hills Highway Reconstruction	\$ 16,837,915	\$57,080,000	\$52,739,000	(\$4,341,000)	-8	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in PE from \$63,000 to \$309,000 - Decrease funds in FFY 23 in ROW from \$500,000 to \$21,000 + Increase funds in FFY 24 in PE from \$10,000 to \$246,000 - Decrease funds in FFY 24 in ROW from \$960,000 to \$730,000 + Increase funds in FFY 25 in PE from \$10,000 to \$95,000 + Increase funds in FFY 25 in ROW from \$960,000 to \$1,107,000 - Decrease funds in FFY 25 in UT from \$144,000 to \$40,000 + Increase funds in FFY 26 in PE from \$10,000 to \$32,000 + Increase funds in FFY 26 in ROW from \$0 to \$235,000 - Decrease funds in FFY 26 in UT from \$173,000 to \$65,000 <p>HSIP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 25 in PE for \$665,000 ROW for \$4,809,000 UT for \$760,000 ▶ Add funds in FFY 26 in PE for \$607,000 ROW for \$4,465,000 UT for \$1,235,000 <p>NHPP</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in PE from \$1,187,000 to \$1,235,000 - Decrease funds in FFY 23 in ROW from \$4,500,000 to \$87,000 + Increase funds in FFY 24 in PE from \$490,000 to \$984,000 - Decrease funds in FFY 24 in ROW from \$8,640,000 to \$2,920,000 - Decrease funds in FFY 25 in PE from \$490,000 to \$240,000 - Decrease funds in FFY 25 in ROW from \$8,640,000 to \$1,135,000 - Decrease funds in FFY 25 in UT from \$1,297,000 to \$0 ▶ Delete funds in FFY 26 in PE for \$490,000 <p>Total project cost decreased from \$57,080,000 to \$52,739,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 in PE for \$500,000 CON for \$17,339,000 ▶ Add funds in FFY 30 in CON for \$18,000,000 <p>NHPP</p> <ul style="list-style-type: none"> + Increase funds in FFY 22 in PE from \$458,000 to \$724,000 <p>DC/STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$32,000 ROW for \$39,000 UT for \$75,000 ▶ Add funds in FFY 28 in PE for \$32,000 UT for \$85,000 ▶ Add funds in FFY 29 in UT for \$6,000 <p>HSIP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$607,000 ROW for \$737,000 UT for \$1,425,000 ▶ Add funds in FFY 28 in PE for \$607,000 UT for \$1,615,000 ▶ Add funds in FFY 29 in UT for \$119,000 <p>Total project cost decreased from \$57,080,000 to \$52,739,000</p>
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Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

October 25, 2024

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

Dear Chair Henderson:

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 five existing projects on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action updates SHA's programmed project expenditures and project schedule in FY 2023-2026 and beyond including changes to the federal funding sources. These projects are already included in the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5420	MD 97 at Montgomery Hills Highway Reconstruction	(\$4,341)	Adds new preliminary engineering, utilities, and construction funds and decreases right-of-way funds.
6651	I-95/I-495 MD 4 Bridges Replacement	\$20,358	Adds right-of-way funds and construction funds.
6689	MD 225, Hawthorne Road, Bridge Replacement	\$1,169	Adds new preliminary engineering and construction funds.
11615	MD 6 La Plata Safety and Accessibility Improvements Project	(\$7,000)	Decreases construction funds.
13601	National Electric Vehicle Infrastructure (NEVI) Program	\$1,783	Adds new preliminary engineering and construction funds.

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

The Honorable Christina Henderson
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive, flowing style.

Kari Snyder
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT

MEMORANDUM

TO: MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
OFFICE OF PLANNING, PROGRAMMING AND PROJECT DELIVERY
(OPPPD) DIRECTOR MICHELLE MARTIN

ATTN: OPPPD REGIONAL PLANNER KARI SNYDER

FROM: OFFICE OF PLANNING AND PRELIMINARY ENGINEERING (OPPE)
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)
CHIEF TARA PENDERS

SUBJECT: REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) *TJP* 10/24/2024

DATE: OCTOBER 24, 2024

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPPPD approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

The Maryland State Highway Administration (SHA) hereby requests amendment of the FY 2023-2026 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
T5420	MD 97 at Montgomery Hills Highway Reconstruction	PE	\$2,387,000
		RW	(\$7,915,000)
		UT	\$526,000
		CO	\$661,000
T6651	I-95/I-495 MD 4 Bridges Replacement	RW	\$1,559,000
		CO	\$18,799,000
T6689	MD 225, Hawthorne Road, Bridge Replacement	PE	\$305,000
		CO	\$864,000
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	PE	N/A
		RW	N/A
		CO	(\$7,000,000)
T13601	National Electric Vehicle Infrastructure (NEVI) Program	PE	\$166,000
		CO	\$1,617,000

ANALYSIS

MD 97 at Montgomery Hills Highway Reconstruction (T5420) – This requested amendment reflects the addition of \$2,387,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T5420 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the reduction of \$7,915,000 in funds for the right-of-way phase, an addition of \$526,000 for utilities, and an addition of \$661,000 for the construction phase. This action reflects the conversion of \$12,864,000 in federal NHPP to federal HSIP funds, the conversion of \$2,229,000 of future funds to HSIP, and the addition of \$572,000 of federal HSIP funds. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is decreasing from \$57,080,000 to \$52,739,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

I-95/I-495 MD 4 Bridges Replacement (T6651) – This requested amendment reflects the addition of \$1,559,000 in FY 2023-2026 TPB TIP funding for the right-of-way phase for T6651 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$31,047,000 in funds and the reduction of \$12,248,000 in funds for the construction phase, which constitutes a net increase of \$18,799,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$44,201,000 to \$64,559,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

MD 225, Hawthorne Road, Bridge Replacement (T6689) – This requested amendment reflects the addition of \$305,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T6689 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$2,959,000 in funds and the reduction of \$2,095,000 in funds for the construction phase, which constitutes a net increase of \$864,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$4,451,000 to \$5,620,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

MD 6 La Plata Safety and Accessibility Improvements Project (T11615) – This requested amendment reflects the conversion of \$923,000 in federal STBG funding to federal HSIP funding for the preliminary engineering phase for T11615 in the FY 2023-2026 TPB TIP to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment reflects the conversion of \$450,000 in federal STBG funds to federal HSIP funds for the right-of-way phase. This amendment also reflects the reduction of \$7,000,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is decreasing from \$13,499,000 to \$6,499,000, which includes funding programmed in years beyond the FY 2023-2026 TPB TIP.

National Electric Vehicle Infrastructure (NEVI) Program (T13601) – This requested amendment reflects the addition of \$166,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T13601 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$1,617,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$25,916,000 to \$27,699,000, which includes funding programmed in years beyond the FY 2023-2026 TPB TIP.

Ms. Michelle Martin
Page Three

The attached Statewide TIP (STIP) reports document MDOT's requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA OPPE, RIPD Regional Planner, Mr. David Rodgers, at 410-545-5670 or drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP project T5420 report
- FY 2022-2025 Maryland STIP project TPB T5420 report
- FY 2023-2026 TPB TIP project T6651 report
- FY 2022-2025 Maryland STIP project TPB 6651 report
- FY 2023-2026 TPB TIP project T6689 report
- FY 2022-2025 Maryland STIP project TPB 6689 report
- FY 2023-2026 TPB TIP project T11615 report
- FY 2022-2025 Maryland STIP project TPB 11615 report
- FY 2023-2026 TPB TIP project T13601 report
- FY 2022-2025 Maryland STIP project TPB 13601 report

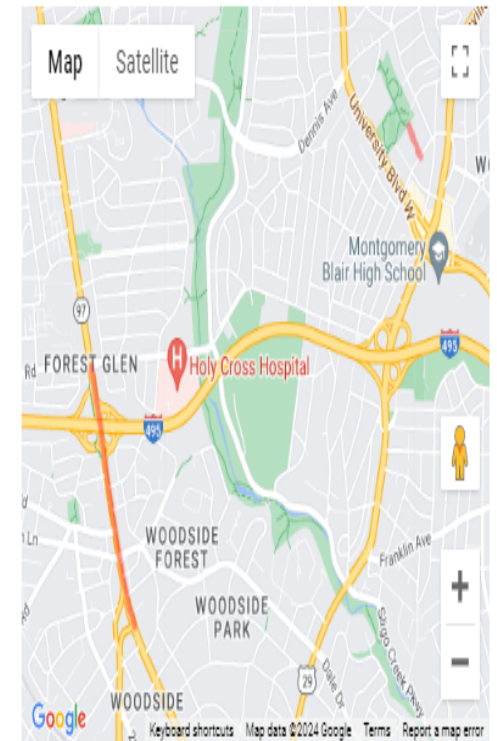
cc: Maurice Agostino, P.E., Director, Office of Structures (OOS), SHA
Mr. Timothy Briner, Team Leader, Project Management, OOS, SHA
Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, SHA
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HDD), Office of Highway Development (OHD), SHA
Mr. Sean Boyle, Transportation Design Engineer, HDD, OHD, SHA
Jeff Davis, P.E., AICP, Deputy Director, OHD, SHA
Mr. Nate Evans, Assistant Chief, RIPD, OPPE, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Ms. Marie-France Guiteau, Transportation Engineering Manager, HDD, OHD, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Mr. John Narer, P.E., Team Leader, Project Management, OOS, SHA
Ms. Kelly Nash, P.E., Deputy Director, OOS, SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA
Mr. David Schlie, Regional Planner, RIPD, OPPE, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA
Kimberly Tran, P.E., District Engineer, District 5, SHA

TIP ID T5420
Project Name MD 97 at Montgomery Hills Highway Reconstruction
Project Limits MD 390 to MD 192
Lead Agency Maryland Department of Transportation - State Highway Administration
County Montgomery
Municipality
Agency Project ID M02241

Project Type Road - Add Capacity/Widening
Total Cost \$52,739,000
Completion Date 2029

Description A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	HSIP		-	-	-	\$665,000	\$607,000	\$1,214,000	\$1,272,000	\$2,486,000
PE	NHPP		\$988,000	\$1,235,000	\$984,000	\$240,000	-	-	\$2,459,000	\$3,447,000
PE	DC/STATE		\$3,306,000	\$309,000	\$246,000	\$95,000	\$32,000	\$64,000	\$682,000	\$4,052,000
		Total PE	\$4,294,000	\$1,544,000	\$1,230,000	\$1,000,000	\$639,000	\$1,278,000	\$4,413,000	\$9,985,000
ROW	HSIP		-	-	-	\$4,809,000	\$4,465,000	\$737,000	\$9,274,000	\$10,011,000
ROW	NHPP		-	\$87,000	\$2,920,000	\$1,135,000	-	-	\$4,142,000	\$4,142,000
ROW	DC/STATE		-	\$21,000	\$730,000	\$1,107,000	\$235,000	\$39,000	\$2,093,000	\$2,132,000
		Total ROW	-	\$108,000	\$3,650,000	\$7,051,000	\$4,700,000	\$776,000	\$15,509,000	\$16,285,000
CON	TBD		-	-	-	-	-	\$18,000,000	-	\$18,000,000
		Total CON	-	-	-	-	-	\$18,000,000	-	\$18,000,000
UT	HSIP		-	-	-	\$760,000	\$1,235,000	\$3,159,000	\$1,995,000	\$5,154,000
UT	DC/STATE		-	-	-	\$40,000	\$65,000	\$166,000	\$105,000	\$271,000
		Total UT	-	-	-	\$800,000	\$1,300,000	\$3,325,000	\$2,100,000	\$5,425,000
PLANNING	LOCAL		\$3,044,000	-	-	-	-	-	-	\$3,044,000
		Total PLANNING	\$3,044,000	-	-	-	-	-	-	\$3,044,000
		Total Programmed	\$7,338,000	\$1,652,000	\$4,880,000	\$8,851,000	\$6,639,000	\$23,379,000	\$22,022,000	\$52,739,000



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-07.2	Amendment 2023-2026	11/16/2022	Pending	N/A
23-49.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$57,080,000 to \$52,739,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 5420

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 97 at Montgomery Hills Highway Reconstruction	B	Nonattainment	CE (2019)	\$ 25,702	\$ 2,670	\$ 28,372
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MDOT SHA	TPB	SHA-M-3	\$ (12,143)	\$ 59	\$ (12,084)

Description Safety and accessibility improvements to MD 97 in Montgomery Hills between MD 192 and MD 390

