



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: September 15, 2022

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: September 15, 2022

At its meeting on September 9, 2022, the TPB Steering Committee adopted resolution SR2-2023, supporting the submission of a roadway project on VA Route 7 in the Virginia Department of Transportation's (VDOT) Staunton District, which has several components that extend into neighboring Loudoun County (in the TPB's Planning Area) for inclusion in the Commonwealth of Virginia's SMART SCALE transportation project prioritization process, as requested by VDOT.

Localities, public transportation providers, and other agencies that wish to submit projects for SMART SCALE funding must demonstrate that the projects are included in or are exempt from inclusion in Visualize 2045, or, if the projects are not in the plan, they must be accompanied by a resolution of support from the Metropolitan Planning Organization (MPO) in order to be considered for the SMART SCALE prioritization process. This resolution of support does not in any way constitute a final approval of this project. All projects that are awarded SMART SCALE funding and are not already included in Visualize 2045, as amended or updated, must each be treated as a new project to the TPB's process and will be evaluated accordingly as specified in the TPB's Technical Inputs Solicitation Submission Guide at that time.

The Steering Committee also adopted resolution SR3-2023 which approved regional Congestion Mitigation and Air Quality (CMAQ) Program performance measure targets for 2022-2025 for the Baltimore, Maryland region. Regulations issued by the Federal Highway Administration (FHWA) require that the TPB coordinate with the Baltimore Region Transportation Board (BRTB) to establish two-year and four-year targets for the CMAQ Program performance measures for the Baltimore urbanized area, a portion of which overlaps the TPB metropolitan planning area. TPB and BRTB staff have coordinated on the development of targets for two Traffic Congestion performance measures for the Baltimore urbanized area: Peak Hour Excessive Delay and Mode Share – Non-Single Occupancy Vehicle. The BRTB adopted its regional CMAQ Program performance targets for the Baltimore urbanized area on August 23. This resolution approved identical targets on behalf of the TPB.

Finally, the committee reviewed and adopted three resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District Department of Transportation (DDOT), the Washington Metropolitan Area Transit Authority (WMATA), and VDOT, as described in the bullets below:

- TPB SR4-2023, requested by DDOT to add a net total of approximately \$175.2 million to 14 projects and programs under TIP Action 23-01.1. Only one project, the East Capitol Street Corridor Mobility & Safety Plan (T6315) is required to be and is included in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP. The remaining 13 projects and programs are exempt from the air quality conformity requirement.

- TPB SR5-2023, requested by WMATA, adds approximately \$57.5 million in CMAQ program and flexed state matching funds to the Bus, Bus Maintenance Facilities, and Paratransit Program grouped record (T11589) under TIP Action 23-01.1. This project grouping is exempt from the air quality conformity requirement. This amendment is included under the same TIP Action as DDOT's amendment since WMATA's TIP projects and programs are included with DDOT's in the District's Statewide Transportation Improvement Program (STIP) which is submitted to FHWA and FTA for approval.
- TPB SR6-2023, requested by VDOT, adds a net total of approximately \$33 million for 8 projects and programs under TIP Action 23-01.3. Two projects: the VA Route 7/Route 690 Interchange (T6618) and the VA Route 1 (Fralely Blvd.) Widening (T6692) are included in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP (CON IDs 653 and 631 respectively). The remaining 6 projects and programs are exempt from the conformity requirement.

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

Attachments:

- Adopted resolution SR2-2023, supporting one project in VDOT's Staunton District for inclusion in the Commonwealth of Virginia's SMART SCALE transportation project prioritization process, as requested by VDOT.
- Adopted resolution SR3-2023, approving CMAQ Program performance measure targets for 2022–2025 for the Baltimore, Maryland urbanized area.
- Adopted resolution SR4-2023, approving amendments to the FY 2023-2026 TIP which adds funding for 14 projects and programs under TIP Action 23-01.1, as requested by DDOT.
- Adopted resolution SR5-2023, approving an amendment the FY 2023-2026 TIP which adds funding for the Bus, Bus Maintenance Facilities, and Paratransit Program under TIP Action 23-01.1, as requested by WMATA
- Adopted resolution SR6-2023, approving amendments to the FY 2023-2026 TIP which adds funding for 8 projects and programs under TIP Action 23-01.3, as requested by VDOT.

TPB Steering Committee Attendance – September 9, 2022
(only voting members listed)

TPB Chair/ VA rep.:	Pamela Sebesky
DC rep.:	Heather Edelman
MD rep.:	Jason Groth
DDOT:	Mark Rawlings
VDOT:	Amir Shahpar
WMATA:	Mark Phillips
Technical Committee Chair:	Matthew Arcieri

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

**A RESOLUTION OF SUPPORT FOR SUBMISSION OF NORTHERN VIRGINIA PROJECTS
FOR THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT
PRIORITIZATION PROCESS**

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, on June 15, 2022, the TPB approved the 2022 Update to Visualize 2045, the long-range transportation plan for the National Capital Region, which was developed as specified in the Federal Planning Regulations and is the MPO's long-range plan of record; and

WHEREAS, localities, agencies and public transportation providers that wish to submit projects for the Commonwealth of Virginia SMART SCALE funding must demonstrate that the project is included in or is exempt from inclusion in the MPO's long-range transportation plan, or, if the project is not in the plan, the project must have an MPO resolution of support, in order to be considered for the SMART SCALE prioritization process; and

WHEREAS, the Virginia Department of Transportation (VDOT) receives all highway and transit SMART SCALE project submissions, has transmitted the attached project list, and has worked with TPB staff in reviewing the highway and transit project submissions for submission eligibility; and

WHEREAS, absent a determination by TPB staff that a project is already included in the approved plan, submission of projects for SMART SCALE funding requires a resolution of support by the TPB; and

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit TPB to include any project into its long-range plan; and

WHEREAS, all projects that are awarded SMART SCALE funding and are not already included in Visualize 2045, as amended or updated, must each be treated as a new project to the TPB's process and will be evaluated accordingly as specified in the TPB's Technical Inputs Solicitation Submission Guide; and

WHEREAS, VDOT will provide the TPB with a list of projects that were submitted, and will also provide TPB with the list of projects that were awarded funding.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board supports submission of the following Northern Virginia project to the Commonwealth of Virginia SMART SCALE Project Prioritization Process as listed in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, September 9, 2022.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

811 COMMERCE ROAD

STAUNTON, VIRGINIA 24401-9029

www.VirginiaDOT.org

Stephen Brich, P.E.
Commissioner

8/25/2022

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

RE: VDOT Staunton District – Clarke County SMART SCALE application – TPB resolution of support to apply for funding

Dear Chair Sebesky:

The Virginia Department of Transportation (VDOT) Staunton District seeks the National Capital Region Transportation Planning Board's (TPB) approval of a resolution of support for submission of a Clarke County SMART SCALE project that extends into Loudoun County on Route 7 and is not currently in the recently adopted update of the TPB's Constrained Long-Range Plan (CLRP), Visualize 2045.

The Clarke County SMART SCALE application will address safety and operational issues at the Route 7 and Route 601 intersection located on the border of Clarke and Loudoun County. Route 601, Blue Ridge Mountain Road weaves back and forth between the two counties, but falls under the maintenance responsibility of the VDOT Staunton District. VDOT Staunton District Planning conducted a transportation study at the intersection in cooperation with staff from both counties and VDOT Northern Virginia District. Several innovative intersection concepts were considered for improving safety and operations, with a Restricted Crossing U-turn (RCUT) intersection being identified as a potential solution. Based on public feedback and project cost related to SMART SCALE application competitiveness, the preferred alternative developed by VDOT to advance as an application consists of a second northbound Route 601 intersection approach as a designated right turn lane to eastbound Route 7. The project also includes the extension of existing left turn lanes along Route 7 at the primary intersection and downstream intersections at Route 679 in Clarke County and Route 734 in Loudoun County. These improvements will provide immediate operational benefits during peak travel periods for the higher traffic volumes on the southern leg of Route 601 at the intersection. The improvements will maintain full access at the intersection, while making voluntary U-turn movements more attractive and safer. Finally, the project accommodates the potential implementation of a full RCUT intersection in the future.

As part of the SMART SCALE prioritization process, Virginia law requires that SMART SCALE applicants that wish to submit projects for funding consideration within a Metropolitan Planning Organization (MPO) must show that the project is included in the CLRP. If the project is not included in the current MPO CLRP, the applicant

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must request a resolution of support from the MPO. As the MPO representing Loudoun County, VDOT Staunton District is requesting consideration and approval by the TPB of a resolution of support for the Clarke County SMART SCALE Route 7 and Route 601 application. This resolution acts as a TPB endorsement of the project, meeting SMART SCALE eligibility requirements for scoring and prioritization. If the project is successful in being awarded funding, it will then re-enter the TPB process as a new project and will be evaluated accordingly as specified in the TPB Technical Solicitation Submission Guide. With the first year of available funding being FY2026 for the current round of SMART SCALE, there will be sufficient time for awarded projects to be incorporated into Visualize 2045.

We appreciate your consideration in this matter. Should you have any additional questions, please contact Adam Campbell, VDOT Staunton District Planner at (540)-332-9067 or via email at AdamF.Campbell@vdot.virginia.gov.

