



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** October 13, 2022

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The attached materials include:

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**SUBJECT:** Steering Committee Actions  
**FROM:** Kanti Srikanth, TPB Staff Director  
**DATE:** October 13, 2022

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At its meeting on October 7, 2022, the TPB Steering Committee adopted two resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District Department of Transportation (DDOT) and the Virginia Department of Transportation (VDOT), as described in the bullets below:

- TPB SR7-2023, requested by DDOT to add a net total of approximately \$5.4 million under TIP Action 23-03.1. This set of amendments adds one new project, the DC Circulator South Capitol Street Facility Improvements project with \$24 million in funding programmed; an update to the scope of the Anacostia Waterfront Initiative AWI- Buzzard Point, Fort McNair, Southwest Waterfront Climate Initiative Project (no change in programmed total or project cost); and updates to the 4-year program totals for three ongoing programs;
  - Traffic Operations Improvements Citywide – Increased from \$44.8 to \$54.5 million,
  - FTA Section 5303/530, increases from \$3.3 to \$3.8 million, and
  - DC Circulator decreases from \$29.5 million to \$725,000All projects and programs above are exempt from the air quality conformity requirement.
- TPB SR8-2023, requested by VDOT, reduces the amount programmed and total cost for the Neabsco Mills Road Widening project by approximately \$24.7 million under TIP Action 23-03.3. This amendment was requested to accurately reflect VDOT's previous and planned obligations and total project cost in the FY 2023-2026 TIP. This project was included in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the reduction in amounts programmed will not impact the project's scope or expected timeline to completion.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director's report each month and the TPB's review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

### Attachments:

- Adopted resolution SR7-2023, approving amendments to the FY 2023-2026 TIP which adds one new project and updates the scope of work for one project and funding for three ongoing programs under TIP Action 23-03.1, as requested by DDOT.
- Adopted resolution SR8-2023, approving amendments to the FY 2023-2026 TIP which updates funding and total cost for the Neabsco Mills Road Widening project under TIP Action 23-03.3, as requested by VDOT.

**TPB Steering Committee Attendance – October 7, 2022**  
(only voting members and alternates listed)

TPB Chair/ VA rep.:	Pamela Sebesky
DC Rep.:	Heather Edelman
MD rep.:	Reuben Collins
DDOT:	Mark Rawlings
VDOT:	Amir Shahpar

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-03.1 WHICH ADDS  
A NEW PROJECT AND UPDATES THE SCOPE OF ONE PROJECT AND FUNDING AND  
TOTAL COST INFORMATION FOR THREE ONGOING PROGRAMS, 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 23-03.1 which adds a net total of approximately \$5.44 million, as described below and in the attached materials:

- Adding a new project, the **DC Circulator South Capitol Street Facility Improvements [T11608]** with approximately \$24 million in funding
- updating the scope of the **Anacostia Waterfront Initiative AWI- Buzzard Point, Fort McNair, Southwest Waterfront Climate Initiative Project [T6803]** (see revised project description, no change to project cost)
- and updating the funding and four-year program totals for three ongoing programs:
  - **Traffic Operations Improvements Citywide [T3216]** increases from \$44,758,908 to \$54,525,764
  - **FTA Section 5303/5304 [T6102]**, increases from \$3,282,990 to \$3,834,922
  - **DC Circulator [T6105]** decreases from \$29,551,675 to \$724,994; and

**WHEREAS**, the attached materials include: Attachment A) a Project Overview report showing how the projects and programs will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the changes in four-year program total, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) a letter from DDOT dated September 28, 2022 requesting the amendments; and

**WHEREAS**, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-03.1, creating the third amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, these projects and programs 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**, 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 23-03.1 which adds a net total of approximately \$5.44 million, as described below and in the attached materials.

- Adding a new project, the **DC Circulator South Capitol Street Facility Improvements [T11608]** with approximately \$24 million in funding
- updating the scope of the **Anacostia Waterfront Initiative AWI- Buzzard Point, Fort McNair, Southwest Waterfront Climate Initiative Project [T6803]** (see revised project description, no change to project cost)
- and updating the funding and four-year program totals for three ongoing programs:
  - **Traffic Operations Improvements Citywide [T3216]** increases from \$44,758,908 to \$54,525,764
  - **FTA Section 5303/5304 [T6102]**, increases from \$3,282,990 to \$3,834,922
  - **DC Circulator [T6105]** decreases from \$29,551,675 to \$724,994.

Adopted by the TPB Steering Committee at its meeting on Friday, October 7, 2022.  
Final approval following review by the full board on Wednesday, October 19, 2022.



<i>TIP ID</i>	T11608	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Bus
<i>Project Name</i>	DC Circulator South Capitol Street Facility Improvements	<i>County</i>	Washington	<i>Total Cost</i>	\$23,946,892
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2028
		<i>Agency Project ID</i>			

*Description* DDOTs South Capitol Street facility houses 14 battery-electric buses. DDOT intends to expand the facility to accommodate up to 46 additional electric buses, construct a minimum of two maintenance bays and one bus wash bay, and install new charging equipment, including a new solar canopy to offset electric bus charging costs.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	
CON	CRP	-	\$3,370,858	-	-	-	-	\$3,370,858	\$3,370,858	*Map Has Not Been Marked
CON	S. 5339(B)	-	\$5,984,319	-	-	-	-	\$5,984,319	\$5,984,319	
CON	S. 5339	-	\$6,999,000	-	-	-	-	\$6,999,000	\$6,999,000	
CON	STATE	-	\$6,792,715	-	-	-	-	\$6,792,715	\$6,792,715	
CON	STBG	-	\$800,000	-	-	-	-	\$800,000	\$800,000	
	<i>Total CON</i>	-	\$23,946,892	-	-	-	-	\$23,946,892	\$23,946,892	
	<i>Total Programmed</i>	-	\$23,946,892	-	-	-	-	\$23,946,892	\$23,946,892	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-03.1 Amendment 2023-2026	10/19/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T3216	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - ITS/Technology
<i>Project Name</i>	Traffic Operations Improvements Citywide	<i>County</i>	Washington	<i>Total Cost</i>	\$54,525,764
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2024
		<i>Agency Project ID</i>	DOSS07A, CI060A, CI034A, CI035A, PM097A, CI050A,		