Justification Project will address safety and accessibility for vulnerable users

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding					Total
		FY 2022	FY 2023	FY 2024	FY 2025		
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ 481	\$ 6,250	\$ 10,100	\$ 11,541	\$ 28,372
		Federal	\$ 458	\$ 5,687	\$ 9,130	\$ 10,427	\$ 25,702
		State/Local	\$ 23	\$ 563	\$ 970	\$ 1,114	\$ 2,670
	Proposed (000s)	Total	\$ 905	\$ 1,652	\$ 4,880	\$ 8,851	\$ 16,288
		Federal	\$ 724	\$ 1,322	\$ 3,904	\$ 7,609	\$ 13,559
		State/Local	\$ 181	\$ 330	\$ 976	\$ 1,242	\$ 2,729
	Change (000s)	Total	\$ 424	\$ (4,598)	\$ (5,220)	\$ (2,690)	\$ (12,084)
		Federal	\$ 266	\$ (4,365)	\$ (5,226)	\$ (2,818)	\$ (12,143)
		State/Local	\$ 158	\$ (233)	\$ 6	\$ 128	\$ 59



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 458	\$ -	\$ 1,187	\$ -	\$ 490	\$ -	\$ 490	\$ -	\$ 2,625	\$ -	\$ 2,625
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 20	\$ 20
	State	\$ -	\$ 23	\$ -	\$ 63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86	\$ 86
ROW	NHPP	\$ -	\$ -	\$ 4,500	\$ -	\$ 8,640	\$ -	\$ 8,640	\$ -	\$ 21,780	\$ -	\$ 21,780
	HSIP	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 960	\$ -	\$ 960	\$ -	\$ 2,420	\$ 2,420
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,297	\$ -	\$ 1,297	\$ -	\$ 1,297
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144	\$ 144
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 458	\$ 23	\$ 5,687	\$ 563	\$ 9,130	\$ 970	\$ 10,427	\$ 1,114	\$ 25,702	\$ 2,670	\$ 28,372

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 724	\$ -	\$ 1,235	\$ -	\$ 984	\$ -	\$ 240	\$ -	\$ 3,183	\$ -	\$ 3,183
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 665	\$ -	\$ 665	\$ -	\$ 665
	State	\$ -	\$ 181	\$ -	\$ 309	\$ -	\$ 246	\$ -	\$ 95	\$ -	\$ 831	\$ 831
ROW	NHPP	\$ -	\$ -	\$ 87	\$ -	\$ 2,920	\$ -	\$ 1,135	\$ -	\$ 4,142	\$ -	\$ 4,142
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,809	\$ -	\$ 4,809	\$ -	\$ 4,809
	State	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 730	\$ -	\$ 1,107	\$ -	\$ 1,858	\$ 1,858
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760	\$ -	\$ 760	\$ -	\$ 760
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 40	\$ 40
Total		\$ 724	\$ 181	\$ 1,322	\$ 330	\$ 3,904	\$ 976	\$ 7,609	\$ 1,242	\$ 13,559	\$ 2,729	\$ 16,288

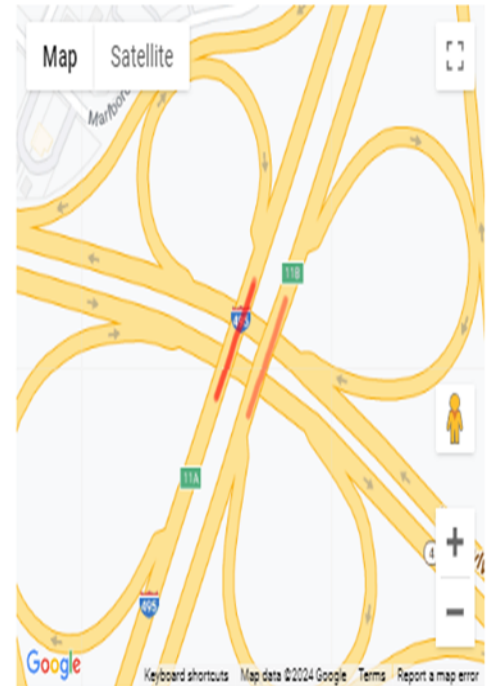
Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 266	\$ -	\$ 48	\$ -	\$ 494	\$ -	\$ (250)	\$ -	\$ 558	\$ -	\$ 558
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (10)	\$ 665	\$ (10)	\$ 665	\$ (20)	\$ 645
	State	\$ -	\$ 158	\$ -	\$ 246	\$ -	\$ 246	\$ -	\$ 95	\$ -	\$ 745	\$ 745
ROW	NHPP	\$ -	\$ -	\$ (4,413)	\$ -	\$ (5,720)	\$ -	\$ (7,505)	\$ -	\$ (17,638)	\$ -	\$ (17,638)
	HSIP	\$ -	\$ -	\$ -	\$ (500)	\$ -	\$ (960)	\$ 4,809	\$ (960)	\$ 4,809	\$ (2,420)	\$ 2,389
	State	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 730	\$ (1,297)	\$ 1,107	\$ (1,297)	\$ 1,858	\$ 561
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (144)	\$ -	\$ (144)	\$ (144)
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760	\$ -	\$ 760	\$ -	\$ 760
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 40	\$ 40
Total		\$ 266	\$ 158	\$ (4,365)	\$ (233)	\$ (5,226)	\$ 6	\$ (2,818)	\$ 128	\$ (12,143)	\$ 59	\$ (12,084)
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost	
Federal		\$ 264	Federal		\$ 13,559	Federal		\$ 25,817	Federal		\$ 39,640	
State/Local		\$ 6,169	State/Local		\$ 2,729	State/Local/Other		\$ 4,201	State/Local		\$ 13,099	
Total		\$ 6,433	Total		\$ 16,288	Total		\$ 30,018	Total		\$ 52,739	

TIP ID T6651
Project Name I-95/I-495 MD 4 Bridges Replacement
Project Limits
Description Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID PG0191

Project Type Bridge - Replace
Total Cost \$64,559,000
Completion Date 2029

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$325,000	\$397,000	\$2,995,000	\$1,289,000	\$644,000	-	\$5,325,000	\$5,650,000
PE		DC/STATE	\$63,000	\$9,000	\$277,000	\$1,000	-	-	\$287,000	\$350,000
Total PE			\$388,000	\$406,000	\$3,272,000	\$1,290,000	\$644,000	-	\$5,612,000	\$6,000,000
ROW		NHPP	-	-	-	\$185,000	\$247,000	\$782,000	\$432,000	\$1,214,000
ROW		DC/STATE	-	-	-	\$53,000	\$70,000	\$222,000	\$123,000	\$345,000
Total ROW			-	-	-	\$238,000	\$317,000	\$1,004,000	\$555,000	\$1,559,000
CON		NHPP	-	-	-	-	\$8,782,000	\$43,468,000	\$8,782,000	\$52,250,000
CON		DC/STATE	-	-	-	-	\$462,000	\$2,288,000	\$462,000	\$2,750,000
Total CON			-	-	-	-	\$9,244,000	\$45,756,000	\$9,244,000	\$55,000,000
UT		NHPP	-	-	\$1,200,000	\$400,000	-	-	\$1,600,000	\$1,600,000
UT		DC/STATE	-	-	\$300,000	\$100,000	-	-	\$400,000	\$400,000
Total UT			-	-	\$1,500,000	\$500,000	-	-	\$2,000,000	\$2,000,000
Total Programmed			\$388,000	\$406,000	\$4,772,000	\$2,028,000	\$10,205,000	\$46,760,000	\$17,411,000	\$64,559,000



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-09.2	Amendment 2023-2026	01/18/2023	2/8/2024	2/8/2024
23-44	Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$44,201,000 to \$64,559,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6651 MC# 22-162 Approved 6/11/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-95/I-495 at MD 4 Bridges Replacement (PG0191)	B	Nonattainment	PCE anticipated (tbd)	\$ 11,826	\$ 2,064	\$ 13,890
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	SHA-PG-2 FY 2024	\$ (5,301)	\$ (1,318)	\$ (6,619)
Description	Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.					
Justification	The existing structures, built in 1963, are nearing the end of their useful service life.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current	\$ 59	\$ -	\$ 397	\$ -	\$ 2,995	\$ -	\$ 1,289	\$ -	\$ 4,740
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Current	\$ -	\$ 6	\$ -	\$ 9	\$ -	\$ 277	\$ -	\$ 1	\$ 293
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other	Proposed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Change	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (6,619)	\$ (6,619)
	Change	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,301)	\$ (5,301)
	Change	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,318)	\$ (1,318)

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ 59	\$ -	\$ 397	\$ -	\$ 2,995	\$ -	\$ 1,289	\$ -	\$ 4,740	\$ -	\$ 4,740
	State	\$ -	\$ 6	\$ -	\$ 9	\$ -	\$ 277	\$ -	\$ 1	\$ -	\$ 293	\$ 293
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ 400	\$ -	\$ 1,600	\$ -	\$ 1,600
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ 100	\$ -	\$ 400	\$ 400
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,486	\$ -	\$ 5,486	\$ -	\$ 5,486
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,371	\$ -	\$ 1,371	\$ 1,371
Total		\$ 59	\$ 6	\$ 397	\$ 9	\$ 4,195	\$ 577	\$ 7,175	\$ 1,472	\$ 11,826	\$ 2,064	\$ 13,890

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ 59	\$ -	\$ 397	\$ -	\$ 2,995	\$ -	\$ 1,289	\$ -	\$ 4,740	\$ -	\$ 4,740
	State	\$ -	\$ 6	\$ -	\$ 9	\$ -	\$ 277	\$ -	\$ 1	\$ -	\$ 293	\$ 293
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185	\$ -	\$ 185	\$ -	\$ 185
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 53	\$ 53
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ 400	\$ -	\$ 1,600	\$ -	\$ 1,600
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ 100	\$ -	\$ 400	\$ 400
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 59	\$ 6	\$ 397	\$ 9	\$ 4,195	\$ 577	\$ 1,874	\$ 154	\$ 6,525	\$ 746	\$ 7,271

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185	\$ -	\$ 185	\$ -	\$ 185	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 53	\$ 53	
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,486)	\$ -	\$ (5,486)	\$ -	\$ (5,486)	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,371)	\$ -	\$ (1,371)	\$ (1,371)	
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,301)	\$ (1,318)	\$ (5,301)	\$ (1,318)	\$ (6,619)	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ 57		Federal		\$ 6,525		Federal		\$ 53,923		Federal	\$ 60,505
State/Local		\$ 266		State/Local		\$ 746		State/Local		\$ 3,042		State/Local	\$ 4,054
Total		\$ 323		Total		\$ 7,271		Total		\$ 56,965		Total	\$ 64,559

TIP ID T6689
Project Name MD 225, Hawthorne Road, Bridge Replacement
Project Limits

Lead Agency Maryland Department of Transportation - State Highway Administration
County Charles
Municipality City of Frederick, City of Rockville
Agency Project ID CH1681

Project Type Bridge - Replace
Total Cost \$5,620,000
Completion Date 2027

Description Replacement of MD 5 Bridge 08021 over Mattawoman Creek

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	\$921,000	\$92,000	\$56,200	\$56,200	\$61,000	-	\$265,400	\$1,186,400
PE		STBG	\$146,000	\$197,000	\$224,800	\$224,800	\$244,000	-	\$890,600	\$1,036,600
		Total PE	\$1,067,000	\$289,000	\$281,000	\$281,000	\$305,000	-	\$1,156,000	\$2,223,000
CON		DC/STATE	-	-	-	-	\$118,000	\$30,000	\$118,000	\$148,000
CON		STBG	-	-	-	-	\$2,243,000	\$568,000	\$2,243,000	\$2,811,000
		Total CON	-	-	-	-	\$2,361,000	\$598,000	\$2,361,000	\$2,959,000
UT		DC/STATE	\$11,000	\$15,200	-	-	-	-	\$15,200	\$26,200
UT		STBG	\$202,000	\$209,800	-	-	-	-	\$209,800	\$411,800
		Total UT	\$213,000	\$225,000	-	-	-	-	\$225,000	\$438,000
		Total Programmed	\$1,280,000	\$514,000	\$281,000	\$281,000	\$2,666,000	\$598,000	\$3,742,000	\$5,620,000



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-14	Amendment 2023-2026	03/17/2023	N/A	N/A
23-44	Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$4,451,000 to \$5,620,000