Sincerely,



Randy S. Kiser, P.E.
Staunton District Administrator

CC: Edwin Carter, Edinburg Residency Administrator, VDOT Staunton District
Darin Simpson, District Traffic Engineer, VDOT Staunton District
Chris Boies, County Administrator, Clarke County

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

**RESOLUTION TO ADOPT REGIONAL
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM PERFORMANCE
MEASURE TARGETS FOR 2022-2025 FOR THE BALTIMORE, MARYLAND REGION**

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 provisions of the federal surface transportation acts continue the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to quadrennially establish data-driven targets for the CMAQ Program performance measures and for MPOs to work in coordination with state DOTs in the development of two-year and four-year targets; and

WHEREAS, the TPB metropolitan planning area includes a portion of the Baltimore, MD urbanized area and the Baltimore Region Transportation Board (BRTB) and the TPB closely coordinate on the planning of transportation projects for this portion of the metropolitan planning area, and

WHEREAS, BRTB and the TPB are required to establish unified two-year and four-year targets for the Washington-DC-VA-MD urban area for the CMAQ Program performance measures of Peak Hour Excessive Delay (PHED) and Mode Share - Non-Single Occupancy Vehicle (Non-SOV); and

WHEREAS, TPB staff have coordinated with BRTB staff to develop regional CMAQ Program performance targets that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded projects, programs, and policies; and

WHEREAS, on August 23, the BRTB formally adopted regional CMAQ Program performance targets for the Baltimore urbanized area that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded projects, programs, and policies.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board adopts the following set of two-year and four-year CMAQ Program: Traffic Congestion targets for the period 2022-2025 for the Baltimore urbanized area, identical with those adopted by the BRTB, as shown in the following table.

CMAQ Program: Traffic Congestion

Performance Measure for the Baltimore MD Urbanized Area	2-year Target CY 2022 – 2023	4-year Target CY 2022 – 2025
Peak Hour Excessive Delay (PHED) – Annual hours of peak hour excessive delay per capita	n/a	15.7 Hours
Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)	25.3%	25.5%

Adopted by the TPB Steering Committee at its meeting on Friday, September 9, 2022.

**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 23-01.1 WHICH ADDS
FUNDING FOR FOURTEEN PROJECTS AND 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 23-01.1 which adds a net total of \$175.2 million to 14 projects and programs listed at the end of this resolution, and as described in the attached materials; 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 August 26, 2022 requesting the amendments; and

WHEREAS, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-01.1, creating the first 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 East Capitol Street Corridor Mobility & Safety Plan (T6315) is included in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP (CON ID 567) and the other 13 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 23-01.1 which adds a net total of \$175.2 million to 14 projects and programs listed below, and as described in the attached materials.

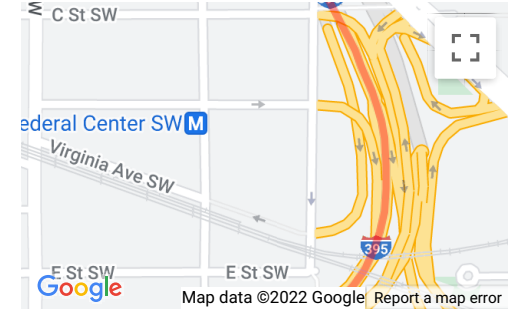
TIP ID	PROJECT TITLE	ADDITIONAL/ NEW FUNDING
Bridge Preventative Maintenance/Rehabilitation/Replacement Projects		
T11605*	South Capitol Street Bridge Asset Management	\$900,000
T2927	Highway Structures Preventive Maintenance and Repairs	\$801,944
T11592	I-395 Southbound Exit Ramp to Southwest Freeway	\$25,395,000
T6804	I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp	\$27,851,500
T6428	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	\$5,534,500
T3193	11th Street Bridges SE, Replace and Reconfigure	\$3,441,100
Bicycle and Pedestrian Projects		
T6315	East Capitol Street Corridor Mobility & Safety Plan	\$22,067,299
T2796	National Recreational Trails	\$1,872,000
T6516	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	\$2,850,000
Environmental, Freight, Road Resurfacing, Bus Transit, and Operations/Maintenance		
T5322	Environmental Management System	\$1,794,250
T2633	Size and Weight Enforcement Program	\$7,215,250
T3215	Pavement Restoration - STBG Streets	\$20,731,000
T11604*	DC Circulator Bus Procurement	\$51,436,209
T6610	Citywide Large Guide Sign Maintenance	\$3,310,250

Adopted by the TPB Steering Committee at its meeting on Friday, September 9, 2022.

<i>TIP ID</i>	T11592	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	I-395 Southbound Exit Ramp to Southwest Freeway	<i>County</i>	Washington	<i>Total Cost</i>	\$27,293,750
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2030
		<i>Agency Project ID</i>			

Description Replace bridge deck; repair/repaint structural steel; replace bearings; repair spalls/seal cracks in substructure; upgrade approach guiderail and transition; address maintenance and rehabilitation recommendations in the inspection report.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE BFP	-	-	\$2,083,200	-	-	-	\$2,083,200	\$2,083,200
PE STATE	-	-	\$520,800	-	-	-	\$520,800	\$520,800
<i>Total PE</i>	-	-	\$2,604,000	-	-	-	\$2,604,000	\$2,604,000
CON BFP	-	-	-	-	\$19,751,800	-	\$19,751,800	\$19,751,800
CON STATE	-	-	-	-	\$4,937,950	-	\$4,937,950	\$4,937,950
<i>Total CON</i>	-	-	-	-	\$24,689,750	-	\$24,689,750	\$24,689,750
<i>Total Programmed</i>	-	-	\$2,604,000	-	\$24,689,750	-	\$27,293,750	\$27,293,750



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
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$1,898,750 to \$27,293,750



<i>TIP ID</i>	T11604	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Bus
<i>Project Name</i>	DC Circulator Bus Procurement	<i>County</i>	Washington	<i>Total Cost</i>	\$51,436,209
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2028
		<i>Agency Project ID</i>			
<i>Description</i>	Purchase of new battery electric bus vehicles (BEB), to replace the oldest diesel vehicles in the fleet and increase the spare ratio. DDOT plans to replace its full diesel fleet of 44 vehicles and add additional spares as electrical infrastructure and facilities become available.				

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
OTHER	SECT. 5339 (C)	\$2,600,000	\$5,150,000	\$9,590,000	-	-	-	\$14,740,000	\$17,340,000	
OTHER	STATE	\$26,731,176	\$3,296,000	\$4,069,033	-	-	-	\$7,365,033	\$34,096,209	
	<i>Total Other</i>	\$29,331,176	\$8,446,000	\$13,659,033	-	-	-	\$22,105,033	\$51,436,209	
	<i>Total Programmed</i>	\$29,331,176	\$8,446,000	\$13,659,033	-	-	-	\$22,105,033	\$51,436,209	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

<i>TIP ID</i>	T11605	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Preventive Maintenance
<i>Project Name</i>	South Capitol Street Bridge Asset Management	<i>County</i>	Washington	<i>Total Cost</i>	\$900,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			
<i>Description</i>	Preventative maintenance for the new Frederick Douglass Memorial Bridge.				

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	STATE	-	-	\$60,000	\$60,000	\$60,000	-	\$180,000	\$180,000
CON	STBG	-	-	\$240,000	\$240,000	\$240,000	-	\$720,000	\$720,000
	<i>Total CON</i>	-	-	\$300,000	\$300,000	\$300,000	-	\$900,000	\$900,000
	<i>Total Programmed</i>	-	-	\$300,000	\$300,000	\$300,000	-	\$900,000	\$900,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

<i>TIP ID</i>	T2633	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Freight Movement
<i>Project Name</i>	Size and Weight Enforcement Program	<i>County</i>	Washington	<i>Total Cost</i>	\$8,359,750
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project</i>	IDCI029A, CI053A		

Description This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment. a. Weigh in Motion Operations Support b. Weigh in Motion Upgrade and Repair c. Upgrade Existing I-295 SB Weigh Station in the Freight Plan

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Map Has Not Been Marked
CON	NHFP	\$6,228,000	\$156,000	\$151,900	\$151,900	\$6,687,800	\$6,687,800	
CON	State (NM)	\$38,000	\$39,000	-	-	\$77,000	\$77,000	
CON	STATE	\$1,519,000	-	\$37,975	\$37,975	\$1,594,950	\$1,594,950	
	<i>Total CON</i>	\$7,785,000	\$195,000	\$189,875	\$189,875	\$8,359,750	\$8,359,750	
	<i>Total Programmed</i>	\$7,785,000	\$195,000	\$189,875	\$189,875	\$8,359,750	\$8,359,750	

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
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending
23-02 Amendment 2023-2026	Pending	N/A	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$1,144,500 to \$8,359,750



<i>TIP ID</i>	T2796	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bike/Ped
<i>Project Name</i>	National Recreational Trails	<i>County</i>	Washington	<i>Total Cost</i>	\$3,472,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	
		<i>Agency Project ID</i>	IDAF066A		

Description Programs associated with the Recreational Trails Program a program established to develop and maintain recreational trails and trail-related facilities. Mostly small projects; often grants to local groups. Through the D.C. Recreational Trails Program Advisory Committee, the District Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training). a. Friends of Kenilworth Aquatic Gardens b. Student Conservation Association