*Description* This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Projects include: a. Advanced Transportation Management System b. Fiber Communication Networks on Major Arterial Corridors c. ITS Maintenance d. MATOC e. Mobile Pavement Marking Retroreflectivity Measurement and Data Collection f. Moveable Barrier System g. Thermoplastic Pavements Markings h. TMC Hardware and Data Services i. Traffic Management Center Operations

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	STATE	\$26,040	\$26,041	\$26,041	\$26,041	\$104,163	\$104,163
PE	STBG	\$104,160	\$104,161	\$104,162	\$104,162	\$416,645	\$416,645
	<i>Total PE</i>	\$130,200	\$130,202	\$130,203	\$130,203	\$520,808	\$520,808
CON	HSIP	\$2,259,000	\$2,259,000	\$3,161,986	\$3,161,986	\$10,841,972	\$10,841,972
CON	NHPP	\$1,031,427	\$1,060,674	\$1,113,450	\$1,168,857	\$4,374,408	\$4,924,808
CON	STATE	\$1,926,929	\$1,967,017	\$2,102,243	\$2,137,795	\$8,133,984	\$8,271,584
CON	STBG	\$5,672,293	\$5,803,396	\$5,890,196	\$5,976,996	\$23,342,881	\$23,342,881
	<i>Total CON</i>	\$10,889,649	\$11,090,087	\$12,267,875	\$12,445,634	\$46,693,245	\$47,381,245
OTHER	HSIP	\$195,300	\$195,300	\$195,300	\$195,300	\$781,200	\$781,200
OTHER	STATE	\$244,668	\$426,514	\$226,223	\$427,339	\$1,324,744	\$1,324,744
OTHER	STBG	\$783,370	\$1,510,754	\$709,590	\$1,514,053	\$4,517,767	\$4,517,767
	<i>Total Other</i>	\$1,223,338	\$2,132,568	\$1,131,113	\$2,136,692	\$6,623,711	\$6,623,711
	<i>Total Programmed</i>	\$12,243,187	\$13,352,857	\$13,529,191	\$14,712,529	\$53,837,764	\$54,525,764

\*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-02	Modification 2023-2026	09/16/2022	N/A	N/A
23-03.1	Amendment 2023-2026	10/19/2022	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$44,758,908 to \$54,525,764



<i>TIP ID</i>	T6102	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Administration
<i>Project Name</i>	5303/5304 FTA Program	<i>County</i>	Washington	<i>Total Cost</i>	\$3,834,922
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			

*Description* DDOT receives an annual FTA grant appropriation to support metropolitan planning activities (5303) and Statewide/DC based Planning Activities (5304).

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE	S. 5303	\$960,537	\$529,000	\$529,000	\$529,000	\$2,547,537	\$2,547,537	
PE	S. 5304	\$128,300	\$130,700	\$130,700	\$130,700	\$520,400	\$520,400	
PE	STATE	\$272,210	\$164,925	\$164,925	\$164,925	\$766,985	\$766,985	
	<i>Total PE</i>	\$1,361,047	\$824,625	\$824,625	\$824,625	\$3,834,922	\$3,834,922	
	<i>Total Programmed</i>	\$1,361,047	\$824,625	\$824,625	\$824,625	\$3,834,922	\$3,834,922	

**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-03.1 Amendment 2023-2026	10/19/2022	N/A	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$3,282,990 to \$3,834,922





<i>TIP ID</i>	T6105	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Bus
<i>Project Name</i>	DC Circulator	<i>County</i>	Washington	<i>Total Cost</i>	\$724,994
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2026
		<i>Agency Project ID</i>			

*Description* DC Circulator capital projects. a. DC Circulator On-Board Photo Enforcement b. DC Circulator Planning (TDP Implementation Activities) d. DC Circulator Sustainability and Zero Emissions Fleet Transition Plan

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE	S. 5304	-	-	-	-	-	\$351,343	
PE	STATE	-	-	-	-	-	\$87,836	
	<i>Total PE</i>	-	-	-	-	-	\$439,179	
CON	STATE	-	-	-	\$1,000	\$1,000	\$1,000	
	<i>Total CON</i>	-	-	-	\$1,000	\$1,000	\$1,000	
STUDY	CMAQ	-	-	-	-	-	\$227,851	
STUDY	STATE	-	-	-	-	-	\$56,964	
	<i>Total STUDY</i>	-	-	-	-	-	\$284,815	
	<i>Total Programmed</i>	-	-	-	\$1,000	\$1,000	\$724,994	

**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-03.1	Amendment 2023-2026	10/19/2022	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$29,551,675 to \$724,994



**TIP ID** T6803  
**Project Name** Anacostia Waterfront Initiative AWI- Buzzard Point, Fort McNair, Southwest Waterfront Climate Initiative Project  
**Project Limits**

<b>Lead Agency</b>	District Department of Transportation	<b>Project ID</b>
<b>County</b>	Washington	<b>Total</b>
<b>Municipality</b>	District of Columbia	<b>Con</b>
<b>Agency Project ID</b>		