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6689 MC# 22-162 Approved 6/11/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 225 Hawthorne Road Bridges Replacement (TPB 6689)	B	Nonattainment	PCE Approved 2021	\$ 3,188	\$ 391	\$ 3,579
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	SHA-CH-1 FY 2024	\$ (1,995)	\$ (100)	\$ (2,095)
Description	Replacement of MD 225 Bridge 08021 over Mattawoman Creek.					
Justification	The existing structure, built in 1951, is nearing the end of its useful service life.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<input type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ 408	\$ 748	\$ 1,367
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ 336	\$ 630	\$ 1,259	\$ 963	\$ 3,188
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ 72	\$ 118	\$ 108	\$ 93	\$ 391
<input type="checkbox"/> D) Other	Total	\$ 408	\$ 514	\$ 281	\$ 281	\$ 1,484
	Federal	\$ 336	\$ 407	\$ 225	\$ 225	\$ 1,193
	State/Local	\$ 72	\$ 107	\$ 56	\$ 56	\$ 291
	Total	\$ -	\$ (234)	\$ (1,086)	\$ (775)	\$ (2,095)
	Federal	\$ -	\$ (223)	\$ (1,034)	\$ (738)	\$ (1,995)
	State/Local	\$ -	\$ (11)	\$ (52)	\$ (37)	\$ (100)

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ 134	\$ -	\$ 197	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 781	\$ -	\$ 781
	State	\$ -	\$ 61	\$ -	\$ 92	\$ -	\$ 56	\$ -	\$ 56	\$ -	\$ 265	\$ 265
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ 202	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412	\$ -	\$ 412
	State	\$ -	\$ 11	\$ -	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ 26
CO	STBG	\$ -	\$ -	\$ 223	\$ -	\$ 1,034	\$ -	\$ 738	\$ -	\$ 1,995	\$ -	\$ 1,995
	State	\$ -	\$ -	\$ -	\$ 11	\$ -	\$ 52	\$ -	\$ 37	\$ -	\$ 100	\$ 100
Total		\$ 336	\$ 72	\$ 630	\$ 118	\$ 1,259	\$ 108	\$ 963	\$ 93	\$ 3,188	\$ 391	\$ 3,579

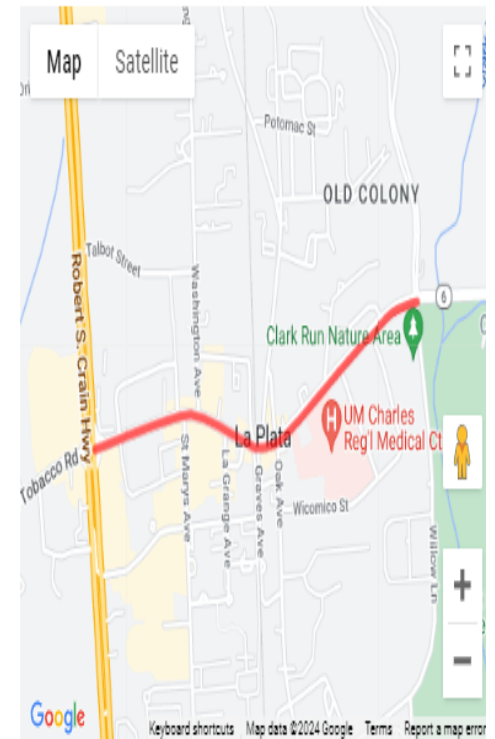
Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ 134	\$ -	\$ 197	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 781	\$ -	\$ 781
	State	\$ -	\$ 61	\$ -	\$ 92	\$ -	\$ 56	\$ -	\$ 56	\$ -	\$ 265	\$ 265
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ 202	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412	\$ -	\$ 412
	State	\$ -	\$ 11	\$ -	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ 26
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 336	\$ 72	\$ 407	\$ 107	\$ 225	\$ 56	\$ 225	\$ 56	\$ 1,193	\$ 291	\$ 1,484

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	
PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	STBG	\$ -	\$ -	\$ (223)	\$ -	\$ (1,034)	\$ -	\$ (738)	\$ -	\$ (1,995)	\$ -	\$ (1,995)	
	State	\$ -	\$ -	\$ -	\$ (11)	\$ -	\$ (52)	\$ -	\$ (37)	\$ -	\$ (100)	\$ (100)	
Total		\$ -	\$ -	\$ (223)	\$ (11)	\$ (1,034)	\$ (52)	\$ (738)	\$ (37)	\$ (1,995)	\$ (100)	\$ (2,095)	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ 12		Federal		\$ 1,193		Federal		\$ 3,055		Federal	\$ 4,260
State/Local		\$ 860		State/Local		\$ 291		State/Local		\$ 209		State/Local	\$ 1,360
Total		\$ 872		Total		\$ 1,484		Total		\$ 3,264		Total	\$ 5,620

TIP ID	T11615	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Bicycle/Pedestrian - Bike/Ped
Project Name	MD 6 La Plata Safety and Accessibility Improvements Project	County	Charles	Total Cost	\$6,499,000
Project Limits	US 301 to Willow Lane	Municipality		Completion Date	2029
		Agency Project ID			

Description The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HSIP	-	-	-	\$351,000	\$351,000	\$221,000	\$702,000	\$923,000
PE		DC/STATE	-	\$101,000	\$120,000	\$117,000	\$117,000	\$74,000	\$455,000	\$529,000
PE		STBG	-	\$566,000	\$661,000	\$312,000	\$312,000	\$197,000	\$1,851,000	\$2,048,000
		Total PE	-	\$667,000	\$781,000	\$780,000	\$780,000	\$492,000	\$3,008,000	\$3,500,000
ROW		HSIP	-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
ROW		DC/STATE	-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
		Total ROW	-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
UT		HSIP	-	-	-	-	\$662,000	\$1,588,000	\$662,000	\$2,250,000
UT		DC/STATE	-	-	-	-	\$73,000	\$176,000	\$73,000	\$249,000
		Total UT	-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
		Total Programmed	-	\$667,000	\$781,000	\$1,030,000	\$1,765,000	\$2,256,000	\$4,243,000	\$6,499,000



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-07.2	Amendment 2023-2026	11/16/2022	Pending	N/A
23-40	Amendment 2023-2026	05/20/2024	N/A	N/A
23-49.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$13,499,000 to \$6,499,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11615 MC# 22-136 Appvd. 6/7/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 6 La Plata Safety and Accessibility Improvements Project (CH2481)	B	Exempt	PCE (TBD)	\$ 2,112	\$ 366	\$ 2,478
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	SHA-CH-4 FY 2024	\$ 3	\$ (3)	\$ -
Description	The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.					
Justification	This project will improve safety and accessibility for vulnerable users along MD 6 and provide streetscape treatments to create a sense of place in La Plata.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
		Current (000s)	Proposed (000s)	Change (000s)				
<input type="checkbox"/> A) Adds new individual projects to the current STIP		Total	\$ -	\$ 667	\$ 781	\$ 1,030	\$ 2,478	
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ 566	\$ 661	\$ 885	\$ 2,112	
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ -	\$ 101	\$ 120	\$ 145	\$ 366	
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Total	\$ -	\$ 667	\$ 781	\$ 1,030	\$ 2,478	
		Federal	\$ -	\$ 566	\$ 661	\$ 888	\$ 2,115	
		State/Local	\$ -	\$ 101	\$ 120	\$ 142	\$ 363	
		Total	\$ -	\$ -	\$ -	\$ -	\$ -	
		Federal	\$ -	\$ -	\$ -	\$ 3	\$ 3	
		State/Local	\$ -	\$ -	\$ -	\$ (3)	\$ (3)	



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG/State	\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 660	\$ 120	\$ 1,887	\$ 341	\$ 2,228
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ 25	\$ 225	\$ 25	\$ 250
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 885	\$ 145	\$ 2,112	\$ 366	\$ 2,478

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG/State	\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 312	\$ 78	\$ 1,539	\$ 299	\$ 1,838
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ 39	\$ 351	\$ 39	\$ 390
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ 25	\$ 225	\$ 25	\$ 250
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 888	\$ 142	\$ 2,115	\$ 363	\$ 2,478

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (348)	\$ (42)	\$ (348)	\$ (42)	\$ (390)
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ 39	\$ 351	\$ 39	\$ 390
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ (3)	\$ 3	\$ (3)	\$ -
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost	
Federal			\$ -	Federal		\$ 2,115	Federal		\$ 3,556	Federal		\$ 5,671
State/Local			\$ -	State/Local		\$ 363	State/Local		\$ 465	State/Local		\$ 828
Total			\$ -	Total		\$ 2,478	Total		\$ 4,021	Total		\$ 6,499

*Future-TBD funds are funds for which a source has not been identified that are flowed beyond the years of the 2023-2026 TIP in the TPB Project Info Trak (PIT) system.



National Capital Region Transportation Planning Board
 FY 2023-2026 Transportation Improvement Program
 Maryland Department of Transportation - State Highway Administration
 ALL 23TIP TIP ACTIONS

TIP ID	T13601	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Other - Alt Fuel Infrastructure
Project Name	National Electric Vehicle Infrastructure (NEVI) Program	County	Calvert, Charles, Frederick, Montgomery, Prince Georges	Total Cost	\$27,699,000
Project Limits		Municipality		Completion Date	2030
		Agency Project ID	AZ3401		
Description	Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.				

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
PE		NEVI	-	-	\$297,000	\$43,000	\$436,000	-	\$776,000	\$776,000	
PE		DC/STATE	-	-	\$19,000	\$3,000	\$28,000	-	\$50,000	\$50,000	
PE		STBG	-	-	\$56,000	\$8,000	\$82,000	-	\$146,000	\$146,000	
		Total PE	-	-	\$372,000	\$54,000	\$546,000	-	\$972,000	\$972,000	
CON		NEVI	-	-	-	\$6,039,000	\$4,290,000	\$11,054,000	\$10,329,000	\$21,383,000	
CON		Private	-	-	-	\$1,510,000	\$1,073,000	\$2,761,000	\$2,583,000	\$5,344,000	
		Total CON	-	-	-	\$7,549,000	\$5,363,000	\$13,815,000	\$12,912,000	\$26,727,000	
		Total Programmed	-	-	\$372,000	\$7,603,000	\$5,909,000	\$13,815,000	\$13,884,000	\$27,699,000	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-33.2	Amendment 2023-2026	02/21/2024	3/7/2024
23-49.2	Amendment 2023-2026	Pending	Pending
			N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$25,916,000 to \$27,699,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 13601 MC# 22-136 Appvd. 6/7/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
National Electric Vehicle Infrastructure (NEVI) Program	B	Exempt	TBD	\$ 6,412	\$ 1,530	\$ 7,942
Description: Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.	Administration		Area/MPO	Net Funding Change (000s)		
	SHA		TPB	CTP Page		
			SHA-SW-4	\$ 31	\$ 2	\$ 33
Justification: To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.						

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding					Total
		FY 2023	FY 2024	FY 2025	FY 2026		
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ -	\$ -	\$ 372	\$ 7,570	\$ 7,942	
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ 353	\$ 6,059	\$ 6,412
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	\$ -	\$ -	\$ 19	\$ 1,511	\$ 1,530	
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Federal	\$ -	\$ -	\$ 372	\$ 7,603	\$ 7,975
		State/Local	\$ -	\$ -	\$ 353	\$ 6,443	\$ 6,443
		Total	\$ -	\$ -	\$ 19	\$ 1,513	\$ 1,532
		Change (000s)	\$ -	\$ -	\$ -	\$ 33	\$ 33
		Federal	\$ -	\$ -	\$ -	\$ 31	\$ 31
		State/Local	\$ -	\$ -	\$ -	\$ 2	\$ 2



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 17	\$ -	\$ 314	\$ -	\$ 314
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 3	\$ -	\$ 59	\$ -	\$ 59
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 1	\$ -	\$ 20	\$ 20
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
Total		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,059	\$ 1,511	\$ 6,412	\$ 1,530	\$ 7,942

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 43	\$ -	\$ 340	\$ -	\$ 340
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 8	\$ -	\$ 64	\$ -	\$ 64
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 3	\$ -	\$ 22	\$ 22
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
Total		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,090	\$ 1,513	\$ 6,443	\$ 1,532	\$ 7,975

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ -	\$ 26	\$ -	\$ 26
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5	\$ -	\$ 5	\$ -	\$ 5
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2	\$ -	\$ 2	\$ 2
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31	\$ 2	\$ 31	\$ 2	\$ 33
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)			Total Project Cost		
Federal		\$ -	Federal		\$ 6,443	Federal		\$ 15,862	Federal		\$ 22,305	
State/Local		\$ -	State/Local		\$ 1,532	State/Local/Private		\$ 3,862	State/Local/Private		\$ 5,394	
Total		\$ -	Total		\$ 7,975	Total		\$ 19,724	Total		\$ 27,699	

* 20 Percent of the funds for the construction phase is private, third party contributions. In this particular case, for this STIP sheet, the private funds were added into the State/Local column, to maximize the use of limited space in the table.