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Various Locations
PE	CRP	-	\$374,400	\$374,400	\$374,400	\$1,123,200	\$1,123,200	
PE	NRT	\$694,400	\$320,000	\$320,000	\$320,000	\$1,654,400	\$1,654,400	
PE	STATE	\$173,600	\$173,600	\$173,600	\$173,600	\$694,400	\$694,400	
	<i>Total PE</i>	\$868,000	\$868,000	\$868,000	\$868,000	\$3,472,000	\$3,472,000	
	<i>Total Programmed</i>	\$868,000	\$868,000	\$868,000	\$868,000	\$3,472,000	\$3,472,000	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$1,600,000 to \$3,472,000

<i>TIP ID</i>	T2927	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Preventive Maintenance
<i>Project Name</i>	Highway Structures Preventive Maintenance and Repairs	<i>County</i>	Washington	<i>Total Cost</i>	\$29,886,193
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project</i>	IDCD036A, CD042A, CD061		

Description This project provides a two-year base contract with two option years for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Various Locations
PE	NHPP	\$88,115	\$88,115	\$88,115	\$88,115	\$352,460	\$352,460	
PE	STATE	\$22,029	\$22,029	\$22,029	\$22,029	\$88,116	\$88,116	
	<i>Total PE</i>	\$110,144	\$110,144	\$110,144	\$110,144	\$440,576	\$440,576	
CON	NHPP	\$5,075,133	\$5,075,133	\$5,075,133	\$5,075,133	\$20,300,532	\$20,300,532	
CON	STATE	\$1,472,252	\$1,472,252	\$1,472,252	\$1,472,252	\$5,889,008	\$5,889,008	
CON	STBG	\$814,018	\$814,018	\$814,020	\$814,021	\$3,256,077	\$3,256,077	
	<i>Total CON</i>	\$7,361,403	\$7,361,403	\$7,361,405	\$7,361,406	\$29,445,617	\$29,445,617	
	<i>Total Programmed</i>	\$7,471,547	\$7,471,547	\$7,471,549	\$7,471,550	\$29,886,193	\$29,886,193	

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
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$29,084,249 to \$29,886,193

<i>TIP ID</i>	T3193	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	11th Street Bridges SE, Replace and Reconfigure	<i>County</i>	Washington	<i>Total Cost</i>	\$43,142,100
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2026
		<i>Agency Project ID</i>	DCD056A		

Description To replace existing structure with new structures and provide direct access from I-295 to Downtown DC (via I-395). To include work for: a. I-695 Eastbound D4 Ramp Design

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	
PE NHPP	\$4,980,000	-	-	-	-	-	-	\$4,980,000	*Map Has Not Been Marked
PE STATE	\$1,020,000	-	-	-	-	-	-	\$1,020,000	
<i>Total PE</i>	\$6,000,000	-	-	-	-	-	-	\$6,000,000	
CON NHPP	\$25,730,000	-	\$4,912,880	-	-	-	\$4,912,880	\$30,642,880	
CON STATE	\$5,270,000	-	\$1,229,220	-	-	-	\$1,229,220	\$6,499,220	
<i>Total CON</i>	\$31,000,000	-	\$6,142,100	-	-	-	\$6,142,100	\$37,142,100	
<i>Total Programmed</i>	\$37,000,000	-	\$6,142,100	-	-	-	\$6,142,100	\$43,142,100	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$39,701,000 to \$43,142,100

<i>TIP ID</i>	T3215	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Resurface
<i>Project Name</i>	Pavement Restoration - STBG Streets	<i>County</i>	Washington	<i>Total Cost</i>	\$52,731,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	IDS092A		

Description Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.

Phase Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
CON STATE	\$2,614,850	\$2,636,550	\$2,647,400	\$2,647,400	\$10,546,200	\$10,546,200	*Map Has Not Been Marked
CON STBG	\$10,459,400	\$10,546,200	\$10,589,600	\$10,589,600	\$42,184,800	\$42,184,800	
<i>Total CON</i>	\$13,074,250	\$13,182,750	\$13,237,000	\$13,237,000	\$52,731,000	\$52,731,000	
<i>Total Programmed</i>	\$13,074,250	\$13,182,750	\$13,237,000	\$13,237,000	\$52,731,000	\$52,731,000	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$32,000,000 to \$52,731,000



<i>TIP ID</i>	T5322	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Environmental Only Project
<i>Project Name</i>	Environmental Management System	<i>County</i>	Washington	<i>Total Cost</i>	\$4,394,250
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project</i>	IDCM085A		

Description EMS Program involves the oversight and implementation of programmatic agreements with FHWA and other Federal agencies for compliance with NEPA and Section 106 of the NHPA; implementation of MOU between DDOT and DC SHPO for a state funded historic preservation staff; air quality planning and environmental coordination under the Clean Air Act; ensuring compliance with the Transportation Performance Management requirements for the CMAQ program; and updating DDOT's environmental processes, policies, guidance, and training.

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
PE	STATE	\$218,085	\$219,170	\$220,255	\$221,340	\$878,850	\$878,850	*Map Has Not Been Marked
PE	STBG	\$872,340	\$876,680	\$881,020	\$885,360	\$3,515,400	\$3,515,400	
	<i>Total PE</i>	\$1,090,425	\$1,095,850	\$1,101,275	\$1,106,700	\$4,394,250	\$4,394,250	
	<i>Total Programmed</i>	\$1,090,425	\$1,095,850	\$1,101,275	\$1,106,700	\$4,394,250	\$4,394,250	

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
23-01.1	Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$2,600,000 to \$4,394,250

TIP ID T6315
Project Name East Capitol Street Corridor Mobility & Safety Plan
Project Limits 40th Street NE to Southern Ave NE

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia
Agency Project ID SR086A

Project Type Bike/Ped
Total Cost \$49,967,299
Completion Date 2027

Description Design and construct pedestrian safety and traffic operations improvements

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE HSIP	\$1,710,000	-	-	-	-	-	-	\$1,710,000
PE STATE	\$390,000	\$455,700	-	-	-	-	\$455,700	\$845,700
PE STBG	\$800,000	\$1,822,799	-	-	-	-	\$1,822,799	\$2,622,799
Total PE	\$2,900,000	\$2,278,499	-	-	-	-	\$2,278,499	\$5,178,499
CON STATE	-	-	\$2,985,920	\$2,985,920	\$2,985,920	-	\$8,957,760	\$8,957,760
CON STBG	-	-	\$11,943,680	\$11,943,680	\$11,943,680	-	\$35,831,040	\$35,831,040
Total CON	-	-	\$14,929,600	\$14,929,600	\$14,929,600	-	\$44,788,800	\$44,788,800
Total Programmed	\$2,900,000	\$2,278,499	\$14,929,600	\$14,929,600	\$14,929,600	-	\$47,067,299	\$49,967,299



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$27,900,000 to \$49,967,299

<i>TIP ID</i>	T6428	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	<i>County</i>		<i>Total Cost</i>	\$17,734,500
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia, Region-wide	<i>Completion Date</i>	2026
		<i>Agency Project ID</i>			

Description The existing bridge (No. 78) needs total rehabilitation to become efficient and structurally sound as part of the roadway network and enhancing traffic movement through the corridor. The rehabilitation includes total replacement of the deck, the compression joint seals over both abutments and the pier.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE NHPP	\$560,000	-	-	-	-	-	-	\$560,000
PE STATE	\$140,000	-	-	-	-	-	-	\$140,000
<i>Total PE</i>	\$700,000	-	-	-	-	-	-	\$700,000
CON STATE	-	\$2,700,000	\$706,900	-	-	-	\$3,406,900	\$3,406,900
CON STBG	-	\$10,800,000	\$2,827,600	-	-	-	\$13,627,600	\$13,627,600
<i>Total CON</i>	-	\$13,500,000	\$3,534,500	-	-	-	\$17,034,500	\$17,034,500
<i>Total Programmed</i>	\$700,000	\$13,500,000	\$3,534,500	-	-	-	\$17,034,500	\$17,734,500



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$12,200,000 to \$17,734,500

<i>TIP ID</i>	T6516	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bike/Ped
<i>Project Name</i>	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	<i>County</i>	Washington	<i>Total Cost</i>	\$13,460,000
<i>Project Limits</i>	Nebraska Ave NW to Galena PI NW	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2027
		<i>Agency Project ID</i>			

Description The project area includes a rehabilitation and pavement of the 0.65-mile section of the trails at Arizona Ave from Nebraska Avenue, NW to Galena Place, NW including missing sections of the trail and rehabilitation/ reconstruction Substructure and Superstructure of approximately 110-foot long Pedestrian Bridge over Arizona Ave connecting both sides of Arizona Ave trails including pedestrian access ramp.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE CMAQ	\$2,088,000	\$347,200	-	-	-	-	\$347,200	\$2,435,200
PE STATE	\$522,000	\$86,800	-	-	-	-	\$86,800	\$608,800
<i>Total PE</i>	\$2,610,000	\$434,000	-	-	-	-	\$434,000	\$3,044,000
CON CMAQ	-	-	\$7,464,800	\$868,000	-	-	\$8,332,800	\$8,332,800
CON STATE	-	-	\$1,866,200	\$217,000	-	-	\$2,083,200	\$2,083,200
<i>Total CON</i>	-	-	\$9,331,000	\$1,085,000	-	-	\$10,416,000	\$10,416,000
<i>Total Programmed</i>	\$2,610,000	\$434,000	\$9,331,000	\$1,085,000	-	-	\$10,850,000	\$13,460,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-01.1	Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$10,610,000 to \$13,460,000