**Description** The Anacostia Waterfront Initiative (AWI) - Buzzard Point, Fort McNair, Southwest Waterfront Trail Project (Project) is the next project in the planning area for the Anacostia V advance pedestrian and bicycle access to the riverfront by extending the existing Anacostia Riverwalk Trail from the Frederick Douglass Memorial Bridge to the Southwest V Anacostia and the Potomac Rivers. The proposed scope is to complete preliminary engineering and environmental documentation for a pedestrian and bicycle trail to the wa barriers between neighborhoods and waterfront parks.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map
PE	STATE	\$1,140,000	-	-	-	-	-	-	\$1,140,000	
PE	STBG	\$160,000	-	-	-	-	-	-	\$160,000	
	<i>Total PE</i>	\$1,300,000	-	-	-	-	-	-	\$1,300,000	
OTHER	TBD	-	-	-	-	-	\$1,000	-	\$1,000	
	<i>Total Other</i>	-	-	-	-	-	\$1,000	-	\$1,000	
	<i>Total Programmed</i>	\$1,300,000	-	-	-	-	\$1,000	-	\$1,301,000	

**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-03.1 Amendment 2023-2026	10/19/2022	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Scope Change(s)

**Funding Change(s):**

Total project cost stays the same \$1,301,000

**ATTACHMENT B**  
**Summary Report for TIP Action 23-03.1: Amendment to the**  
**FY 2023-2026 Transportation Improvement Program**  
**Requested by the District Department of Transportation**  
**Approved by the TPB Steering Committee - Oct. 7, 2022**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6803	Anacostia Waterfront Initiative AWI- Buzzard Point, Fort McNair, Southwest Waterfront Climate Initiative Project	\$1,301,000	\$1,301,000	\$0	0	Scope Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Update project description to read: "The Anacostia Waterfront Initiative (AWI) - Buzzard Point, Fort McNair, Southwest Waterfront Trail Project (Project) is the next project in the planning area for the Anacostia Waterfront Initiative (AWI) and will advance pedestrian and bicycle access to the riverfront by extending the existing Anacostia Riverwalk Trail from the Frederick Douglass Memorial Bridge to the Southwest Waterfront, at the conflux of the Anacostia and the Potomac Rivers."</p> <p><i>Total project cost stays the same \$1,301,000</i></p>
T3216	Traffic Operations Improvements Citywide	\$44,758,908	\$54,525,764	\$9,766,856	22	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">DC/STATE</p> <p>+ Increase funds in FFY 23 in PE from \$0 to \$26,040</p> <p>+ Increase funds in FFY 23 in CON from \$1,793,464 to \$1,926,929</p> <p>+ Increase funds in FFY 23 in OTHER from \$60,000 to \$244,668</p> <p>+ Increase funds in FFY 24 in PE from \$0 to \$26,041</p> <p>+ Increase funds in FFY 24 in CON from \$1,793,464 to \$1,967,017</p> <p>+ Increase funds in FFY 24 in OTHER from \$60,000 to \$426,514</p> <p>+ Increase funds in FFY 25 in PE from \$0 to \$26,041</p> <p>+ Increase funds in FFY 25 in CON from \$1,893,796 to \$2,102,243</p> <p>+ Increase funds in FFY 25 in OTHER from \$60,000 to \$226,223</p> <p>+ Increase funds in FFY 26 in PE from \$0 to \$26,041</p> <p>+ Increase funds in FFY 26 in CON from \$1,893,796 to \$2,137,795</p> <p>+ Increase funds in FFY 26 in OTHER from \$60,000 to \$427,339</p> <p style="text-align: right;">HSIP</p> <p>+ Increase funds in FFY 23 in CON from \$2,247,750 to \$2,259,000</p> <p>- Decrease funds in FFY 23 in OTHER from \$240,000 to \$195,300</p> <p>+ Increase funds in FFY 24 in CON from \$2,247,750 to \$2,259,000</p> <p>- Decrease funds in FFY 24 in OTHER from \$240,000 to \$195,300</p> <p>+ Increase funds in FFY 25 in CON from \$3,150,736 to \$3,161,986</p> <p>- Decrease funds in FFY 25 in OTHER from \$240,000 to \$195,300</p> <p>+ Increase funds in FFY 26 in CON from \$3,150,736 to \$3,161,986</p> <p>- Decrease funds in FFY 26 in OTHER from \$240,000 to \$195,300</p>

							<p>NHPP</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 23 in CON from \$320,000 to \$1,031,427</li> <li>+ Increase funds in FFY 24 in CON from \$320,000 to \$1,060,674</li> <li>+ Increase funds in FFY 25 in CON from \$320,000 to \$1,113,450</li> <li>+ Increase funds in FFY 26 in CON from \$320,000 to \$1,168,857</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 23 in PE from \$0 to \$104,160</li> </ul> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 23 in CON from \$5,854,854 to \$5,672,293 <ul style="list-style-type: none"> <li>+ Increase funds in FFY 23 in OTHER from \$0 to \$783,370</li> <li>+ Increase funds in FFY 24 in PE from \$0 to \$104,161</li> </ul> </li> <li>- Decrease funds in FFY 24 in CON from \$5,854,854 to \$5,803,396 <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in OTHER from \$0 to \$1,510,754</li> <li>+ Increase funds in FFY 25 in PE from \$0 to \$104,162</li> </ul> </li> <li>+ Increase funds in FFY 25 in CON from \$5,854,854 to \$5,890,196 <ul style="list-style-type: none"> <li>+ Increase funds in FFY 25 in OTHER from \$0 to \$709,590</li> <li>+ Increase funds in FFY 26 in PE from \$0 to \$104,162</li> </ul> </li> <li>+ Increase funds in FFY 26 in CON from \$5,854,854 to \$5,976,996 <ul style="list-style-type: none"> <li>+ Increase funds in FFY 26 in OTHER from \$0 to \$1,514,053</li> </ul> </li> </ul> <p><i>Total project cost increased from \$44,758,908 to \$54,525,764</i></p>
T6102	5303/5304 FTA Program	\$3,282,990	\$3,834,922	\$551,932	17	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 23 in PE from \$161,823 to \$272,210</li> <li>S. 5303</li> <li>+ Increase funds in FFY 23 in PE from \$518,992 to \$960,537</li> </ul> <p><i>Total project cost increased from \$3,282,990 to \$3,834,922</i></p>
T6105	DC Circulator	\$29,551,675	\$724,994	(\$28,826,681)	-98	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>CRP</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 23 in CON for \$3,370,857</li> </ul> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 22 in CON from \$16,328,790 to \$0 <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 23 in CON for \$842,715</li> </ul> </li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 22 in CON for \$800,000</li> </ul> <p>S. 5339</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 22 in CON for \$1,500,000</li> </ul> <p>S. 5339(B)</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 22 in CON for \$5,984,319</li> </ul> <p><i>Total project cost decreased from \$29,551,675 to \$724,994</i></p>