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 23-49.2 WHICH INCLUDES FUNDING FOR STUDY AND PRELIMINARY DESIGN OF THE TWINBROOK PEDESTRIAN AND BICYCLE BRIDGE, AS REQUESTED BY THE CITY OF ROCKVILLE DEPARTMENT OF PUBLIC WORKS (DPW)

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, the City of Rockville DPW has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-49.2 which adds \$710,000 in Neighborhood Access and Equity (NAE) Grant Program and local funding to cover planning and 30% of the preliminary design of the Twinbrook Pedestrian and Bicycle Bridge project, as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Project Overview report showing the new project record will appear in the TIP following approval, and

ATTACHMENT B) Letter from the City of Rockville DPW dated October 22, 2024, requesting the amendment; and

WHEREAS, this record has been entered in the TPB’s Project InfoTrak database under TIP Action 23-49.2, creating the 49th 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 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 23-49.2 which adds \$710,000 in NAE Grant Program and local funding to cover planning and 30% of the preliminary design of the Twinbrook Pedestrian and Bicycle Bridge project as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on November 1, 2024.

Final approval following review by the full TPB at its meeting on November 20, 2024.



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T13647	Lead Agency	Rockville Public Works Department	Project Type	Study/Planning/Research
Project Name	Twinbrook Pedestrian and Bicycle Bridge (Study/ Preliminary Design)	County	Montgomery	Total Cost	\$710,000
Project Limits	Lewis Avenue to Chapman Avenue and Rockville Pike (MD 355)	Municipality	City of Rockville	Completion Date	2025
		Agency Project ID			

Description This project supports the City of Rockville efforts to reconnect the Twinbrook Community which was separated by the Metrorail infrastructure in the 1980s. The scope of this phase of the project includes conducting comprehensive planning activities for four potential railroad crossing locations, including feasibility analysis, public engagement, a benefit-cost analysis for each crossing location, the selection of a preferred alternative, and 30 percent preliminary design for the preferred alternative.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
PE		LOCAL	-	-	-	-	\$82,000	-	\$82,000	\$82,000	
PE		NAE	-	-	-	-	\$268,000	-	\$268,000	\$268,000	
		<i>Total PE</i>	-	-	-	-	\$350,000	-	\$350,000	\$350,000	
PLANNING		LOCAL	-	-	-	\$40,000	\$20,000	-	\$60,000	\$60,000	
PLANNING		NAE	-	-	-	\$200,000	\$100,000	-	\$300,000	\$300,000	
		<i>Total PLANNING</i>	-	-	-	\$240,000	\$120,000	-	\$360,000	\$360,000	
		<i>Total Programmed</i>	-	-	-	\$240,000	\$470,000	-	\$710,000	\$710,000	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-49.2 Amendment 2023-2026	11/20/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

October 22, 2024

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, D.C. 20002

Dear Chair Henderson:

The City of Rockville (City) Department of Public Works (DPW) 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 the amendment is to add the funding for the Twinbrook Pedestrian and Bicycle Bridge study and design project to the FY 2023-2026 TIP. This amendment is necessary for the city to obligate federally awarded funding, which requires that projects including preliminary design being included in the TIP and State Transportation Improvement Program (STIP). This project is funded from the Department of Transportation Neighborhood Access and Equity (NAE) program at an 80/20 federal/local split with the remaining funds to come from the City.

An amount of \$710,000 will be programmed for the current TIP (FY 2023-2026). This project is to be designated "not regionally significant" and does not increase capacity therefore conformity testing is not required. These funds were not accounted for in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP. This project supports the city's efforts to reconnect the Twinbrook Community which was separated by the rail infrastructure in the 1980s. The \$710,000 will fund this project, and the scope includes conducting comprehensive planning activities for four potential railroad crossing locations, including feasibility analysis, public engagement, a benefit-cost analysis for each crossing location, the selection of a preferred alternative, and 30 percent preliminary design for the preferred alternative.

The Honorable Christina Henderson, Chair
October 22, 2024
Page 2

DPW requests that this amendment be approved by the TPB Steering Committee at its November 8, 2024, meeting and by the full board at its November 20, 2024, meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its 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 contact Senior Transportation Planner Faramarz Mokhtari via email at fmokhtari@rockvillemd.gov or via telephone at 240-314-8509.

Sincerely,

Craig Simoneau

Craig L. Simoneau, P.E.
Director of Public Works

BBW/kmc

cc: Jeff Mihelich, City Manager, City of Rockville
Emad Elshafei, Chief of Traffic and Transportation, City of Rockville
Faramarz Mokhtari, Senior Transportation Planner, City of Rockville
Kanti Srikanth, Director of Transportation, MWCOG
Lyn Erickson, Plan Development and Coordination Program Director, MWCOG
Day file

From: [Lyn Erickson](#)
To: "[Andra Schmitt](#)"; [Kanti Srikanth](#)
Cc: [Carrie Beach](#); [Philippe Simon](#); [Andrew Austin](#)
Subject: RE: Request for Technical Correction to 2025 UPWP
Date: Thursday, October 24, 2024 2:32:00 PM
Attachments: [FINAL - FY 2025 UPWP - Nov Technical Correction.pdf](#)

Dear Ms. Schmitt –

This is to acknowledge the receipt of and the processing of the City of Alexandria’s request to make a technical correction to the National Capital Region Transportation Planning Board’s (TPB) FY 2025 Unified Planning Work Program (UPWP). As requested, the planning study called “**Duke Street Corridor Plan**“ has been added to Figure 4 “Transportation Planning Studies Within the National Capital Region” in the FY 2025 UPWP. The updated Figure 4 is attached and the project name is highlighted.

This UPWP Technical Correction has been placed on the November 1, 2024 Steering Committee agenda to inform the members the UPWP language has been updated. This information will also be reported at the November 20, 2024 TPB meeting as part of the Director’s Report. Should you have any questions on the matter, please contact Lyn Erickson at 202-962-3319 or lerickson@mwco.org.

Sincerely,
Kanti Srikanth
Director – MWCOG, Department of Transportation Planning
Staff Director – Transportation Planning Board
202-962-3257 (Direct)

Sent on behalf of Kanti Srikanth by:
Lyn Erickson

Lyn Erickson, AICP
Metropolitan Washington Council of Governments
Plan Development and Coordination Program Director
777 North Capitol Street NE Suite 300
Washington, DC 20002
Cell 703-587-7935
Work 202-962-3319

From: Andra Schmitt <andra.schmitt@alexandriava.gov>
Sent: Wednesday, October 16, 2024 3:34 PM
To: Kanti Srikanth <ksrikanth@mwco.org>; Lyn Erickson <lerickson@mwco.org>
Cc: Carrie Beach <Carrie.Beach@alexandriava.gov>; Philippe Simon <philippe.simon@alexandriava.gov>; Andrew Austin <aaustin@mwco.org>
Subject: Request for Technical Correction to 2025 UPWP

To TPB Director Kanti Srikanth and Chief Program Director Lyn Erickson -

The City of Alexandria would kindly request assistance to modify the FY2025 UPWP for a Technical Correction. We would like to add a planning study related to the award of Federal Transit Administration (FTA) funds for “Duke Street Corridor Plan” to **Figure 4: Transportation Planning Studies within the National Capital Region, 2025** located on page 14 of the *FY2025 UPWP (Sept Amendment)*.

Please see below for what the proposed additional line item to the table would include under the Commonwealth of Virginia portion:

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
Duke Street Corridor Plan	City of Alexandria	2025/2026	Planning

The City of Alexandria was one of twenty (20) municipalities awarded funding under FTA’s FY23 Transit-Oriented Development Planning Pilot Program for communities to incorporate TOD best practices around developing or expanding mass transit systems. For the City, the upcoming Duke Street Bus Rapid Transit (BRT) infrastructure project, also known as Duke Street in Motion, serves as the focal point for a new land use plan containing communities adjacent to the Duke Street corridor, which FTA TOD grant funds of \$550,000 will be utilized to create, refine, and adopt through a robust planning process.

This new land use plan, titled the Duke Street Corridor Plan, will incorporate land use, housing, open space, sustainability, transportation, and extensive community engagement to prioritize enhanced connectivity and accessibility, mixed-use development opportunities, community-serving retail, diverse housing options, and land use patterns that promote transit-oriented development in an area long dominated by auto-centric uses.

The Duke Street Corridor planning process is expected to begin first quarter of 2025.

Please contact Carrie Beach, Division Chief of Neighborhood Planning & Community Development,

or myself if you have any additional questions.

Thank you kindly for your assistance!

Andra Roventa Schmitt (She/Her)

Urban Planner II

City of Alexandria, Virginia |

Neighborhood Planning and Community Development (NPCD) Division |

Department of Planning & Zoning (P&Z) |

t: (703) 746-3819

alexandriava.gov

In-Person: Tuesdays, Wednesdays, and Fridays



The City of Alexandria's 275th Anniversary

From: [Lyn Erickson](#)
To: [Brooks, Samuel M. \(DDOT\)](#); [Kanti Srikanth](#)
Cc: [Andrew Austin](#); [Rawlings, Mark \(DDOT\)](#); [Hampton, Ben \(DDOT\)](#)
Subject: RE: Request for Technical Correction to FY 2025 UPWP
Date: Thursday, October 24, 2024 2:32:00 PM
Attachments: [FINAL - FY 2025 UPWP - Nov Technical Correction.pdf](#)
[image001.png](#)

Dear Mr. Brooks,

This is to acknowledge the receipt of and the processing of DDOT’s request to make a technical correction to the National Capital Region Transportation Planning Board’s (TPB) FY 2025 Unified Planning Work Program (UPWP). As requested, the planning study called “**Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation**“ has been added to Figure 4 “Transportation Planning Studies Within the National Capital Region” in the FY 2025 UPWP. The updated Figure 4 is attached and the project name is highlighted.

This UPWP Technical Correction has been placed on the November 1, 2024 Steering Committee agenda to inform the members the UPWP language has been updated. This information will also be reported at the November 20, 2024 TPB meeting as part of the Director’s Report. Should you have any questions on the matter, please contact Lyn Erickson at 202-962-3319 or lerickson@mwc.org.

Sincerely,
Kanti Srikanth
Director – MWCOCG, Department of Transportation Planning
Staff Director – Transportation Planning Board
202-962-3257 (Direct)

Sent on behalf of Kanti Srikanth by:
Lyn Erickson

Lyn Erickson, AICP
Metropolitan Washington Council of Governments
Plan Development and Coordination Program Director
777 North Capitol Street NE Suite 300
Washington, DC 20002
Cell 703-587-7935
Work 202-962-3319

From: Brooks, Samuel M. (DDOT) <SamuelM.Brooks@dc.gov>
Sent: Friday, October 18, 2024 4:59 PM
To: Kanti Srikanth <ksrikanth@mwcog.org>; Lyn Erickson <lerickson@mwcog.org>
Cc: Andrew Austin <aaustin@mwcog.org>; Rawlings, Mark (DDOT) <mark.rawlings@dc.gov>; Hampton, Ben (DDOT) <ben.hampton@dc.gov>
Subject: Request for Technical Correction to FY 2025 UPWP

Dear Kanti and Lyn:

The District Department of Transportation (DDOT) requests your assistance to modify the FY 2025 Unified Planning Work Program (UPWP) with a Technical Correction. We are seeking to add a planning study related to the award of Federal Highway Administration (FHWA) grant funds for the "**Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation**" to Figure 4 "Transportation Planning Studies within the National Capital Region, 2025."

Please see the proposed revised page attached.

DDOT was awarded funding under FHWA's Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program, which provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. DDOT is planning improvements to the Nannie Helen Burroughs Ave. NE underpass of DC-295, which has experienced several flooding events in recent years.

Please contact me should you have questions or need additional information.

Thank you in advance for your assistance with this request.