<i>TIP ID</i>	T6610	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	Citywide Large Guide Sign Maintenance	<i>County</i>	Washington	<i>Total Cost</i>	\$14,810,250
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	DCFPID170319		
<i>Description</i>	Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house. a. Citywide Large Guide Sign Maintenance b. Sign Structure Upgrade and Replacement				

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Map Has Not Been Marked
PE	STATE	-	\$227,850	-	-	\$227,850	\$227,850	
PE	STBG	-	\$911,400	-	-	\$911,400	\$911,400	
	<i>Total PE</i>	-	\$1,139,250	-	-	\$1,139,250	\$1,139,250	
CON	STATE	\$1,367,100	-	\$1,367,100	-	\$2,734,200	\$2,734,200	
CON	STBG	\$5,468,400	-	\$5,468,400	-	\$10,936,800	\$10,936,800	
	<i>Total CON</i>	\$6,835,500	-	\$6,835,500	-	\$13,671,000	\$13,671,000	
	<i>Total Programmed</i>	\$6,835,500	\$1,139,250	\$6,835,500	-	\$14,810,250	\$14,810,250	

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
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$11,500,000 to \$14,810,250

TIP ID T6804
Project Name I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp
Project Limits

Lead Agency	District Department of Transportation	Project Type	Bridge - Rehab
County	Washington	Total Cost	\$32,336,250
Municipality	District of Columbia	Completion Date	2045
Agency Project ID			

Description In conjunction with the Asset Management Division recommendation, it is apparent that to maintain the structural integrity and reduce further damage from the continued deterioration and aging of the I-66 Ramp to the Whitehurst Freeway and the K Street NW Bridge over Ramp to the Whitehurst Freeway, repair and restoration of the bridge substructures and superstructure is required. (Bridge #1303 and Bridge # 1304) The primary goal of the project is to perform repairs and rehabilitation of all deficient bridge components to extend the service life of the structure.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE NHPP	\$1,200,000	-	-	\$2,604,000	-	-	\$2,604,000	\$3,804,000
PE State (NM)	\$300,000	-	-	-	-	-	-	\$300,000
PE STATE	-	-	-	\$651,000	-	-	\$651,000	\$651,000
Total PE	\$1,500,000	-	-	\$3,255,000	-	-	\$3,255,000	\$4,755,000
CON NHPP	\$2,983,750	-	-	-	-	\$19,678,000	-	\$22,661,750
CON STATE	-	-	-	-	-	\$4,919,500	-	\$4,919,500
Total CON	\$2,983,750	-	-	-	-	\$24,597,500	-	\$27,581,250
Total Programmed	\$4,483,750	-	-	\$3,255,000	-	\$24,597,500	\$3,255,000	\$32,336,250



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	Pending	Pending
23-02 Amendment 2023-2026	Pending	N/A	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$4,484,750 to \$32,336,250

Attachment B: Amendment Summary Report for
TIP Action 23-01.1 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by District Department of Transportation

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2796	National Recreational Trails	\$1,600,000	\$3,472,000	\$1,872,000	117	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Changed AQ Confirm: - from "" to "No" LOCAL</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in PE for \$80,000 ▶ Delete funds in FFY 24 in PE for \$80,000 ▶ Delete funds in FFY 25 in PE for \$80,000 ▶ Delete funds in FFY 26 in PE for \$80,000 <p>DC:t48943, DC:t48943</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in PE for \$374,400 ▶ Add funds in FFY 25 in PE for \$374,400 ▶ Add funds in FFY 26 in PE for \$374,400 <p>STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PE for \$173,600 ▶ Add funds in FFY 24 in PE for \$173,600 ▶ Add funds in FFY 25 in PE for \$173,600 ▶ Add funds in FFY 26 in PE for \$173,600 <p>NRT</p> <p>+ Increase funds in FFY 23 in PE from \$320,000 to \$694,400 <i>Total project cost increased from \$1,600,000 to \$3,472,000</i></p>
T6516	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	\$10,610,000	\$13,460,000	\$2,850,000	27	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Changed Trans System: - from "Non-Infrastructure" to "Local"</p> <p>Changed Location Type: - from "Other" to "Trail/Path Segment"</p> <p>Changed AQ Confirm: - from "" to "No" TBD</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 in CON for \$8,000,000 <p>STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PE for \$86,800 ▶ Add funds in FFY 24 in CON for \$1,866,200 ▶ Add funds in FFY 25 in CON for \$217,000 <p>CMAQ</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PE for \$347,200 ▶ Add funds in FFY 24 in CON for \$7,464,800 ▶ Add funds in FFY 25 in CON for \$868,000 <p><i>Total project cost increased from \$10,610,000 to \$13,460,000</i></p>

**Attachment B: Amendment Summary Report for
TIP Action 23-01.1 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by District Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6315	East Capitol Street Corridor Mobility & Safety Plan	\$27,900,000	\$49,967,299	\$22,067,299	79	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 in PE for \$25,000,000 STATE <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PE for \$455,700 ▶ Add funds in FFY 24 in CON for \$2,985,920 ▶ Add funds in FFY 25 in CON for \$2,985,920 ▶ Add funds in FFY 26 in CON for \$2,985,920 STBG <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PE for \$1,822,799 ▶ Add funds in FFY 24 in CON for \$11,943,680 ▶ Add funds in FFY 25 in CON for \$11,943,680 ▶ Add funds in FFY 26 in CON for \$11,943,680 <p><i>Total project cost increased from \$27,900,000 to \$49,967,299</i></p>
T2927	Highway Structures Preventive Maintenance and Repairs	\$29,084,249	\$29,886,193	\$801,944	3	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in PE for \$20,000 CON for \$1,073,949 STATE <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in CON for \$700,000 + Increase funds in FFY 23 in PE from \$0 to \$22,029 + Increase funds in FFY 23 in CON from \$1,005,726 to \$1,472,252 + Increase funds in FFY 24 in PE from \$0 to \$22,029 + Increase funds in FFY 24 in CON from \$1,005,726 to \$1,472,252 + Increase funds in FFY 25 in PE from \$0 to \$22,029 + Increase funds in FFY 25 in CON from \$1,005,726 to \$1,472,252 + Increase funds in FFY 26 in PE from \$0 to \$22,029 + Increase funds in FFY 26 in CON from \$1,005,726 to \$1,472,252 <p>NHPP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in PE for \$80,000 CON for \$5,622,068 + Increase funds in FFY 23 in PE from \$0 to \$88,115 + Increase funds in FFY 23 in CON from \$2,668,121 to \$5,075,133 + Increase funds in FFY 24 in PE from \$0 to \$88,115 + Increase funds in FFY 24 in CON from \$2,668,121 to \$5,075,133 + Increase funds in FFY 25 in PE from \$0 to \$88,115 + Increase funds in FFY 25 in CON from \$2,668,121 to \$5,075,133 + Increase funds in FFY 26 in PE from \$0 to \$88,115 + Increase funds in FFY 26 in CON from \$2,668,121 to \$5,075,133 <p>STBG</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in CON for \$1,473,728 - Decrease funds in FFY 23 in CON from \$1,354,779 to \$814,018 - Decrease funds in FFY 24 in CON from \$1,354,779 to \$814,018
T11605	South Capitol Street Bridge Asset Management	\$0	\$900,000	\$900,000	0	New project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in CON for \$60,000 ▶ Add funds in FFY 25 in CON for \$60,000 ▶ Add funds in FFY 26 in CON for \$60,000 <p>STBG</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in CON for \$240,000 ▶ Add funds in FFY 25 in CON for \$240,000 ▶ Add funds in FFY 26 in CON for \$240,000 <p><i>Total project cost \$900,000</i></p>

**Attachment B: Amendment Summary Report for
TIP Action 23-01.1 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by District Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11592	I-395 Southbound Exit Ramp to Southwest Freeway	\$1,898,750	\$27,293,750	\$25,395,000	1,337	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Changed AQ Confirm: - from "" to "No" DC:t48941, DC:t48941</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in PE for \$2,083,200 ▶ Add funds in FFY 26 in CON for \$19,751,800 <p>STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in PE for \$520,800 ▶ Delete funds in FFY 25 in PE for \$108,500 <p>- Decrease funds in FFY 26 in PE from \$271,250 to \$0 + Increase funds in FFY 26 in CON from \$0 to \$4,937,950</p> <p>NHPP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 25 in PE for \$434,000 ▶ Delete funds in FFY 26 in PE for \$1,085,000 <p><i>Total project cost increased from \$1,898,750 to \$27,293,750</i></p>
T6804	I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp	\$4,484,750	\$32,336,250	\$27,851,500	621	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "I-66 Ramp Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp" to "I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp"</p> <p>TBD</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 in STATE ▶ Add funds in FFY 25 in PE for \$651,000 ▶ Add funds in FFY 27 in CON for \$4,919,500 <p>NHPP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 25 in PE for \$2,604,000 ▶ Add funds in FFY 27 in CON for \$19,678,000 <p><i>Total project cost increased from \$4,484,750 to \$32,336,250</i></p>
T6428	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	\$12,200,000	\$17,734,500	\$5,534,500	45	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Changed Trans System: - from "" to "Local"</p> <p>Changed Location Type: - from "" to "Bridge"</p> <p>Changed AQ Confirm: - from "" to "No"</p> <p>Changed Bridge #: - from "" to "78"</p> <p>Changed Project Type: - from "" to "Bridge - Rehab"</p> <p>STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in CON for \$2,700,000 <p>- Decrease funds in FFY 24 in CON from \$1,955,000 to \$706,900</p> <p>STBG</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in CON for \$10,800,000 ▶ Add funds in FFY 24 in CON for \$2,827,600 <p>HBRRP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 24 in CON for \$9,545,000 <p><i>Total project cost increased from \$12,200,000 to \$17,734,500</i></p>