T11608	DC Circulator South Capitol Street Facility Improvements	\$0	\$23,946,892	\$23,946,892	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): CRP ► Add funds in FFY 23 in CON for \$3,370,858 DC/STATE ► Add funds in FFY 23 in CON for \$6,792,715 STBG ► Add funds in FFY 23 in CON for \$800,000 S. 5339 ► Add funds in FFY 23 in CON for \$6,999,000 S. 5339(B) ► Add funds in FFY 23 in CON for \$5,984,319 <i>Total project cost \$23,946,892</i>
<b>Grand Totals:</b>		<b>\$78,894,573</b>	<b>\$84,333,572</b>	<b>\$5,438,999</b>			

# Government of the District of Columbia

## Department of Transportation



September 23, 2022

The Honorable Pamela Sebesky, 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 Sebesky,

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

- 1. Advanced Transportation Management System (TIP ID: T-3216a)**
  - a. Increase STBG funding for Other by \$192,588 in FY 2023
  - b. Increase STBG funding for Other by \$98,193 in FY 2024
  - c. Increase STBG funding for Other by \$100,363 in FY 2025
  - d. Increase STBG funding for Other by \$102,316 in FY 2026
  - e. Increase STBG funding for Construction by \$9,576,660 in FY 2023
- 2. Fiber Communication Networks on Major Arterial Corridors (T-3216b)**
  - a. Increase STBG funding for Construction by \$9,576,660 in FY 2023
- 3. ITS Maintenance (TIP ID: T-3216c)**
  - a. Increase STBG funding for Construction by \$555,169 in FY 2023
  - b. Increase STBG funding for Construction by \$719,048 in FY 2024
  - c. Increase STBG funding for Construction by \$827,548 in FY 2025
  - d. Increase STBG funding for Construction by \$936,048 in FY 2026
- 4. MATOC (TIP ID: T-3216d)**
  - a. Increase STBG funding for Other by \$786,625 in FY 2023
  - b. Increase STBG funding for Other by \$786,625 in FY 2024
  - c. Increase STBG funding for Other by \$786,625 in FY 2025
  - d. Increase STBG funding for Other by \$786,625 in FY 2026
  - e. Decrease STBG funding for Construction by \$783,370 in FY 2023
  - f. Decrease STBG funding for Construction by \$783,370 in FY 2024
  - g. Decrease STBG funding for Construction by \$783,370 in FY 2025
  - h. Decrease STBG funding for Construction by \$783,370 in FY 2026
- 5. Mobile Pavement Marking Retroreflectivity Measurement and Data Collection (TIP ID: T-3216e)**
  - a. Increase HSIP funding for Construction by \$12,500 in FY 2023
  - b. Increase HSIP funding for Construction by \$12,500 in FY 2024
  - c. Increase HSIP funding for Construction by \$12,500 in FY 2025
  - d. Increase HSIP funding for Construction by \$12,500 in FY 2026

6. **Moveable Barrier System (TIP ID: T-3216f)**
  - a. Increase NHPP funding for Construction by \$889,285 in FY 2023
  - b. Increase NHPP funding for Construction by \$925,844 in FY 2024
  - c. Increase NHPP funding for Construction by \$991,813 in FY 2025
  - d. Increase NHPP funding for Construction by \$1,061,072 in FY 2026
  
7. **TMC Field Network Copper to Fiber Replacement (TIP ID: T-3216j)**
  - a. Create new subproject j. TMC Field Network Copper to Fiber Replacement and Increase STBG funding for Other by \$1,003,625 in FY 2024
  - b. Increase STBG funding for Other by \$1,003,625 in FY 2026
  
8. **TMC Hardware and Data Services (TIP ID: T-3216h)**
  - a. Increase STBG funding for Other by \$1,003,625 in FY 2026
  - b. Decrease STBG funding for Other by \$55,875 in FY 2023
  - c. Decrease STBG funding for Other by \$55,874 in FY 2024
  - d. Decrease STBG funding for Other by \$55,873 in FY 2025
  - e. Decrease STBG funding for Other by \$55,872 in FY 2026
  - f. Increase STBG funding for PE by \$130,200 in FY 2023
  - g. Increase STBG funding for PE by \$130,201 in FY 2024
  - h. Increase STBG funding for PE by \$130,202 in FY 2025
  - i. Increase STBG funding for PE by \$130,203 in FY 2026
  
9. **Anacostia Waterfront Initiative AWI- Buzzard Point, Fort McNair, Southwest Waterfront Trail Project (T-6803)**
  - a. Update project description to reflect new scope: “The Anacostia Waterfront Initiative (AWI) - Buzzard Point, Fort McNair, Southwest Waterfront Trail Project (Project) is the next project in the planning area for the Anacostia Waterfront Initiative (AWI) and will advance pedestrian and bicycle access to the riverfront by extending the existing Anacostia Riverwalk Trail from the Frederick Douglass Memorial Bridge to the Southwest Waterfront, at the conflux of the Anacostia and the Potomac Rivers.”
  