Sam

--

Samuel M. Brooks (he/him)

State Resource Planning Branch Manager

Resource Allocation Division
District Department of Transportation
250 M Street SE, 7th Floor

Washington, DC 20003

m. 202.830.5099

e. samuelm.brooks@dc.gov

UNIFIED PLANNING WORK PROGRAM

FY 2025

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2025

March 2024

As Modified November 20, 2024

Figure 1: Transportation Planning Studies within the National Capital Region, 2025

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
DISTRICT OF COLUMBIA			
New York Avenue NE/NW	DDOT	2024	Design
Oxon Run Trail Phase 2	DDOT	2024	Study/Design
Martin Luther King Jr. Avenue/Good Hope Road SE	DDOT	2024	Concept Development/Plan
Black Lives Matter Plaza Phase II	DDOT	2024	Study/Design
Tenleytown Multimodal	DDOT	2024	Concept Design
Suitland Parkway Trail	DDOT	2024	Study/Design
North Capitol Street Corridor Mobility and Safety Improvements	DDOT	2024	Planning
I-295 Reconnecting Communities Feasibility Study	DDOT	2024	Study
Bladensburg Road Multimodal Safety and Access Study	DDOT	2024	Design
Bikeways Strategic Plan	DDOT	2024/2025	Study
Anacostia River Trail – Arboretum Bridge to Maryland Ave	DDOT	2024	Study
Oxon Run Trail Phase II – Neighborhood Connections	DDOT	2024	Study
Metropolitan Branch Trail – First Pl to Oglethorpe St NW	DDOT	2024/2025	Study
East Capitol St to Anacostia River Trail Connection	DDOT	2024/2025	Study
Eastern Avenue Corridor Safety Project	DDOT	2024/2025	Planning
Southern Avenue Corridor Safety Project	DDOT	2024/2025	Planning/Concept
Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation	DDOT	2025/2026	Planning

Figure 1: Transportation Planning Studies within the National Capital Region, 2025

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
VIRGINIA			
NoVA Bike and Pedestrian Planning Study	VDOT	2024	Study
Route 120 (Glebe Rd) from Route 244 (Columbia Pike) to N Piedmont St	VDOT	2024	Study
Route 606 (Old Ox Rd) from Route 267 (Dulles Greenway) Ramps to Route 28 (Sully Rd)	VDOT	2024	Study
Route 789 (Commerce St) from Franconia Rd to Backlick Rd	VDOT	2024	Study
Route 644 (Franconia Rd) from Backlick Rd to Commerce St/Loisdale Rd	VDOT	2024	Study
Dale Blvd from I-95 Ramps to Potomac Center Blvd/Neabsco Mills Rd	VDOT	2024	Study
Eisenhower Ave from Van Dorn Street to Holland Lane	VDOT		Study
Arlington Blvd./Washington Blvd. interchange improvements	VDOT		Study
Cascades Parkway Shared Use Path improvements	VDOT	2024	Study
I-395/Shirlington Rotary operations and safety improvements	VDOT	2024	Study
Leesburg Bypass/Edwards Ferry Road Interchange	VDOT		Study
Bike/Ped data collection and Eco-Counter QA/QC	VDOT		Study
Duke Street Corridor Plan	City of Alexandria	2025/2026	Planning



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: November 14, 2024

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 2025
DATE: November 14, 2024

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2025 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings will be identified in January.

2025 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES			
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board
	1st Friday at 9 AM	1st Friday at 12:15 PM	3rd Wednesday at 12 Noon
January	10* One week later due to 2024 Dec holidays	10* One week later due to 2024 Dec holidays	22* One week later due to 2024 Dec holidays
February	7	7	19
March	7	7	19
April	4	4	16
May	2	2	21
June	6	6	18
July	2	2	16
August	No meetings	No meetings	No Meetings
September	5	5	17
October	3	3	15
November	7	7	19
December	5	5	17

* One week later due to 2024 December holidays

Naylor Road Press Event



Naylor Road Press Event



Naylor Road Press Event



Naylor Road Press Event



“Life Ahead”



“Life Ahead”



GIS day

**Celebrating 25 years!
November 20, 2024**

Today is the 25th anniversary of GIS Day. Part of Geography Awareness Week, GIS Day is dedicated to showing, teaching, and inspiring others through the power of geospatial technology and geographic information systems. In fact, the first GIS Day ever was held right here in Washington, DC. On November 19, TPB staff hosted an all-COG event to showcase some of the products and datasets staff have produced using GIS that have been used to analyze, report, and inform TPB programs and policies.

Over the years, TPB staff have been committed to utilizing GIS to inform decision making and better serve its members and make useful geographic information open and easily available to the public as a platform for innovation. Through products such as the TPB Resources and Applications Page (TRAP) and the Regional Transportation Data Clearinghouse (RTDC), staff from our member jurisdictions and agencies, as well as members of the public, can access TPB data and products and explore mapping applications and data visualizations created to support TPB programs.

TPB staff recognizes that an understanding, use, and application of geospatial technology can play a prominent role operating and evaluating our transportation infrastructure, sustaining and stimulating planned regional growth and prosperity, and benefiting the general welfare of the metropolitan Washington region.



National Capital Region
Transportation Planning Board



American Planning Association recognizes Transportation Land-Use Connections Program

On October 11, COG Principal Transportation Planner John Swanson and Transportation Planning Board Vice Chair and Fairfax County Supervisor James Walkinshaw accepted an award for the Transportation Land-Use Connections (TLC) Program from the National Capital Area Chapter of the American Planning Association (APA). This TPB program, nearly two decades old, offers consultant assistance of up to \$80,000 for planning projects and up to \$100,000 for design or preliminary engineering projects. TLC has funded 186 planning projects, totaling almost \$9 million, and helping make the region more livable, walkable, and multimodal. Congratulations to John, who helped the TPB stand up TLC in 2007 and has managed it through the years, on this honor!

**ITEM 7 – Information
November 20, 2024**

PBPP: Draft Targets for Transit and Highway Safety

Background: The board will be briefed on the process for developing regional targets for transit safety and highway safety performance measures, as required annually by the federal performance-based planning and programming (PBPP) regulations for MPOs. Draft targets and performance vs. last year's targets will be presented. The board will be asked to approve the regional safety targets at its December meeting.

Attachments

- Item 7 – PBPP Highway Safety Targets Process Memo
- Item 7 – PBPP Transit Safety Targets Process Memo



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
Janie Nham, TPB Transportation Planner
SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Highway Safety Target Development Process for 2024
DATE: November 14, 2024

This memorandum provides an update on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements under federal surface transportation regulations for the area of roadway safety. State Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs) are required to adopt highway safety targets and measure progress against those targets annually for their respective planning areas.

The TPB has adopted annual highway safety performance targets since 2018 in accordance with federal regulation. At the November 1, 2024 TPB Technical Committee meeting, TPB staff briefed committee members on the National Capital Region's progress in meeting its 2019-2023 highway safety targets and reviewed the process for establishing highway safety targets for the 2021-2025 period.

HIGHWAY SAFETY REQUIREMENTS

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) Final Rules in the Federal Register on March 15, 2016. The Safety PM Final Rule added Part 490 to title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150. The Safety PM rule supports the HSIP, as it establishes five-year rolling average safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. Together, these regulations are intended to improve data, foster transparency and accountability, and allow safety progress to be tracked at the national level. The process is intended to inform State DOT and MPO planning, programming, and decision-making for the greatest possible reduction in fatalities and serious injuries.

States and MPOs must fulfill the target setting requirements of the rulemaking. State DOTs are required to set statewide targets for five performance measures. Targets for the first three performance measures (number of fatalities, rate of fatalities, and number of serious injuries) must be identical to the targets set by the State Highway Safety Office (SHSO). Each target must represent the anticipated performance outcome for all public roadways in the state, regardless of ownership.

Subsequently, MPOs have up to 180 days to adopt highway safety targets for their MPO planning area. MPOs have two options in adopting highway safety targets. For each performance measure, the MPO may either agree to plan and program projects so they contribute toward accomplishing the

state DOTs safety targets, or adopt a quantifiable target for the performance measure for the MPO planning area. MPOs are required to coordinate with the state DOT(s) to ensure consistency.

Performance Measure	Description	Data Source
Number of Fatalities <i>(5 year rolling average)</i>	Total number of fatalities during a calendar year	FARS ¹
Rate of Fatalities per 100 million VMT <i>(5 year rolling average)</i>	Ratio of total fatalities to VMT	FARS and HPMS ² (or MPO estimate)
Number of Serious Injuries <i>(5 year rolling average)</i>	Total number of serious injuries during a calendar year	State reported serious injury data
Rate of Serious Injuries per 100 million VMT <i>(5 year rolling average)</i>	Ratio of total serious injuries to VMT	State reported serious injury data ³ and HPMS
Number of Non-Motorized Fatalities and Serious Injuries <i>(5 year rolling average)</i>	Total number of fatalities and serious injuries during a calendar year	FARS and State serious injury data ³

¹ FARS: Fatality Analysis Reporting System

² HPMS: Highway Performance Monitoring System

DEVELOPMENT OF REGIONAL HIGHWAY SAFETY TARGETS

The TPB develops highway targets based on the targets developed and adopted by the three State DOTs of the National Capital Region (NCR). The methodology applies Maryland’s target development approach to identify a “sub-target” for the Maryland portion of the NCR, applies a modified version of Virginia’s suggested approach for its MPOs to identify a sub-target for the Virginia portion of the NCR, and incorporates the District of Columbia’s target as a sub-target for the DC portion of the NCR. TPB staff then combine the three sub-targets into a regional target for the NCR, for each performance measure. In addition, based on board policy, if a calculated target is higher than the previous year’s target, the new target is set equal to the previous target (i.e., capped) so as not to increase from the previous year’s target.

There are no consequences outlined in the federal rule for MPOs not meeting their targets. However, the FHWA will review how MPOs are incorporating and discussing safety performance measures and targets in their long-range transportation plans and TIPs during MPO certification reviews.

2024 REGIONAL HIGHWAY SAFETY TARGETS

The 2024 regional highway safety targets are based on the targets adopted or in the process of being adopted by each state DOT, as modified by the TPB’s policy for no increases in targets from the previous year (i.e., capped). The draft 2024 targets will be briefed to the TPB at its November meeting. Comments will be taken through the end of November, after which the targets will be finalized for adoption at the TPB’s December meeting.

**ITEM 7 – Information
November 20, 2024**

PBPP: Draft Targets for Transit and Highway Safety

Background: The board will be briefed on the process for developing regional targets for transit safety and highway safety performance measures, as required annually by the federal performance-based planning and programming (PBPP) regulations for MPOs. Draft targets and performance vs. last year's targets will be presented. The board will be asked to approve the regional safety targets at its December meeting.

Attachments

- Item 7 – PBPP Highway Safety Targets Process Memo
- Item 7 – PBPP Transit Safety Targets Process Memo



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
Pierre Gaunaurd, TPB Transportation Planner
SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Transit Safety Targets
Development Process and Changes for 2024
DATE: November 14, 2024

This memorandum provides an update on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements under federal surface transportation regulations for the area of transit safety. Applicable providers of public transportation are required to annually set targets for transit safety performance measures, following which metropolitan planning organizations (MPOs) are required to establish overall transit safety targets for their planning area.

The TPB has adopted annual transit safety performance targets since 2020 in accordance with federal requirements. At the November 1, 2024 TPB Technical Committee meeting, TPB staff briefed committee members on the National Capital Region's progress in meeting its 2023 transit safety targets and reviewed the required process for establishing transit safety targets for 2024.

TRANSIT SAFETY REQUIREMENTS – CHANGES FOR 2024

The initial Public Transportation Agency Safety Plan (PTASP) final rule was issued on June 19, 2018. The issuance of this final rule served as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule which defined the four transit safety performance measures for which providers of public transportation and MPOs have to set targets.

The PTASP rule applies to providers of public transportation that are recipients and sub-recipients of Federal Transit Administration (FTA) Section 5307 funding and that fall under the safety jurisdiction of the FTA. Applicable providers of public transportation are required to develop and certify Public Transportation Agency Safety Plans. In addition, they are required to set annual targets for the transit safety measures, following which the MPO must set transit safety targets for the metropolitan planning area within 180 days.

On April 11, 2024, the FTA published a new PTASP final rule, superseding that from 2018. Aside from changes in safety management and workforce involvement, the revised rulemaking added seven (7) new performance measures, for a total of fourteen (14) performance measures for which targets must be adopted by applicable providers of public transportation and by MPOs. These targets are established for each mode operated by a provider of public transportation (e.g., rail, bus, commuter bus, paratransit, etc.)