**Attachment B: Amendment Summary Report for
TIP Action 23-01.1 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by District Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5322	Environmental Management System	\$2,600,000	\$4,394,250	\$1,794,250	69	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in PE for \$130,000 ▶ Delete funds in FFY 24 in PE for \$130,000 <p>STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PE for \$218,085 ▶ Add funds in FFY 24 in PE for \$219,170 <p>+ Increase funds in FFY 25 in PE from \$130,000 to \$220,255</p> <p>+ Increase funds in FFY 26 in PE from \$130,000 to \$221,340</p> <p>STBG</p> <p>+ Increase funds in FFY 23 in PE from \$520,000 to \$872,340</p> <p>+ Increase funds in FFY 24 in PE from \$520,000 to \$876,680</p> <p>+ Increase funds in FFY 25 in PE from \$520,000 to \$881,020</p> <p>+ Increase funds in FFY 26 in PE from \$520,000 to \$885,360</p> <p><i>Total project cost increased from \$2,600,000 to \$4,394,250</i></p>
T2633	Size and Weight Enforcement Program	\$1,144,500	\$8,359,750	\$7,215,250	630	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Changed AQ Confirm: - from "" to "No"</p> <p>STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in CON for \$1,519,000 ▶ Delete funds in FFY 27 in CON for \$37,975 ▶ Delete funds in FFY 28 in CON for \$37,975 <p>NHFP</p> <p>+ Increase funds in FFY 23 in CON from \$152,000 to \$6,228,000</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 in CON for \$151,900 ▶ Delete funds in FFY 28 in CON for \$151,900 <p><i>Total project cost increased from \$1,144,500 to \$8,359,750</i></p>
T3193	11th Street Bridges SE, Replace and Reconfigure	\$39,701,000	\$43,142,100	\$3,441,100	9	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Changed Highway #: - from "" to "I 695"</p> <p>Changed Location Type: - from "" to "Bridge"</p> <p>Changed MAP21 GOALS: - from "BLANK" to "Washington"</p> <p>Changed Capacity Inc: - from "Yes" to "No"</p> <p>STATE</p> <p>+ Increase funds in FFY 24 in CON from \$1,000 to \$1,229,220</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 25 in CON for \$459,000 <p>NHPP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in CON for \$4,912,880 ▶ Delete funds in FFY 25 in CON for \$2,241,000 <p><i>Total project cost increased from \$39,701,000 to \$43,142,100</i></p>

Attachment B: Amendment Summary Report for
TIP Action 23-01.1 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by District Department of Transportation

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T3215	Pavement Restoration - STBG Streets	\$32,000,000	\$52,731,000	\$20,731,000	65	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in CON from \$1,600,000 to \$2,614,850 + Increase funds in FFY 24 in CON from \$1,600,000 to \$2,636,550 + Increase funds in FFY 25 in CON from \$1,600,000 to \$2,647,400 + Increase funds in FFY 26 in CON from \$1,600,000 to \$2,647,400 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in CON from \$6,400,000 to \$10,459,400 + Increase funds in FFY 24 in CON from \$6,400,000 to \$10,546,200 + Increase funds in FFY 25 in CON from \$6,400,000 to \$10,589,600 + Increase funds in FFY 26 in CON from \$6,400,000 to \$10,589,600 <p><i>Total project cost increased from \$32,000,000 to \$52,731,000</i></p>
T11604	DC Circulator Bus Procurement	\$0	\$51,436,209	\$51,436,209	0	New project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in OTHER for \$26,731,176 ▶ Add funds in FFY 23 in OTHER for \$3,296,000 ▶ Add funds in FFY 24 in OTHER for \$4,069,033 <p>SECT. 5339 (C)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in OTHER for \$2,600,000 ▶ Add funds in FFY 23 in OTHER for \$5,150,000 ▶ Add funds in FFY 24 in OTHER for \$9,590,000 <p><i>Total project cost \$51,436,209</i></p>

Attachment B: Amendment Summary Report for
TIP Action 23-01.1 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
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TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6610	Citywide Large Guide Sign Maintenance	\$11,500,000	\$14,810,250	\$3,310,250	29	Cost change(s), Programming Update	<p style="text-align: right;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">LOCAL</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in PE for \$200,000 CON for \$260,000 <li style="padding-left: 20px;">▶ Delete funds in FFY 22 in CON for \$260,000 <p style="text-align: right;">STATE</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in CON for \$108,000 <p>+ Increase funds in FFY 23 in CON from \$368,000 to \$1,367,100</p> <p>+ Increase funds in FFY 24 in PE from \$0 to \$227,850 - Decrease funds in FFY 24 in CON from \$368,000 to \$0</p> <p>+ Increase funds in FFY 25 in CON from \$368,000 to \$1,367,100</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 26 in CON for \$368,000 <p style="text-align: right;">NHPP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in CON for \$1,040,000 ▶ Delete funds in FFY 22 in CON for \$1,472,000 ▶ Delete funds in FFY 23 in CON for \$1,472,000 ▶ Delete funds in FFY 24 in CON for \$1,472,000 ▶ Delete funds in FFY 25 in CON for \$1,472,000 ▶ Delete funds in FFY 26 in CON for \$1,472,000 <p style="text-align: right;">STBG</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in PE for \$800,000 ▶ Add funds in FFY 23 in CON for \$5,468,400 <li style="padding-left: 20px;">▶ Add funds in FFY 24 in PE for \$911,400 ▶ Add funds in FFY 25 in CON for \$5,468,400 <p style="text-align: right;"><i>Total project cost increased from \$11,500,000 to \$14,810,250</i></p>

Government of the District of Columbia

Department of Transportation



August 26, 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 for 14 projects as detailed below.

1. Highway Structures Preventive Maintenance and Repair (TIP ID: T-2927)

- a. Increase BFP funding for Construction by \$11,837,039 in FY 2022
- b. Increase NHPP funding for PE by \$110,144 in FY 2023
- c. Increase NHPP funding for PE by \$110,144 in FY 2024
- d. Increase NHPP funding for PE by \$110,144 in FY 2025
- e. Increase NHPP funding for PE by \$110,144 in FY 2026
- f. Increase NHPP funding for Construction by \$3,008,765 in FY 2023
- g. Increase NHPP funding for Construction by \$3,008,765 in FY 2024
- h. Increase NHPP funding for Construction by \$3,008,765 in FY 2025
- i. Increase NHPP funding for Construction by \$3,008,765 in FY 2026
- j. Decrease STBG funding for Construction by \$675,951 in FY 2023
- k. Decrease STBG funding for Construction by \$675,950 in FY 2024
- l. Decrease STBG funding for Construction by \$675,949 in FY 2025
- m. Decrease STBG funding for Construction by \$675,948 in FY 2026

2. Circulator Bus Procurement (TIP ID: T-11604)

- a. Add project.
- b. Increase Sec. 5339c funding for Other by \$2,600,000 in FY 2022
- c. Increase DCSTATE funding for Other by \$26,731,176 in FY 2022
- d. Increase Sec. 5339c funding for Other by \$5,510,000 in FY 2023
- e. Increase DCSTATE funding for Other by \$3,296,000 in FY 2023
- f. Increase Sec. 5339c funding for Other by \$9,590,000 in FY 2024
- g. Increase DCSTATE funding for Other by \$4,069,033 in FY 2024

3. Citywide Sign Structure Upgrade and Replacement (TIP ID: T-6610a)

- a. Decrease NHPP funding for Construction by \$1,840,000 in FY 2023
- b. Decrease NHPP funding for Construction by \$1,840,000 in FY 2024
- c. Decrease NHPP funding for Construction by \$1,840,000 in FY 2025
- d. Decrease NHPP funding for Construction by \$1,840,000 in FY 2026
- e. Increase STBG funding for PE by \$1,139,250 in FY 2024
- f. Increase STBG funding for Construction by \$6,835,500 in FY 2023
- g. Increase STBG funding for Construction by \$6,835,500 in FY 2025