10. **5303/5304 FTA Program (T6102)**
  - a. Increase Sect. 5303 funding for PE by \$551,932 in FY 2023
  
11. **DC Circulator (T-6105)**
  - a. Remove Subproject c. DC Circulator South Capitol Street Facility Improvements
  - b. Decrease CRP funding for Construction by \$4,213,572 in FY 2023
  
12. **DC Circulator South Capitol Street Facility Improvements (T-11608)**
  - a. Create new project
  - b. Increase STBG funding for Construction by \$1,000,000 in FY 2023
  - c. Increase Sect. 5339 funding for Construction by \$8,749,000 in FY 2023
  - d. Increase Sect. 5339(b) funding for Construction by \$5,984,319 in FY 2023
  - e. Increase DCSTATE Funding for construction by \$4,000,000 in FY 2023
  - f. Increase CRP funding for Construction by \$4,213,572 in FY 2023

The proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its October 7<sup>th</sup> meeting.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Saesha Carlile". The signature is fluid and cursive, with the first name being the most prominent.

Saesha Carlile  
Chief Administrative Officer  
District Department of Transportation  
[Saesha.carlile@dc.gov](mailto:Saesha.carlile@dc.gov)



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-03.3 WHICH  
UPDATES FUNDING AND PROJECT COST INFORMATION  
FOR THE NEABSCO MILLS ROAD WIDENING PROJECT,  
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-03.3 which updates funding information and reduces the total project cost for the **Neabsco Mills Road Widening project (T6542)** from \$54,063,836 to \$29,385,425, a net decrease of approximately \$24.7 million, as described in the attached materials; and

**WHEREAS**, the attached materials include: Attachment A) a Project Overview report showing how the projects will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the changes in total project cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) a letter from VDOT dated September 28, 2022 requesting the amendments; and

**WHEREAS**, this project has been updated in the TPB's Project InfoTrak database under TIP Action 23-03.3, creating the third amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, this project is included in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP (CON ID 593); and

**WHEREAS**, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-03.3 which updates funding information and reduces the total project cost for the **Neabsco Mills Road Widening project (T6542)** from \$54,063,836 to \$29,385,425, a net decrease of approximately \$24.7 million, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, October 7, 2022.**  
**Final approval following review by the full board on Wednesday, October 19, 2022.**



**TIP ID** T6541  
**Project Name** NEABSCO MILLS ROAD - Widen to 4 lanes  
**Project Limits** Smoke Court to US 1 Jefferson Davis Highway  
**Description** Widen Neabsco Mills Road to 4 lanes between Smoke Ct (S. of Dale Blvd) and Route 1.

**Lead Agency** Virginia Department of Transportation  
**County** Prince William  
**Municipality**  
**Agency Project ID** 107947

**Project Type** Road - Add Capacity/Widening  
**Total Cost** \$29,385,425  
**Completion Date** 2025

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	STATE	\$887,038	-	-	-	-	-	-	\$887,038
PE	STBG	\$3,548,150	-	-	-	-	-	-	\$3,548,150
<b>Total PE</b>		<b>\$4,435,188</b>	-	-	-	-	-	-	<b>\$4,435,188</b>
ROW	RSTP	\$2,521,854	-	-	-	-	-	-	\$2,521,854
ROW	STATE	\$630,464	-	-	-	-	-	-	\$630,464
ROW	STBG	\$592,559	-	-	-	-	-	-	\$592,559
<b>Total ROW</b>		<b>\$3,744,877</b>	-	-	-	-	-	-	<b>\$3,744,877</b>
CON	LOCAL	-	\$5,802,500	\$688,322	-	-	-	\$6,490,822	\$6,490,822
CON	RSTP	\$4,747,518	-	-	-	-	-	-	\$4,747,518
CON	REVSH	-	\$5,802,500	\$688,322	-	-	-	\$6,490,822	\$6,490,822
CON	STATE	\$3,476,198	-	-	-	-	-	-	\$3,476,198
<b>Total CON</b>		<b>\$8,223,716</b>	<b>\$11,605,000</b>	<b>\$1,376,644</b>	-	-	-	<b>\$12,981,644</b>	<b>\$21,205,360</b>
<b>Total Programmed</b>		<b>\$16,403,781</b>	<b>\$11,605,000</b>	<b>\$1,376,644</b>	-	-	-	<b>\$12,981,644</b>	<b>\$29,385,425</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-03.3 Amendment 2023-2026	10/19/2022	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**

Total project cost decreased from \$54,063,836 to \$29,385,425  
 \* ACCP is not part of the Total