Transit Safety Performance Measure	Description
1a: Major Events	Total number of all safety and security major events (collisions, derailments, fires, or life safety evacuations)
1b: Major Event Rate	Rate of all safety and security major events per total vehicle revenue miles
1.1: Collision Rate (NEW)	Total number of all reportable collisions, per total vehicle revenue miles
1.1.1: Pedestrian Collision Rate (NEW)	Rate of all collisions “with a person,” per total vehicle revenue miles
1.1.2: Vehicular Collision Rate (NEW)	Rate of all collisions “with a motor vehicle,” per total vehicle revenue miles
2a: Fatalities	Total number of reportable fatalities
2b: Fatality Rate	Rate of reportable fatalities per total vehicle revenue miles
2.1: Transit Worker Fatality Rate (NEW)	Rate of transit worker reportable fatalities for “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” per total vehicle revenue miles
3a: Injuries	Total number of reportable injuries
3b: Injury Rate	Rate of reportable injuries per total vehicle revenue miles
3.1: Transit Worker Injury Rate (NEW)	Rate of transit worker reportable injuries for “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” per total vehicle revenue miles
4a: Assaults on Transit Workers (NEW)	Number of all assaults on transit workers
4b: Rate of Assaults on Transit Workers (NEW)	Rate of all assaults on transit workers, per total vehicle revenue miles
5: System Reliability	Mean distance between major mechanical failures

MPO targets are not evaluated by the FTA, and there are no consequences for MPOs if they fail to meet their targets. The FTA does however review how MPOs incorporate and discuss safety performance measures and targets in their long-range transportation plans and transportation improvement plans (TIPs) during quadrennial MPO certification reviews.

TRANSIT SAFETY FOR THE NATIONAL CAPITAL REGION

The following providers of public transportation in the region are required to set transit safety targets in accordance with the PBPP requirements. These targets are required for each mode operated by the provider, including heavy rail, streetcar, commuter bus, local bus, and paratransit (demand response).

Regional recipients of FTA Section 5307 funding and the modes they operate:

- WMATA: Metrorail, Metrobus, MetroAccess
- DDOT: DC Circulator, DC Streetcar

- MDOT-MTA: MTA Commuter Bus
- PRTC OmniRide: commuter bus, local bus, and paratransit

Regional sub-recipients of FTA Section 5307 funding

- VanGo (Charles Co.)
- TransIT (Frederick Co.)
- Ride On (Montgomery Co.)
- The Bus (Prince George's Co.)

Note that while local bus systems in Suburban Maryland are sub-recipients of FTA funds through the State of Maryland's Locally Operated Transit systems (LOTS) funding programs, the local bus systems operated by jurisdictions in Northern Virginia do not receive Section 5307 federal funds and FTA policy is that the PTASP rule is therefore not applicable. In addition, commuter rail systems such as MARC and VRE have their safety regulated by the Federal Railroad Administration (FRA) and the PTASP rule does not apply to them.

CALCULATION OF REGIONAL SAFETY TARGETS

Targets for the region are based on those adopted or reported by each provider of public transportation. Measures are calculated for each mode:

- Number of Fatalities/Serious Injuries/Safety Events – total number for all providers of that mode.
- Rate of Fatalities/Serious Injuries/ Safety Events – total number for all providers of the mode divided by the total number of Vehicle Revenue Miles (VRM) for that mode (reported in rate per 100,000 VRM).
- Mean Distance Between Failure (MDBF) – the total number of VRM for that mode divided by the total number of failures for all providers of the mode.

2024 REGIONAL TRANSIT SAFETY TARGETS

The 2024 regional transit safety targets are based on the targets adopted or in the process of being adopted by each applicable provider of public transportation. The draft 2024 transit safety targets will be briefed to the TPB at its November meeting. Comments will be taken through the end of November, after which the targets will be finalized for adoption at the TPB's December meeting.

DRAFT ANNUAL REGIONAL TRANSIT AND HIGHWAY SAFETY TARGETS

Performance Based Planning and Programming (PBPP)

Janie Nham
TPB Transportation Planner

Pierre Gaunard
TPB Transportation Planner

Transportation Planning Board
November 20, 2024



National Capital Region
Transportation Planning Board

Presentation Items

- Part I: Transit Safety Process and Draft Targets
- Part II: Highway Safety Process and Draft Targets
- Part III: Next Steps

PBPP is a strategic data-driven approach that uses system information to make investment and policy decisions to achieve performance goals.

Two options for setting targets: adopting regional targets or supporting statewide targets

- *Due to the size and structure of the NCR, the TPB has consistently developed and adopted regional targets in coordination with DOTs and transit agencies*



Transit Safety Targets



Part I – Transit Safety Presentation Items

- Requirements
- Applicability
- Transit Safety Performance Measures
- Adopted 2023 Regional Targets
- Recorded 2023 Safety Performance
- Data Observations
- Draft 2024 Regional Targets



Federal Requirement – Transit Agency Safety Plans

- Federal Performance Based Planning and Programming (PBPP) regulations require applicable providers of public transportation to develop and certify an agency safety plan. See 49 CFR 673.11(a).
 - "The Public Transportation Agency Safety Plan must include annual safety performance targets..." 49 CFR 673.11(a)(3).
- MPOs are required to set regional safety targets for their metropolitan planning area in coordination with state/agency officials. 23 C.F.R. § 450.306d.
 - TPB sets annual targets following state/agency adoption of its Transit Safety targets.



Applicable Regional Agencies

- Transit safety target requirements apply to providers of public transportation that are recipients and sub-recipients of federal Chapter 53 funding, except 5310 and 5311 funding recipients
 - (has been interpreted as applying to 5307 funding recipients, including those listed below):
 - **WMATA:** Metrorail, Metrobus, MetroAccess
 - **DDOT:** DC Circulator, DC Streetcar
 - **MDOT-MTA:** MTA Commuter Bus
 - **PRTC:** Bus and paratransit
 - and local systems in Suburban Maryland:
 - VanGo** (Charles Co.)
 - Ride On** (Montgomery Co.)
 - Transit** (Frederick Co.)
 - The Bus** (Prince George's Co.)



Updated Transit Safety Performance Measures

- New FTA rulemaking this past April added 7 new performance measure for which targets must be set (new measures in **BOLD**)
- The new measures are meant to bring attention to transit worker safety and collision impacts

General Safety Performance Measures	
1a: Major Events	2.1: Transit Worker Fatality Rate (NEW)
1b: Major Event Rate	3a: Injuries
1.1: Collision Rate (NEW)	3b: Injury Rate
1.1.1: Pedestrian Collision Rate (NEW)	3.1: Transit Worker Injury Rate (NEW)
1.1.1: Vehicular Collision Rate (NEW)	4a: Assaults on Transit Workers (NEW)
2a: Fatalities	4b: Rate of Assaults on Transit Workers (NEW)
2b: Fatality Rate	5: System Reliability

Source: FTA PTASP National Safety Plan Webinar (August 2024)



2023 Regional Transit Safety Targets

- Final targets for the region adopted by the TPB on December 20, 2023

	Fatalities		Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	146	18.30	41	5.20	25,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	1,000
Urban Bus (MB)	0	0	351	0.58	356	0.59	11,378
Commuter Bus (CB)	0	0	1	0.01	0	0.00	33,401
Demand Response (DR)	0	0	49	0.24	59	0.29	0
Vanpools (VP)	0	0	0	0.00	0	0.00	0

Rate - Per 100,000 Vehicle Revenue Miles (VRM), except HR which is per 10 million VRM; MDBF = Mean Distance Between Failures



2023 Regional Transit Safety Data

	Fatalities		Injuries		Safety Events		2023 vs. 2022		
	Number	Rate	Number	Rate	Number	Rate	F	I	E
Heavy Rail (HR)	7	0.76	94	10.26	34	3.71	↑	↑	↑
Streetcar Rail (SR)	0	0	1	0.81	6	4.84	↔	↔	↓
Urban Bus (MB)	1	0.001	318	0.41	742	0.96	↓	↑	↑
Commuter Bus (CB)	0	0	0	0	4	0.05	↔	↔	↑
Demand Response (DR)	0	0	16	0.08	26	0.12	↓	↓	↓
Vanpools (VP)	0	0	0	0	0	0	↔	↔	↔

Rate - Per 100,000 Vehicle Revenue Miles (VRM), except HR which is per 10 million VRM; MDBF = Mean Distance Between Failures

- From the FTA NTD Safety & Security time-series data – Not including MDBF measure and Data Comparison for Applicable Agencies Only
- Note: Fatality count does not include those occurring due to trespass or suicide



Transit Safety Performance – Staff Observations

- In 2023 actual performance generally met regional safety targets across transit modes. Exceptions included:
 - There were significantly more safety events on fixed-route buses than the target set (742 vs 356).
 - Fatalities are targeted at 0; however, there were 8 total fatalities involving transit vehicles or facilities.
 - Commuter bus and streetcar services also experienced higher than targeted injury and safety event incidents.
- Actual injuries and safety events on Demand Response services were significantly less than the set targets.



Draft 2024 NCR Transit Safety Targets – Original PMs

	Fatalities		Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	256	24.2	127	12.8	29,000
Streetcar Rail (SR)	0	0	6	6.69	6	6.69	1,000
Urban Bus (MB)	0	0	332	0.73	319	0.70	7,846
Commuter Bus (CB)	0	0	1	0.06	0	0.00	0
Demand Response (DR)	0	0	33	0.16	49	0.24	24,952
Vanpools (VP)	0	0	0	0.00	0	0.00	0

Rate - Per 100,000 Vehicle Revenue Miles (VRM), except HR which is per 10 million VRM; MDBF = Mean Distance Between Failures

- **DRAFT** regional targets for the original seven performance measures – missing two agencies’ data for these measures
- *Regional targets for the new seven performance measures are pending needed data from five agencies*



Highway Safety Targets



Part II – Highway Safety Presentation Items

- Highway Safety Requirements
- Highway Safety Measures
- Highway Safety Target-Setting Methodology
- Highway Safety Trends 2019 through 2023
- 2019-2023 Highway Safety Targets and Performance
- Draft 2021-2025 Regional Roadway Safety Targets



Federal Requirements – Highway Safety Plans

- Federal PBPP regulations require State DOTs and MPOs to:
 - Adopt annual safety performance targets for five (5) safety performance measures
 - Measure and report progress towards those targets each year
 - State DOTs are required to report their safety targets annually through their HSIP report by August 31, and MPOs are required to report their safety targets within 180 days thereafter
- Requirement supports implementation of the Highway Safety Improvement Program (HSIP), which requires States to improve highway safety on public roads using a data-drive, strategic approach



Highway Safety Performance Measures

Performance Measure	Description
Number of Fatalities <i>(5 year rolling average)</i>	Total number of fatalities during a calendar year
Rate of Fatalities per 100 million VMT <i>(5 year rolling average)</i>	Ratio of total fatalities to VMT
Number of Serious Injuries <i>(5 year rolling average)</i>	Total number of serious injuries during a calendar year
Rate of Serious Injuries per 100 million VMT <i>(5 year rolling average)</i>	Ratio of total serious injuries to VMT
Number of Non-Motorized Fatalities and Serious Injuries <i>(5 year rolling average)</i>	Total number of fatalities and serious injuries during a calendar year



Highway Safety – Target Setting Methodology

- TPB targets for each performance measure is a composite of sub-targets developed for each State
- Combine the three sub-targets into a regional target for the NCR
 - *If a calculated target is higher than the previous target, set the target equal to the previous target, i.e., target is “capped”*



Highway Safety – Target Setting Methodology

- Adjustments to the methodology this year
 - Data for Maryland jurisdictions is sourced from Maryland Department of State Police (MDSP) instead of MDOT Highway Safety Office
 - MDSP includes “non-traffic” fatal crashes (i.e., fatal crash due to a medical event)
 - Data for urbanized area of Fauquier County is no longer included