4. **East Capitol Street Corridor Mobility and Safety Plan (TIP ID: T-6315)**
 - a. Increase STBG funding for PE by \$2,278,499 in FY 2023
 - b. Increase STBG funding for Construction by \$14,929,600 in FY 2024
 - c. Increase STBG funding for Construction by \$14,929,600 in FY 2025
 - d. Increase STBG funding for Construction by \$14,929,600 in FY 2026
 - e. Decrease STBG funding for Construction by \$25,000,000 in FY 2027
5. **Environmental Management System (TIP ID: T-5322)**
 - a. Increase STBG funding for PE by \$ 440,425 in FY 2023
 - b. Increase STBG funding for PE by \$445,850 in FY 2024
 - c. Increase STBG funding for PE by \$451,275 in FY 2025
 - d. Increase STBG funding for PE by \$456,700 in FY 2026
6. **I-395 SB Entrance Ramp Bridge over SB Mall Tunnel Exit Ramp to WB S.W. Freeway (TIP ID: T-11592)**
 - a. Decrease NHPP funding for PE by \$542,500 in FY 2025
 - b. Decrease NHPP funding for PE by \$1,356,250 in FY 2026
 - c. Increase BFP funding for PE by \$2,604,000 in FY 2024
 - d. Increase BFP funding for Construction by \$24,689,750 in FY 2026
7. **I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp (TIP ID: T-6804)**
 - a. Increase NHPP funding for PE by \$3,255,000 in FY 2025
 - b. Increase NHPP funding for Construction by \$24,597,500 in FY 2027
8. **I-695 Eastbound D4 Ramp (TIP ID: T-T3193a)**
 - a. Increase NHPP funding for Construction by \$3,441,100 in FY 2024
 - b. Decrease NHPP funding for Construction by \$2,700,000 in FY 2025
9. **Pavement Restoration - STBG Streets (TIP ID: T-3215)**
 - a. Increase STBG funding for Construction by \$5,074,250 in FY 2023
 - b. Increase STBG funding for Construction by \$5,182,750 in FY 2024
 - c. Increase STBG funding for Construction by \$5,237,000 in FY 2025
 - d. Increase STBG funding for Construction by \$5,237,000 in FY 2026
10. **Reconstruction of Anacostia Ave. over Anacostia River Outlet (Bridge # 78) (TIP ID: T-6428)**
 - a. Decrease BRRP funding for Construction by \$11,500,000 in FY 2024
 - b. Increase STBG funding for Construction by \$13,500,000 in FY 2023
 - c. Increase STBG funding for Construction by \$3,534,000 in FY 2024
11. **Recreational Trails Program - Maintenance (TIP ID: T-2796)**
 - a. Increase NRT funding for PE by 400,000 in FY 2023
 - b. Increase CRP funding for PE by 468,000 in FY 2024
 - c. Increase CRP funding for PE by 468,000 in FY 2025
 - d. Increase CRP funding for PE by 468,000 in FY 2026
12. **Rehabilitation of Pedestrian Bridge and Connecting Trail over Arizona Avenue, NW (TIP ID: T-6516)**
 - a. Decrease funding for Construction by \$8,000,000 in FY 2027
 - b. Increase CMAQ funding for Construction by \$9,331,000 in FY 2024
 - c. Increase CMAQ funding for Construction by \$1,085,000 in FY 2025
 - d. Increase CMAQ funding for PE by \$434,000 in FY 2023
13. **295 Weigh Station Upgrade (TIP ID: T-2633b)**
 - a. Increase NHFP funding for Construction by \$7,595,000 in FY 2023
14. **South Capitol Street Bridge Asset Management (TIP ID: T-11605)**
 - a. Add project.
 - b. Increase STBG funding for Construction by \$300,000 in FY 2024
 - c. Increase STBG funding for Construction by \$300,000 in FY 2025
 - d. Increase STBG funding for Construction by \$300,000 in FY 2026

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 September 9th meeting.

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

Sincerely,



Saesha Carlile
Chief Administrative Officer
District Department of Transportation
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 23-01.1 WHICH ADDS FUNDING FOR THE BUS,
BUS MAINTENANCE FACILITIES AND PARATRANSIT PROGRAM, AS REQUESTED BY THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**

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, WMATA has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-01.1 which adds approximately \$57.5 million in local, Congestion Mitigation and Air Quality (CMAQ) program, and flexed state match funding to the Bus, Bus Maintenance Facilities, and Paratransit program (TIP ID 11589), as described in the attached materials; and

WHEREAS, the attached materials include: Attachment A) a Project Overview report showing how the program 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 WMATA dated August 26, 2022 requesting the amendment; and

WHEREAS, this program has been updated in the TPB's Project InfoTrak database under TIP Action 23-01.1, creating the first amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this program is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-01.1 which adds approximately \$57.5 million in local, CMAQ program, and flexed state match funding to the Bus, Bus Maintenance Facilities, and Paratransit program (TIP ID 11589), as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, September 9, 2022.



<i>TIP ID</i>	T11589	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Bus, Bus Maintenance Facilities and Paratransit	<i>County</i>		<i>Total Cost</i>	\$1,001,467,063
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description a) Bus replacements, scheduled bus preventive maintenance, rehabilitation and overhauls and repairs. Replacement or repair of equipment (security, fare boxes, bike racks, ADA, etc.) b) Purchase replacement or expansion of Metro Access vehicles. c) Purchase of non-revenue service vehicles. d) Rehabilitation or replacement, expansion or redesign of bus garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet transition to zero emission buses.

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
OTHER	CMAQ	\$3,505,635	\$3,413,169	\$2,725,958	\$3,467,710	\$13,112,472	\$13,112,472
OTHER	LOCAL	\$40,884,071	\$42,200,000	\$43,800,000	\$43,800,000	\$170,684,071	\$170,684,071
OTHER	LOCAL (NM)	\$55,000,000	-	-	-	\$55,000,000	\$55,000,000
OTHER	SECT. 5307	\$229,942,401	\$158,400,000	\$164,800,000	\$164,800,000	\$717,942,401	\$717,942,401
OTHER	SECT. 5339	\$10,250,000	\$10,400,000	\$10,400,000	\$10,400,000	\$41,450,000	\$41,450,000
OTHER	URBAN FLEX	\$876,409	\$853,292	\$681,490	\$866,928	\$3,278,119	\$3,278,119
	<i>Total Other</i>	\$340,458,516	\$215,266,461	\$222,407,448	\$223,334,638	\$1,001,467,063	\$1,001,467,063
	<i>Total Programmed</i>	\$340,458,516	\$215,266,461	\$222,407,448	\$223,334,638	\$1,001,467,063	\$1,001,467,063

*Not Location Specific

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
23-01.1	Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$943,910,800 to \$1,001,467,063

Attachment B: Amendment Summary Report for
 TIP Action 23-01.1 Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by Washington Metropolitan Area Transit Authority

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11589	Bus, Bus Maintenance Facilities and Paratransit	\$943,910,800	\$1,001,467,063	\$57,556,263	6	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL (NM)</p> <p>▶ Add funds in FFY 23 in OTHER for \$55,000,000</p> <p>URBAN FLEX</p> <p>+ Increase funds in FFY 23 in OTHER from \$646,000 to \$876,409</p> <p>+ Increase funds in FFY 24 in OTHER from \$626,952 to \$853,292</p> <p>+ Increase funds in FFY 25 in OTHER from \$601,714 to \$681,490</p> <p>+ Increase funds in FFY 26 in OTHER from \$763,001 to \$866,928</p> <p>CMAQ</p> <p>+ Increase funds in FFY 23 in OTHER from \$3,230,000 to \$3,505,635</p> <p>+ Increase funds in FFY 24 in OTHER from \$2,507,806 to \$3,413,169</p> <p>+ Increase funds in FFY 25 in OTHER from \$2,406,854 to \$2,725,958</p> <p>+ Increase funds in FFY 26 in OTHER from \$3,052,001 to \$3,467,710</p> <p><i>Total project cost increased from \$943,910,800 to \$1,001,467,063</i></p>



August 26, 2022

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

RE: FY2023 TIP Amendment Request (FY23-01) for the Washington Metropolitan Area Transit Authority

Dear Chairman Sebesky:

The Washington Metropolitan Area Transit Authority (WMATA) requests the FY2023 Transportation Improvement Program (TIP) be amended to reflect recently adjusted CMAQ allocations for FY2023 through FY2026 to support WMATA bus replacement program. This amendment also reflects recent board action to provide \$55 million for the future replacement of the Western Bus Garage. This allocation of non-matching local funds may be used toward acquisition, planning, and environmental planning. This project is expected to be federally funded in the future. Both modifications will be reflected in TIP-T11589.

TIP-T11589 – Bus, Bus Maintenance Facilities and Paratransit. This program funds the ongoing revenue and non-revenue vehicle replacement, vehicle preventive maintenance/rehabilitation, and the rehabilitation or replacement, expansion or redesign of bus garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet transition to zero emission buses.

Fiscal Year	Programmed Federal	Revised Federal	Programmed Local	Revised Local	Revised Total
CMAQ FUNDING					
FFY23	\$3,230,000	\$3,505,635	\$646,000	\$876,409	\$4,382,064
FFY24	\$2,507,806	\$3,413,169	\$626,952	\$853,292	\$4,266,461
FFY25	\$2,406,854	\$2,725,958	\$601,714	\$681,490	\$3,407,448
FFY26	\$3,052,001	\$3,467,710	\$763,001	\$866,928	\$4,334,638
Total	\$11,196,661	\$13,112,490	\$2,637,667	\$3,278,121	\$16,390,611
NON-Matching Local					
FFY23	0	0	0	\$55,000,000	\$55,000,000

This TIP program is increased from \$943 million to \$1,001 million. The proposed amendment does not add additional capacity for motorized vehicles and does not require air quality conformity analysis.

Washington
Metropolitan Area
Transit Authority

300 7th Street, SW
Washington, DC 20024
202-962-1234

wmata.com

A District of Columbia,
Maryland and Virginia
Transit Partnership

WMATA hereby requests the Transportation Planning Board (TBP) Steering Committee consider this amendment for approval at September 9th, 2022 meeting. Upon approval of the amendment WMATA will submit its request for inclusion in the District of Columbia's STIP. Thank you for your continued support of WMATA.