**ATTACHMENT B**  
**Summary Report for TIP Action 23-03.3: Amendment to the**  
**FY 2023-2026 Transportation Improvement Program**  
**Requested by the Virginia Department of Transportation**  
**Approved by the TPB Steering Committee - Oct. 7, 2022**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6541	NEABSCO MILLS ROAD - Widen to 4 lanes	\$54,063,836	\$29,385,425	(\$24,678,411)	-46%	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 23 in CON for \$5,802,500</li> <li>▶ Add funds in FFY 24 in CON for \$688,322</li> </ul> <p>REVSH</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 17 in ROW for \$2,000,000</li> <li>▶ Add funds in FFY 23 in CON for \$5,802,500</li> <li>▶ Add funds in FFY 24 in CON for \$688,322</li> </ul> <p>AC</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 17 in ROW for \$362,400</li> <li>▶ Delete funds in FFY 20 in ROW for \$1,276,800</li> </ul> <p>STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 17 in PE from \$340,000 to \$887,038</li> <li>+ Increase funds in FFY 17 in ROW from \$460,200 to \$630,464</li> <li>▶ Delete funds in FFY 18 in PE for \$190,000</li> <li>▶ Delete funds in FFY 20 in ROW for \$1,257,000</li> <li>▶ Delete funds in FFY 21 in ROW for \$611,029</li> <li>- Decrease funds in FFY 22 in CON from \$5,169,003 to \$3,476,198</li> <li>▶ Delete funds in FFY 23 in CON for \$10,092,067</li> <li>▶ Delete funds in FFY 24 in CON for \$1,197,172</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 17 in PE for \$3,548,150 ROW for \$592,559</li> </ul> <p>RSTP</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 17 in PE from \$1,360,000 to \$0</li> <li>+ Increase funds in FFY 17 in ROW from \$1,478,400 to \$2,232,801</li> <li>▶ Delete funds in FFY 18 in PE for \$760,000</li> <li>▶ Delete funds in FFY 20 in ROW for \$3,751,200</li> <li>- Decrease funds in FFY 22 in OTHER from \$18,721,994 to \$0</li> </ul> <p>RSTP</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 17 in PE from \$1,360,000 to \$0</li> <li>+ Increase funds in FFY 17 in ROW from \$1,478,400 to \$2,232,801</li> <li>▶ Delete funds in FFY 18 in PE for \$760,000</li> <li>▶ Delete funds in FFY 20 in ROW for \$3,751,200</li> <li>- Decrease funds in FFY 22 in OTHER from \$18,721,994 to \$0</li> </ul> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 17 in ROW for \$362,400</li> <li>▶ Delete funds in FFY 20 in ROW for \$1,276,800</li> </ul> <p><i>Total project cost decreased from \$54,063,836 to \$29,385,425</i></p>



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

September 23, 2022

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

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendment:

Dear Chair Sebesky:

The Virginia Department of Transportation (VDOT) requests the following project amendment be added to the FY 2023-2026 TIP.

### Projects Requests for TIP Amendments

#### Neabsco Mills Road Widening Project TIP ID 6541 (UPC# 107947)

This project will widen Neabsco Mills Road to 4 lanes and will include a sidewalk and trail. It will help with safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Move \$65,356 (RSTP) for FY22 for PE Phase
- Move \$2,444,117 (ACC-RSTP) and \$289,053 (RSTP) for FY21 for ROW Phase
- Move \$1,096,703 (RSTP) for FY22 for ROW Phase
- Add \$4,747,518 (RSTP) and \$2,289,318 (Other: State) for FY 22 for CN Phase
- Add \$5,802,500 (REVSH) for FY23 for CN Phase
- Add \$688,322 (REVSH) for FY24 for CN Phase

VDOT requests approval of this TIP Amendment by the Transportation Planning Board's Steering Committee at its meeting on October 7, 2022. VDOT's representative will be available to answer any questions about the amendment request.

Thank you for your consideration of this matter.

Sincerely,

John D. Lynch, P.E.  
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., NOVA Assistant District Administrator for PIM  
Mr. Amir Shahpar, P.E., NOVA District Transportation Planning Director



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** October 13, 2022

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



National Capital Region  
**Transportation Planning Board**

September 29, 2022

Stephanie Pollack  
Acting Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Comments on “National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure” [Docket No. FHWA-2021-0004]

Dear Administrator Pollack:

The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the metropolitan Washington region, appreciates your efforts and those of Federal Highway Administration (FHWA) staff to provide opportunities for commenting on the National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure. Our comments on the Notice of Proposed Rulemaking (NPRM) to reinstitute the Greenhouse Gas (GHG) performance measure and target-setting are provided for your consideration below.

The TPB supports enacting the GHG measure. The TPB believes that this rule will increase the accountability and transparency of the Federal-aid highway program and add to the existing framework for improving transportation investment decision making through a focus on performance-based outcomes for key national transportation goals. On June 15, 2022, the TPB adopted regional, voluntary, on-road, transportation-sector-specific goals to reduce GHG emissions 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050. A set of strategies to move the region towards achieving those goals was also adopted, while other strategies have been identified for further consideration towards implementation. The TPB’s efforts will be well complemented by enacting a federal rule establishing the performance measure known as “Percent Change in Tailpipe Carbon Dioxide Emissions on the National Highway System” (also known as the GHG performance measure), under the federally-required transportation performance management system.

The TPB has the following comments on the proposed GHG performance measure for your consideration:

1. **The TPB recommends against reporting of the proposed GHG performance measures for the Urbanized Area (UZA), and instead strongly endorses using the metropolitan planning area as the area of measurement and target-setting.** The UZA does not align with jurisdictional boundaries, which, in most places, is where preliminary transportation project planning and programming decisions are made. Furthermore, the basic unit used for developing UZAs, Census blocks, differs from the basic unit used by MPOs. As all UZAs are covered by MPO planning areas, requiring measurement and target setting for both areas will be redundant and the effort required would be disproportionate to the benefit for transportation planning. Finally, the Census Bureau should be releasing new UZA boundaries based on the 2020

Census soon, which would complicate comparability of the GHG performance measure from the selected base year of 2021 going forward.