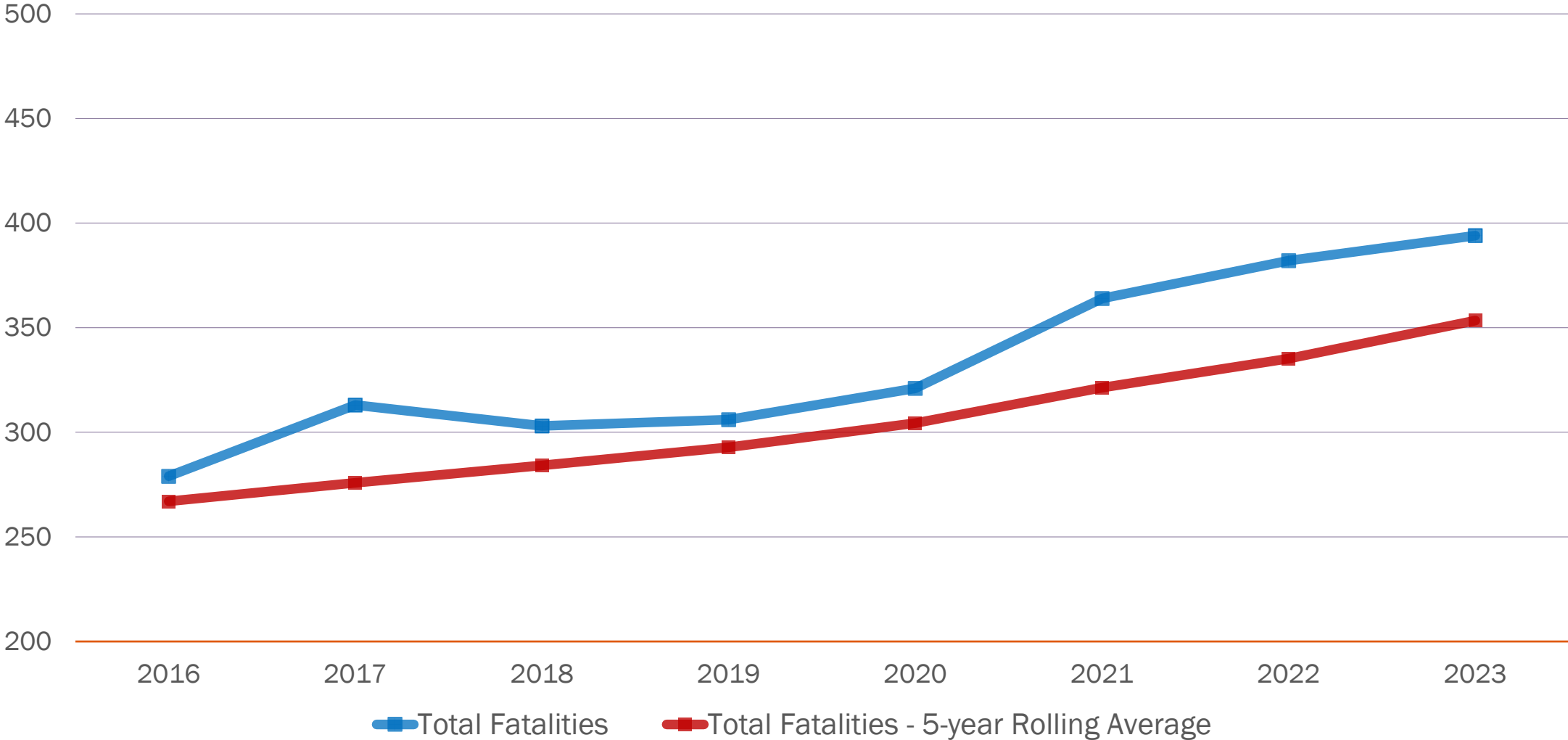
NCR Annual Highway Safety Data: 2019 through 2023

	2019	2020	2021	2022	2023	Change from 2022-2023
# of Fatalities	306	321	364	382	392 ¹	↑ 2.62%
Fatality Rate (per 100 MVMT)	0.673	0.876	0.896	0.884	0.900 ¹	↑ 1.77%
# of Serious Injuries	2,371	1,839	2,221	2,178	2,284	↑ 4.87 %
Serious Injury Rate (per 100 MVMT)	5.211	5.016	5.464	5.043	5.244	↑ 4.00%
# Nonmotorist Fatalities & Serious Injuries	593	443	520	637	581	↓ 8.79 %
Annual Vehicle Miles Traveled (100 M)	454.97	366.60	406.47	431.91	435.51	↑ 0.8 %

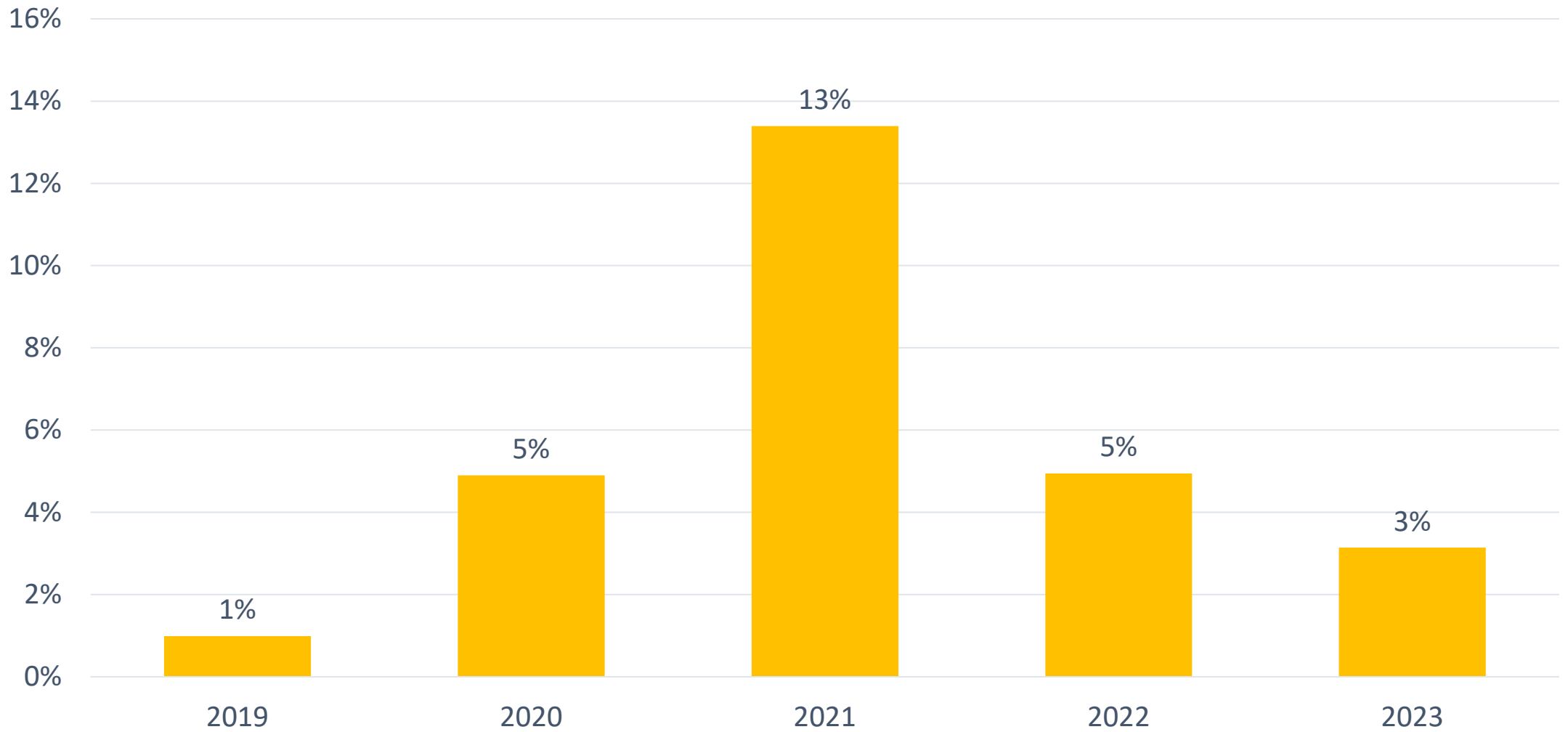
1 - Figures listed are from preliminary state fatality data; 2023 FARS data not yet published.



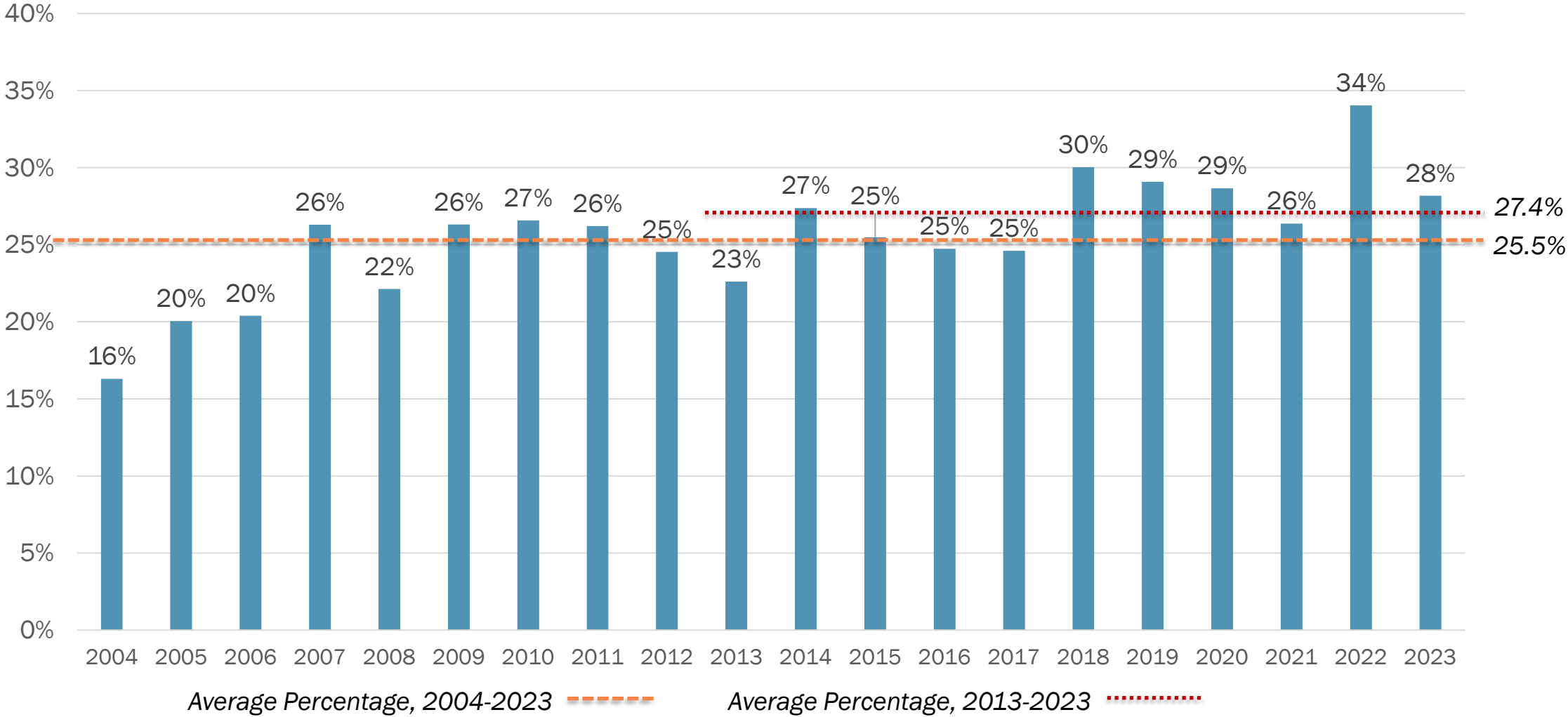
National Capital Region Roadway Fatalities



National Capital Region Fatalities: Annual Percent Change



Pedestrian Fatalities as a Proportion of Total Roadway Fatalities



Highway Safety Performance – Staff Observations

- Roadway fatalities continue to increase but at a slower rate compared to 2020-2022
 - Suggests that traffic fatalities may be starting to level-off
- Non-motorist fatalities and serious injuries declined compared to 2022
 - Driven by decreases in among pedestrians and bicyclists
 - Pedestrian fatalities remain proportionately high



2019-2023 NCR Actual Performance vs. Targets

Performance Measure (5-year rolling average)	Adopted 2019- 2023 Targets (Dec 2022)	Actual 2019-2023 Performance	Status
# of Fatalities	253.0	353.0 ¹	Not met
Fatality Rate (per 100 MVMT)	0.588	0.842 ¹	Not met
# of Serious Injuries	1,757.4	2,150.8	Not met
Serious Injury Rate (per 100 MVMT)	3.733	5.196	Not met
# Nonmotorist Fatalities & Serious Injuries	486.9	563.2	Not met

1 - Figures listed are from preliminary state fatality data; 2023 FARS data not yet published.