Sincerely,

Patrick W. Bailey
Director, Funds and Grants Management
Office of Capital and Financial Management
Department of Strategy, Planning and Program Management
Washington Metropolitan Area Transit Authority

**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 23-01.1 WHICH ADDS
FUNDING FOR EIGHT PROJECTS AND PROGRAMS, 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 23-01.3 which adds a net total of \$33 million to eight projects and programs listed at the end of this resolution, and as described in the attached materials; 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 VDOT dated August 26, 2022 requesting the amendments; and

WHEREAS, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-01.3, creating the first 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 Route 7/Route 690 Interchange SMART18 (T6618) and Route 1 Widening (Fraleigh Blvd.) (T6692) projects are included in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP (CON IDs 653 and 631 respectively) and the other six 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 23-01.3 which adds a net total of \$33 million to 8 projects and programs listed below, and as described in the attached materials.

TIP ID	PROJECT TITLE	ADDITIONAL/NEW FUNDING
T11607*	Sycolin Road Widening Project (PE Only)	\$3,878,437
T6692	Route 1 Widening (Fralely Blvd)	(\$4,234,546)
T6618	Route 7/Route 690 Interchange Smart18	\$0
T8605	Van Buren Road Extension Project (PE Only)	\$6,200,000
T6630	Bus Replacement (Omniride Express Commuter Buses)	\$3,806,590
T4506	PRTC - Bus Acquisition / Replacement Program	\$1,012,324
T4534	Rolling Stock Acquisition	\$14,696,318
T11606*	VRE Fredericksburg Station Rehabilitation	\$7,704,496
TOTAL AMOUNT ADDED		\$33,063,619

* Indicates new project

Adopted by the TPB Steering Committee at its meeting on Friday, September 9, 2022.

<i>TIP ID</i>	T11606	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transit - Passenger Facilities
<i>Project Name</i>	VRE Fredericksburg Station Rehabilitation	<i>County</i>		<i>Total Cost</i>	\$7,704,496
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2024
		<i>Agency Project ID</i>			

Description This project provides for the upgrades and improvements to the Fredericksburg Station. The state of good repair activities (SGR) at Fredericksburg Station include rehabilitation of approximately 125 feet of existing side platforms adjacent to both Track 2 and Track 3. This portion of the platform is currently in poor repair and is unused. VRE will lengthen existing platforms from approximately 400 feet to have a functional boarding length of approximately 525 feet, to better accommodate loading and unloading of passengers. Amtrak trains also currently serve this station. In addition to platform rehabilitation, a set of stairs at the south end of the station will be added to improve access to the rehabilitated platform. The stairs will extend from the southern end of the rehabilitated Track 2 platform down the slope to an adjacent parking lot. The stairs will allow passengers to cross over Princess Anne Street without having to cross the street at grade. Additional rehabilitation work includes concrete repairs to the bridges over city streets (Charles, Princess Anne, Caroline and Sophia), signage, sidewalks, lighting, and painting of canopies and other VRE facilities.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	SECT. 5337- SGR	\$7,704,496	-	-	-	-	-	-	\$7,704,496
	<i>Total CON</i>	\$7,704,496	-	-	-	-	-	-	\$7,704,496
	<i>Total Programmed</i>	\$7,704,496	-	-	-	-	-	-	\$7,704,496



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01.3 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T11607	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Preliminary Engineering/Environmental Analysis
<i>Project Name</i>	Sycolin Road Widening Project (PE Only)	<i>County</i>	Loudoun	<i>Total Cost</i>	\$3,878,437
<i>Project Limits</i>	Loudoun Center Place to Crosstrail Blvd	<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	Preliminary engineering for the Sycolin Road widening project between Loudoun Center Place and Crosstrail Blvd, to a 4-lane roadway and will include 16 median, share use path, access management improvements to Leesburg Airport and park and ride lot.				

*Map Has Not Been Marked

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	STATE		\$3,878,437	-	-	-	-	-	\$3,878,437
	<i>Total PE</i>		\$3,878,437	-	-	-	-	-	\$3,878,437
	<i>Total Programmed</i>		\$3,878,437	-	-	-	-	-	\$3,878,437

Version History

Current Change Reason

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01.3 Amendment 2023-2026		09/21/2022	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T4506	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transit - Bus
<i>Project Name</i>	PRTC - Bus Acquisition / Replacement Program	<i>County</i>	Prince William	<i>Total Cost</i>	\$1,862,324
<i>Project Limits</i>	NOVA Districtwide	<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>	IDPRTC005 (T158)		

Description Ongoing replacement of commuter buses that have reached the end of their useful life.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	LOCAL	-	\$170,000	-	-	-	-	\$170,000	\$170,000
CON	SECT. 5339	-	\$680,000	-	-	-	-	\$680,000	\$680,000
	<i>Total CON</i>	-	\$850,000	-	-	-	-	\$850,000	\$850,000
OTHER	SECT. 5339	\$162,324	-	\$850,000	-	-	-	\$850,000	\$1,012,324
	<i>Total Other</i>	\$162,324	-	\$850,000	-	-	-	\$850,000	\$1,012,324
	<i>Total Programmed</i>	\$162,324	\$850,000	\$850,000	-	-	-	\$1,700,000	\$1,862,324

*Not Location Specific

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
23-01.3 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$850,000 to \$1,862,324



<i>TIP ID</i>	T4534	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transit - Capital
<i>Project Name</i>	Rolling Stock Acquisition	<i>County</i>		<i>Total Cost</i>	\$78,511,451
<i>Project Limits</i>	Systemwide	<i>Municipality</i>		<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	111654		

Description This project includes funding for procurement of additional VRE rolling stock to support fleet expansion and fleet replacement and debt service for rolling stock acquisition. It includes 21 coaches plus options under a current contract with Alstom.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	LOCAL	-	\$1,424,980	-	-	-	-	\$1,424,980	\$1,424,980
CON	SECT. 5307	\$4,192,108	\$17,768,097	-	-	-	-	\$17,768,097	\$21,960,205
CON	SECT. 5337- SGR	\$10,504,210	-	-	-	-	-	-	\$10,504,210
CON	STATE	-	\$4,569,445	-	-	-	-	\$4,569,445	\$4,569,445
CON	STBG	-	\$6,209,600	-	-	-	-	\$6,209,600	\$6,209,600
	<i>Total CON</i>	\$14,696,318	\$29,972,122	-	-	-	-	\$29,972,122	\$44,668,440
OTHER	LOCAL	-	\$734,714	\$245,034	\$206,236	\$167,736	-	\$1,353,720	\$1,353,720
OTHER	SECT. 5307	-	\$4,191,257	\$1,398,167	\$1,396,744	\$1,397,801	-	\$8,383,969	\$8,383,969
OTHER	SECT. 5337- SGR	-	\$10,503,017	\$3,502,519	\$2,727,984	\$1,956,921	-	\$18,690,441	\$18,690,441
OTHER	STATE	-	\$2,938,854	\$980,137	\$824,946	\$670,944	-	\$5,414,881	\$5,414,881
	<i>Total Other</i>	-	\$18,367,842	\$6,125,857	\$5,155,910	\$4,193,402	-	\$33,843,011	\$33,843,011
	<i>Total Programmed</i>	\$14,696,318	\$48,339,964	\$6,125,857	\$5,155,910	\$4,193,402	-	\$63,815,133	\$78,511,451

*Not Location Specific

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
23-01.3 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

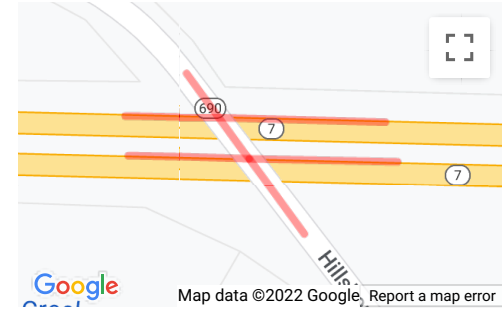
Total project cost increased from \$63,815,133 to \$78,511,451



<i>TIP ID</i>	T6618	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Interchange improvement
<i>Project Name</i>	ROUTE 7/ROUTE 690 INTERCHANGE SMART18	<i>County</i>	Loudoun	<i>Total Cost</i>	\$52,685,000
<i>Project Limits</i>	VA 690 Hillsboro Road	<i>Municipality</i>		<i>Completion Date</i>	2025
		<i>Agency Project ID</i>	111666		

Description This new Interchange at RT 7 and RT 690 will include a shared use path and four ramps.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	EB/MG	\$20,711	-	-	-	-	-	-	\$20,711
PE	NHPP	\$4,759,808	-	-	-	-	-	-	\$4,759,808
PE	STBG	\$686,589	-	-	-	-	-	-	\$686,589
	<i>Total PE</i>	\$5,467,108	-	-	-	-	-	-	\$5,467,108
ROW	NHPP	\$3,664,359	-	-	-	-	-	-	\$3,664,359
	<i>Total ROW</i>	\$3,664,359	-	-	-	-	-	-	\$3,664,359
OTHER	TBD	-	-	-	-	-	\$43,553,533	-	\$43,553,533
	<i>Total Other</i>	-	-	-	-	-	\$43,553,533	-	\$43,553,533
	<i>Total Programmed</i>	\$9,131,467	-	-	-	-	\$43,553,533	-	\$52,685,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-01.3 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$52,685,000
 * ACCP is not part of the Total