2. **The TPB appreciates the additional flexibility afforded to MPOs, as compared to state DOTs, to measure performance and establish targets following their own processes as described in Section 490.511 of the proposed rule.** The TPB encourages this flexibility extend to having the option to develop the GHG performance measure for all public roads, rather than being limited to roads in the NHS.
3. **The TPB does not believe that the October 1, 2022, deadline for states to submit targets is appropriate or feasible.** First, the comment period for the NPRM will still be open. Second, collaboration between state DOTs, MPOs, and other stakeholders takes time. While the TPB appreciates that FHWA wants to have the GHG measure as part of the 2022-2025 four-year performance period, the work to set targets should not be rushed. A deadline of six to nine months after the rule is finalized would be more appropriate.
4. **The TPB notes that additional resources may be needed for measuring GHG emissions performance each year.**

The FHWA invited comments on the following questions:

**1. In instances that MPOs are establishing a joint urbanized area target, should FHWA require that the individual MPO-wide targets be the same as the jointly established urbanized area target?**

Although TPB recommends against the establishment of an urbanized area target, in the event that urbanized area GHG emissions targets are required, all MPOs whose planning area overlaps the urbanized area should coordinate on the adoption of an identical target for the urbanized area. This would be consistent in practice with the existing requirements for establishment of targets for the Non-Single Occupancy Vehicle (SOV) Travel performance measure and Peak Hour Excessive Delay performance measure.

**2. Should MPOs that establish a joint urbanized area target be exempt from establishing individual MPO-level targets, and instead only be required to adopt and support the joint urbanized area target?**

As above, TPB recommends against the establishment of an urbanized area target. The TPB will continue to report on GHG emissions for its metropolitan planning area and, consistent with the intent of this proposed rule, will likely establish targets for this metric regardless of any urbanized area target-setting requirement.

**3. In cases where there are multiple MPOs with boundaries that overlap any portion of an urbanized area, and that urbanized area contains NHS mileage, should each of those MPOs establish their own targets, with no requirement for a joint urbanized area target?**

As per the response to Question 1 above, in the event urbanized area GHG emissions targets are required, all MPOs whose planning area overlaps the urbanized area should coordinate on the adoption of an identical target for the urbanized area. This would be consistent in practice with the existing requirements for establishment of targets for the Non-Single Occupancy Vehicle (SOV) Travel performance measure and Peak Hour Excessive Delay performance measure



**4. Are there other approaches to target setting in urbanized areas served by multiple MPOs that would better help MPOs reach net-zero emissions?**

Adding a per-capita GHG measure and target would allow for changes in population, metropolitan area planning boundaries, and urbanized area boundaries over time and would effectively add a “rate” measure for performance, consistent with many of the other federally-required performance measures (e.g., highway safety, transit assets, etc.). This would improve comparability across States and MPOs and aid in the identification of more effective strategies for reducing GHG emissions.

Please feel free to contact me at [ksrikanth@mwkog.org](mailto:ksrikanth@mwkog.org) or 202-962-3257 if there is any additional information or support that the TPB can provide in the development and implementation of the performance-based planning and programming regulations.

Sincerely,



Kanathur Srikanth  
Staff Director, National Capital Region Transportation Planning Board  
Deputy Executive Director - Metropolitan Planning, Metropolitan Washington Council of Governments



National Capital Region  
**Transportation Planning Board**

September 26, 2022

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

Re: FY 2022 Reconnecting Communities Pilot Planning Application by the District of Columbia for the DC-295/I-295 Corridor

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Reconnecting Communities Pilot (RCP) Planning grant application for the DC-295/I-295 Corridor Feasibility Study.

DC-295/I-295 is a four- to six-lane expressway with many substandard design features and missing interchange on- and off-ramps, resulting in unsafe conditions and recurring congestion issues at multiple locations along the broader Corridor. The physical presence of the roadway and the issues noted above create barriers to community connectivity and economic development that predominantly impact economically disadvantaged neighborhoods in Wards 7 and 8. The Corridor also includes the CSX freight rail line and the Metrorail Orange line running parallel to DC-295 for most of the length of the Corridor, an additional barrier for many residents.

The purpose of the planning grant-funded Feasibility Study will be to develop concepts that create equitable and sustainable outcomes by increasing safer, multi-modal transportation options for communities that are predominately low-income and African American. A robust public and stakeholder engagement effort, leveraging previous studies completed by DDOT and its District partner agencies, will enable community and other stakeholders to see the “big picture” of what is possible in the Corridor.

The TPB requests your favorable consideration of this request by the District of Columbia. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board’s work activities; this grant would directly support such regional activities and would advance the region’s long-term transportation priorities in accordance with the TBP’s Vision and Regional Transportation Priorities Plan.

Upon a successful RCP planning grant award, subject to the availability of the required matching funding, the region’s transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region  
**Transportation Planning Board**

September 27, 2022

Ms. Jennifer DeBruhl  
Director  
Virginia Department of Rail and Public Transportation  
600 East Main Street, Suite 2102  
Richmond, VA 23219

Re: Loudoun County TRIP application for Expanded Transit Service

Dear Director DeBruhl:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application for state funds by Loudoun County under the Virginia Department of Rail and Public Transportation's (DRPT) Transit Ridership Incentive Program (TRIP) to fund an expansion of transit service in Loudoun County.

The requested grant funds would be used to help fund twenty-one transit routes providing connecting transit service to the new Ashburn, Loudoun Gateway and Dulles International Airport Metrorail Stations on the Silver Line. The expanded transit service routes will connect communities in Loudoun County that currently do not have transit service to key regional metro connections across the County as well as the activity centers of Loudoun. The new transit service will also help alleviate congestion by providing alternative transportation to single-vehicle occupancy auto trips. The transit service expansion plan is part of the Loudoun County Transit Development Plan for FY 2018-2028 and support the Transit Infrastructure Goals outlined in the 2019 Countywide Transportation Plan. The transit service expansion is also key to realizing the full regional benefits of significant county investments in the Silver Line Project.