Draft 2021-2025 NCR Highway Safety Targets

Performance Measure (5-year rolling average)	Adopted 2020-2024 Targets	DRAFT 2021-2025 Targets	Difference	Percent Difference
# of Fatalities	253.0	<u>253.0*</u>	0.0	0.0%
Fatality Rate (per 100 MVMT)	0.588	<u>0.588*</u>	0.0	0.0%
# of Serious Injuries	1,675.7	<u>1,591.3</u>	-84.4	-5.0%
Serious Injury Rate (per 100 MVMT)	3.222	<u>3.222*</u>	0.0	0.0%
# Nonmotorist Fatalities & Serious Injuries	473.5	<u>464.7</u>	-8.8	-1.9%

*Cap applied



Part III – Next Steps

- Finalize regional transit and highway safety targets based on any final information and board feedback
- December 18: Request board approval of final regional targets
- TPB staff will subsequently transmit the adopted targets to the State DOTs in accordance with established written agreements for performance planning reporting



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Transportation Planning Board

ITEM 8 – Information
November 20, 2024

TPB Roadway Safety Summit Recap and Recommendations

Background: The TPB’s 2024 Roadway Safety Summit was held October 31 in Alexandria, focusing on regional concerns around recent roadway fatality and serious injury trends. The board will be briefed on the summit’s presentations and discussions, and on recommendations raised by participants for potential board and staff actions.



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Meese, TPB Systems Performance Planning Program Director
Janie Nham, TPB Planning Manager
SUBJECT: 2024 TPB Regional Roadway Safety Summit Summary and Recommendations
DATE: November 14, 2024

This memorandum provides a summary of presentations and discussions at the TPB's recent 2024 Regional Roadway Safety Summit.

OVERVIEW

The 2024 TPB Regional Roadway Safety Summit was held Thursday, October 31, 2024, at the American Physical Therapy Association (APTA) Centennial Conference Center in Alexandria. About 60 people attended the event in-person, including 13 TPB board members and alternates. Additionally, several board members or alternates participated virtually, and approximately 20 observers viewed the livestream on the COG/TPB website and YouTube.

SUMMIT MATERIALS AND RECORDING

The summit agenda and associated materials are available on the summit event page at:

<https://www.mwcog.org/events/2024/10/31/2024-tpb-transportation-safety-summit/>

Materials posted include a background information brochure; the presentations used by summit speakers; a review of projects undertaken to date in the TPB's Regional Roadway Safety Program; the TPB's Safety Resolution R3-2021 (July 2020); the list of recommended roadway safety improvement strategies from R3-2021; recent TPB Performance-Based Planning and Programming target setting materials; and the TPB's December 2021 letter to the Governors of Maryland and Virginia and the Mayor of the District of Columbia regarding automated enforcement reciprocity. We also call your attention to the YouTube recording of the summit posted on the event page for anyone interested in viewing or reviewing the event.

REVIEW OF PRESENTATIONS AND DISCUSSIONS

After a welcome from TPB Staff Director Kanti Srikanth and introductory remarks from TPB Vice Chair James Walkinshaw, the agenda proceeded in three main parts.

TPB Vice Chair Neil Harris moderated Session 1, which featured presentations and discussion about national and regional safety trends to provide an understanding of the current state of roadway safety. In this session, Vanessa Holt of Fairfax County staff and chair of TPB's Transportation Safety

Subcommittee, reviewed preliminary safety data to provide a picture of roadway safety in the region. Ms. Holt was followed by Nicole Waldheim of the consulting firm Fehr and Peers, who shared national safety statistics and spoke about the importance of applying a systemic approach to safety to address “upstream” contributing factors before incidents occur.

TPB Vice Chair James Walkinshaw then moderated Session 2, which provided frameworks for the potential strategies TPB and its members would consider. Paul Teicher of the U.S. Department of Transportation (USDOT) Office of the Secretary discussed USDOT’s National Roadway Safety Strategy and Allies in Action program, available federal programs to assist local and state agencies with implementing safety improvements, and the value of the Safe System Approach to roadway safety. Mr. Teicher was followed by Dr. Jeffrey Michael of the Johns Hopkins University Center for Injury Research and Policy, who provided a public health perspective on the Safe System Approach and shared roadway safety success stories from around the nation to give summit participants optimism for making a difference in regional roadway safety.

Following Sessions 1 and 2, TPB Chair Christina Henderson moderated Session 3, where TPB board members discussed additional steps the TPB and its members, including partnerships with COG for issues such as enforcement, could take to improve roadway safety outcomes. This discussion resulted in a list of proposed recommendations to be brought to the full TPB at upcoming meetings. TPB staff has summarized this list in a separate document attached to this memorandum. Ideas include both policy actions the TPB and its members might take, as well as requests for additional technical information that staff may be able to compile in coming months, to better advise ongoing roadway safety discussions.

OUTLOOK

Staff anticipates that the TPB will discuss summit recommendations at both the November 20 and December 18 TPB meetings, and likely on a recurring basis beyond December. These discussions will augment TPB’s and staff’s already ongoing safety activities, including Performance-Based Planning and Programming target setting, the TPB’s standing Transportation Safety Subcommittee, and the Regional Roadway Safety Program of planning and engineering assistance to member agencies.

Attachment



2024 TPB Regional Roadway Safety Summit Proposed Recommendations

The 2024 TPB Regional Roadway Safety Summit was held Thursday, October 31, 2024, in Alexandria, Virginia. In the third and final session of the summit, board members and alternates present proposed a number of action ideas for consideration by the TPB and its members. This document is a TPB staff summary of those ideas, provided for the TPB's November 20, 2024 meeting, Agenda Item 8. Additional background materials are available on the Regional Roadway Safety Summit [event page](#).

ACTION IDEAS PROPOSED AT THE SUMMIT

- 1) Inventory and report on safety-supportive activities undertaken by TPB members pertaining to TPB Safety Resolution [R3-2021](#)
- 2) Join the USDOT's [Allies in Action](#) partnership
- 3) Partner with and assist COG to develop a multijurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account (including reciprocity of automated enforcement)
 - Gather more data about the impacts of automated enforcement systems
- 4) Continue to provide input on federal safety rulemaking and coordinate with COG on regional advocacy strategies
- 5) Regionally track/raise awareness of transportation safety funding opportunities
- 6) Assist member jurisdictions to pursue Vision Zero activities
 - Gather information on what has worked best in Vision Zero plans elsewhere
 - Link inventories and plans to each of the identified top factors involved in crashes¹
 - Use a systemic approach of preventive measures
 - Enhance coordination with non-transportation partners such as medical examiner offices
 - Explore emerging technologies
 - Initiate a regional Vision Zero plan

¹ Preliminary staff/consultant analysis of regional traffic fatality data from 2019 through 2023 identified these factors to be roadway departure; intersection; speeding; not wearing a seatbelt; pedestrian hit by a vehicle; and impaired driving. These data analysis results are still to be finalized, anticipated in spring 2025.

TPB REGIONAL ROADWAY SAFETY SUMMIT SUMMARY AND RECOMMENDATIONS

Andrew Meese
TPB Systems Performance Planning Program Director

Janie Nham
TPB Planning Manager

Transportation Planning Board
November 20, 2024



Overview

- The Summit took place on October 31, 2024, in Alexandria, VA
- The event aimed to:
 - Share information about current safety trends and safety frameworks
 - Facilitate the generation of potential regional safety actions the TPB could pursue
- Approximately 60 people attended in-person, including 13 Board members and alternates
- Additional members attended virtually

Photo: Regional Roadway Safety Summit (COG/TPB Staff)



Review of Presentations



Photo Credit: COG/TPB Staff

Session 1

- Session 1 provided understanding about national and regional safety trends
- Vanessa Holt, Fairfax County staff, reviewed preliminary regional crash data and trends
- Nicole Waldheim, Fehr & Peers, spoke about taking a systemic approach to address roadway safety to address “upstream” contributing factors



Review of Presentations



Photo Credit: COG/TPB Staff

Session 2

- Session 2 provided frameworks for the development of potential safety strategies
- Paul Teicher, USDOT Office of the Secretary, discussed the goals of the National Roadway Safety Strategy and Allies for Action campaign
- Dr. Jeffrey Michael, Johns Hopkins University Bloomberg School of Public Health, provided an overview of the Safe System Approach and shared success stories



Summit Proposed Recommendations

In Session 3, TPB members and alternates raised ideas for action

- 1) Inventory and report on safety-supportive activities undertaken by TPB members pertaining to TPB Safety Resolution R3-2021
- 2) Join the USDOT's Allies in Action partnership
- 3) Partner with and assist COG to develop a multijurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account (including reciprocity of automated enforcement)
 - Gather more data about the impacts of automated enforcement systems
- 4) Continue to provide input on federal safety rulemaking and coordinate with COG on regional advocacy strategies
- 5) Regionally track/raise awareness of transportation safety funding opportunities
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Fatal Crash Top Factors (for Recommendation 6)

- Part of Recommendation 6 was to link inventories and plans to each of the identified top factors involved in crashes
- TPB Safety Subcommittee Chair Vanessa Holt presented these in Session 1 (based on a preview of an ongoing regional safety data deep dive to be completed in spring 2025)
- These top “involved factors” in fatal crashes (2019-2023, analysis is preliminary) were:
 - Roadway departure
 - Intersection
 - Speeding
 - Not wearing a seatbelt
 - Pedestrian hit by a vehicle
 - Impaired driving



Outlook

- Meeting recording and materials are available on the COG website:
<https://www.mwcog.org/events/2024/10/31/2024-regional-roadway-safety-summit-regional-safety-program-tpb-traffic-safety/>
- Recommendations will be discussed at the November 20 and December 18 TPB meetings
- The discussions will augment already ongoing TPB safety activities:
 - Performance-Based Planning and Programming target setting
 - Transportation Safety Subcommittee
 - Regional Roadway Safety Program, which provides technical assistance to member agencies



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**ITEM 9 – Information
November 20, 2024**

**Community Advisory Committee Recruitment Underway for the
2025-2026 Cohort**

Background: The TPB staff have been soliciting community members to apply for appointment to the TPB Community Advisory Committee. The board will be updated on the status of the process and will be asked to approve the new cohort of CAC members in January 2025.



MEMORANDUM

TO: Transportation Planning Board
FROM: Laura Bachle, TPB Transportation Planner
SUBJECT: Community Advisory Committee Recruitment Underway for 2025-2026 Cohort
DATE: November 14, 2024

The TPB is accepting applications for the 2025-2026 Community Advisory Committee (CAC). The application deadline has been extended to December 2, 2024. Recruitment is being advertised via the TPB website, COG & TPB newsletters, targeted e-mail, and social media. Here are the results to date:

- 38 completed applications were received as of this mailing.
- Residents from nine TPB member jurisdictions have submitted applications.
- 33 applications are from people who have not previously served on the CAC.
- Five applications were received from people who live in Equity Emphasis Areas (EEAs).

Membership is to consist of 24 total members, with at least five members each from the District of Columbia, Maryland, and Virginia. So far, there are 13 applications from DC, 15 applications from Maryland, and 10 applications from Virginia. Five current CAC members have re-applied. Once the application period has closed, staff will review the applications using criteria to balance the membership. Criteria include: racial and ethnic diversity, diverse perspectives, representatives who reside in TPB's EEAs, and geographic diversity.

The board will be asked to approve or make changes and then approve the nominations for the 2025-2026 CAC. After approval, the TPB Chair will announce the CAC Chair for 2025. The 2025-2026 CAC will meet for the first time on February 13, 2025.

We encourage members of the TPB to spread the word! This is a great opportunity for community members who are interested in regional transportation issues to provide input to decision-makers and promote public involvement in the regional planning process. More information, a link to the application form, and a recruitment video can be found at www.mwcog.org/cac.

For questions, contact Laura Bachle at (202) 962-3273 or lbachle@mwcog.org.

COMMUNITY ADVISORY COMMITTEE (CAC)

Recruitment Status for the 2025-2026 CAC

Laura Bachle
TPB Transportation Planner

Transportation Planning Board
November 20, 2024



National Capital Region
Transportation Planning Board

Applications received so far...

- Application period open through December 2, 2024.
 - Recruitment is being advertised via the TPB website, COG & TPB newsletters, targeted e-mail, and social media.
- 38 completed applications were received as of this mailing.
- Residents from nine TPB member jurisdictions have submitted applications.
- 33 applications are from people who have not previously served on the CAC.
- Five applications were received from people who live in Equity Emphasis Areas.



Application Targets

- Membership is to consist of 24 total members, with at least five members from the District of Columbia, Maryland, and Virginia.
- So far.....
 - DC: 13 applications
 - MD: 15 applications
 - VA: 10 applications
 - Current members reapplying: 5



Next Steps

- **Vetting:** Staff will review the applications using criteria to balance the membership.
 - Criteria include: racial and ethnic diversity, diverse perspectives, representatives of EEAs, geographically diverse.
- **Approval:** The board will be asked to approve or make changes and then approve the nominations for the 2025-2026 CAC.
- **CAC Chair:** After approval, the TPB Chair will announce the CAC Chair for 2025.
- **First meeting:** The 2025-2026 CAC meets for the first time on February 13, 2025.



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