We urge your favorable consideration of Loudoun County's request, as it directly responds to regional transportation goals and priorities adopted by the TPB. This grant would advance the region's long-term transportation priorities in accordance with the Washington region's long-range transportation plan Visualize 2045; improved access to transit is one of the seven Aspirational Initiatives of the plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in green ink that reads "Srikanth K.N." with a horizontal line underneath the name.

Kanathur N. Srikanth  
Staff Director, National Capital Region Transportation Planning Board

Cc: Nancy Boyd, Acting Director, Loudoun County Department of Transportation and Capital Infrastructure



National Capital Region  
**Transportation Planning Board**

September 30, 2022

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

Re: FY 2022 Reconnecting Communities Pilot Application by Prince William County, Virginia for the North Woodbridge Town Center-Transit Connections Pedestrian Bridge

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince William County for a Reconnecting Communities Pilot (RCP) grant application to construct a pedestrian bridge over US Route 1, connecting the North Woodbridge town center to the Virginia Railway Express (VRE) Woodbridge commuter rail station.

Route 1 in the project area is a six-lane divided highway carrying an average of 39,000 vehicles daily. This project will construct a 231-foot long, 12-foot-wide pedestrian bridge over US Route 1 to connect the Woodbridge VRE Station on the east side to the Town Center development on the west side. This project is located in a Federal Opportunity Zone and will serve residents of federally designated Historically Disadvantaged Communities and regional Equity Emphasis Areas, improving their access to public transportation and commercial and employment sites.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in pedestrian infrastructure and active transportation options to provide a broad range of transportation choices for our region and to improve access to public transportation, particularly for traditionally disadvantaged communities. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by Prince William County. I anticipate that upon a successful RCP grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** October 13, 2022

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Nicholas Ramfos, Transportation Operations Programs Director  
**SUBJECT:** Federal Transit Administration's Innovative Coordinated Access and Mobility Pilot Program (ICAM Pilot Program; Catalog of Federal Domestic Assistance (CFDA) number: 20.513) and Enhancing Mobility Innovation (EMI) Program; Catalog of Federal Domestic Assistance (CFDA) number: 20.530 -- Public Transportation Innovation  
**DATE:** September 15, 2022

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COG/TPB staff applied for two grants from the Federal Transit Administration that included the ICAM Pilot and EMI Public Transportation Innovation programs. Each grant application was approved for funding.

The ICAM project is in the amount of \$100,000 in federal funds and \$25,000 in matching funds from the Washington Metropolitan Transit Authority (WMATA) for a total budget of \$125,000. The purpose of the project will be to convene a consortium of regional stakeholders to move the existing Reach a Ride platform towards a one-call, one-click Information and Referral/Assistance tool for transportation options in the region. The grant period of performance will be over a two year timeframe after the grant contract is signed with FTA. The COG Board was asked to approve the receipt of the ICAM grant funds during its July 30, 2022 meeting. Resolution R32-2022 authorizing COG to receive and expend grant funds from the Federal Transit Administration for its ICAM Mobility Pilot Program was approved and COG will act as the administrative agent for the project

The EMI project is in the amount of \$250,000 in federal funds and \$62,500 in matching funds from the District, Maryland, and Virginia Departments of Transportation from the CCWP for a total budget of \$312,500. The purpose of the project will be to design an open-source, cross platform mobile application to convert existing and future vanpools into microtransit providers to provide additional mobility solutions to environmental justice populations. Partnerships with employers and vanpool operators in the region through Commuter Connections will be used to improve occupancy rates on existing vanpools and set the groundwork for new vanpool formation. This will create a self-sustaining cycle in which new vanpool formations will provide wider mobility options for commuters and additional microtransit routes. The grant period of performance will be over a two-year timeframe after the grant contract is signed with FTA. The COG Board was asked to approve the receipt of the EMI grant funds during its September 14, 2022 meeting. Resolution R36-2022 authorizing COG to receive and expend grant funds from the Federal Transit Administration for its EMI Public Transportation Innovation was approved and COG will act as the administrative agent for the project.

COG/TPB is currently working on completing applications in TrAMS to receive the funds from FTA and contract with the two subrecipients to manage the grant awards.

## Lyn Erickson

**From:** Chuck Bean <no-reply@mwkog.org>  
**Sent:** Monday, September 26, 2022 2:46 PM  
**To:** Lyn Erickson  
**Subject:** Register: COG 2022 Annual Meeting



### **2022 COG ANNUAL MEETING AND AWARDS PROGRAM**

Join us for COG's biggest event of the year that brings together area elected officials, government executives, and business and nonprofit leaders to celebrate regional partnership, make connections, and recognize outstanding leadership. During the meeting, COG will present its three highest honors—the Scull, Kirby, and Freudberg Awards.

At the start of 2022, we unveiled *Region United: Metropolitan Washington Planning Framework for 2030* to communicate more effectively about our shared priorities and encourage new collaborative actions. Since then, we have initiated promising new housing and climate efforts. The Transportation Planning Board at COG approved a major update to the *Visualize 2045* long-range plan. And, we have continued to closely analyze economic and travel

trends as we plan for the post-pandemic future. Let's take the chance to applaud this important work and look ahead to new opportunities in 2023.

## REGISTER TODAY

Wednesday, December 14  
Registration & Networking: 11:00 A.M.  
Meeting & Luncheon: 12:00 P.M. - 2:00 P.M.

Marriott Marquis Washington, D.C.  
901 Massachusetts Avenue NW  
Washington, D.C. 20002



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