<i>TIP ID</i>	T6630	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transit - Bus
<i>Project Name</i>	BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)	<i>County</i>		<i>Total Cost</i>	\$6,806,590
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2025
<i>Description</i>	BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)	<i>Agency Project</i>	IDT21459		

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
OTHER	CMAQ	\$5,006,590	\$1,200,000	-	-	\$6,206,590	\$6,206,590	*Map Has Not Been Marked
OTHER	STATE	\$300,000	\$300,000	-	-	\$600,000	\$600,000	
	<i>Total Other</i>	\$5,306,590	\$1,500,000	-	-	\$6,806,590	\$6,806,590	
	<i>Total Programmed</i>	\$5,306,590	\$1,500,000	-	-	\$6,806,590	\$6,806,590	

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
23-01.3	Amendment 2023-2026	09/21/2022	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$3,000,000 to \$6,806,590



TIP ID	T6692	Lead Agency	Virginia Department of Transportation	Project Type	Road - Add Capacity/Widening
Project Name	Route 1 Widening (Fraley Blvd)	County	Prince William	Total Cost	\$177,035,188
Project Limits	Brady's Hill Road to Dumfries Road	Municipality	Town of Dumfries	Completion Date	2028
		Agency Project ID	119481		
Description	Project will widen Rte 1 northbound so both northbound and southbound traffic will be on the northbound alignment. - PE linked under UPC 90339. FROM: 0.1 Mi S. of Brady's Hill Road TO: .2 Mi. N. of Dumfries Road (Route 234) (2.1490 MI)				

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NVTA	\$3,388,455	\$569,545	-	-	-	-	\$569,545	\$3,958,000
	Total PE	\$3,388,455	\$569,545	-	-	-	-	\$569,545	\$3,958,000
ROW	NVTA	-	-	\$44,290,455	-	-	-	\$44,290,455	\$44,290,455
	Total ROW	-	-	\$44,290,455	-	-	-	\$44,290,455	\$44,290,455
CON	HPP	-	-	\$7,070,958	\$8,266,405	\$24,912,935	-	\$40,250,298	\$40,250,298
CON	NVTA	-	-	-	\$78,000,000	-	-	\$78,000,000	\$78,000,000
	Total CON	-	-	\$7,070,958	\$86,266,405	\$24,912,935	-	\$118,250,298	\$118,250,298
OTHER	TBD	-	-	-	-	-	\$10,536,435	-	\$10,536,435
	Total Other	-	-	-	-	-	\$10,536,435	-	\$10,536,435
	Total Programmed	\$3,388,455	\$569,545	\$51,361,413	\$86,266,405	\$24,912,935	\$10,536,435	\$163,110,298	\$177,035,188



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-01.3 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

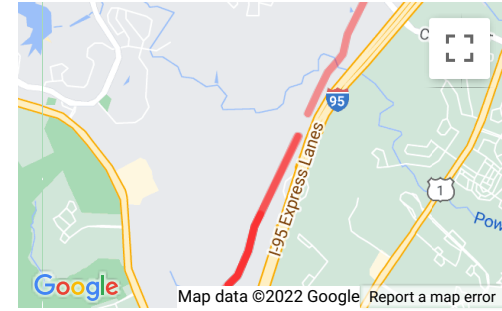
SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$181,269,734 to \$177,035,188

<i>TIP ID</i>	T8605	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Study/Planning/Research
<i>Project Name</i>	Van Buren Road Extension Project (PE Only)	<i>County</i>	Prince William	<i>Total Cost</i>	\$8,000,000
<i>Project Limits</i>	VA 234 Dumfries Road to VA 610 Cardinal Drive	<i>Municipality</i>		<i>Completion Date</i>	2030
		<i>Agency Project ID</i>			
<i>Description</i>	Extend Van Buren Road from Rte. 234 to Cardinal Drive. The widening will consist of a 4-lane divided facility. A sidewalk and trail are included				

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NVTA	-	-	\$4,000,000	\$4,000,000	-	-	\$8,000,000	\$8,000,000
	<i>Total PE</i>	-	-	\$4,000,000	\$4,000,000	-	-	\$8,000,000	\$8,000,000
	<i>Total Programmed</i>	-	-	\$4,000,000	\$4,000,000	-	-	\$8,000,000	\$8,000,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01.3 Amendment 2023-2026	09/21/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, Scope Change(s)

Funding Change(s):

Total project cost increased from \$1,800,000 to \$8,000,000

**Attachment B: Amendment Summary Report for
TIP Action 23-01.3 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T4506	PRTC - Bus Acquisition / Replacement Program	\$850,000	\$1,862,324	\$1,012,324	119	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): SECT. 5339 ▶ Add funds in FFY 22 in OTHER for \$162,324 ▶ Add funds in FFY 24 in OTHER for \$850,000 <i>Total project cost increased from \$850,000 to \$1,862,324</i>
T4534	Rolling Stock Acquisition	\$63,815,133	\$78,511,451	\$14,696,318	23	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): SECT. 5337-SGR ▶ Add funds in FFY 22 in CON for \$10,504,210 SECT. 5307 ▶ Add funds in FFY 22 in CON for \$4,192,108 <i>Total project cost increased from \$63,815,133 to \$78,511,451</i>
T6618	ROUTE 7/ROUTE 690 INTERCHANGE SMART18	\$52,685,000	\$52,685,000	\$0	0	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Delete funds in FFY 27 in ▶ Add funds in FFY 30 in OTHER for \$43,553,533 STBG ▶ Delete funds in FFY 21 in ROW for \$1,617,000 BLANK ▶ Delete funds in FFY 21 in ROW for \$565,896 <i>Total project cost stays the same \$52,685,000</i>
T6630	BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)	\$3,000,000	\$6,806,590	\$3,806,590	127	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): + Increase funds in FFY 23 in OTHER from \$1,200,000 to \$5,006,590 <i>Total project cost increased from \$3,000,000 to \$6,806,590</i>

**Attachment B: Amendment Summary Report for
TIP Action 23-01.3 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6692	Route 1 Widening (Fraley Blvd)	\$181,269,734	\$177,035,188	(\$4,234,546)	-2	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>HPP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in PE for \$100,000 ▶ Add funds in FFY 24 in CON for \$7,070,958 ▶ Add funds in FFY 25 in CON for \$8,266,405 <p>- Decrease funds in FFY 26 in CON from \$26,450,235 to \$24,912,935</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 in CON for \$24,336,498 <p>STATE</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in PE for \$67,468 <p>STBG</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in PE for \$146,224 <p>RSTP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in PE for \$58,848 ROW for \$143,066 ▶ Delete funds in FFY 22 in ROW for \$156,622 <p>NVTA</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in PE for \$6,907,395 ROW for \$39,609,000 + Increase funds in FFY 22 in PE from \$0 to \$3,388,455 - Decrease funds in FFY 22 in ROW from \$5,290,156 to \$0 ▶ Add funds in FFY 23 in PE for \$569,545 ▶ Add funds in FFY 24 in ROW for \$44,290,455 ▶ Add funds in FFY 25 in CON for \$78,000,000 <p>TBD</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 in CON for \$78,004,222 ▶ Add funds in FFY 30 in OTHER for \$10,536,435 <p><i>Total project cost decreased from \$181,269,734 to \$177,035,188</i></p>
T8605	Van Buren Road Extension Project (PE Only)	\$1,800,000	\$8,000,000	\$6,200,000	344	Programming Update, Scope Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Title changed from "Van Buren Road Extension (Study Only)" to "Van Buren Road Extension Project (PE Only)"</p> <p>LOCAL</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in NVTA ▶ Add funds in FFY 24 in PE for \$4,000,000 ▶ Add funds in FFY 25 in PE for \$4,000,000 <p><i>Total project cost increased from \$1,800,000 to \$8,000,000</i></p>
T11606	VRE Fredericksburg Station Rehabilitation	\$0	\$7,704,496	\$7,704,496	0	New project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>SECT. 5337-SGR</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in CON for \$7,704,496 <p><i>Total project cost \$7,704,496</i></p>
T11607	Sycolin Road Widening Project (PE Only)	\$0	\$3,878,437	\$3,878,437	0	New project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in PE for \$3,878,437 <p><i>Total project cost \$3,878,437</i></p>
GRAND TOTALS:		\$303,419,867	\$336,483,486	\$33,063,619			



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

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September 12, 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) Amendments and New TIP Projects:

Dear Chair Sebesky:

The Virginia Department of Transportation (VDOT) requests the following project amendments and new projects be added to the FY 2023-2026 Transportation Improvement Program (TIP).

Projects Requests for TIP Amendments

Route 7/Route 690 Interchange Project TIP ID T6618

This new interchange at Route 7 and Route 690 will include a shared use path and four ramps. This project will help with safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Move \$4,448,896 (STP/STBG) and Add \$20,711 (EB/MG) FY21
- Add \$656,589 (STP/STBG) and \$4,759,808 (NHPP) for FY22 for PE Phase
- Move \$1,051,104 (STP/STBG) and \$565,896 (AC-STP/STBG) FY21
- Move \$565,896 (ACC-STP/STBG) and Add \$3,664,359 (NHPP) FY22 for RW Phase

Route 1 (Fraley Blvd) Widening Project TIP ID T6692

This project will widen Route 1 northbound so both northbound and southbound traffic will be on the northbound alignment. It will enhance traffic safety and congestion in the Dumfries, VA area and is included in the air quality conformity analysis. The proposed amendment will:

- Remove \$100,000 (HPP) FY21 PE Phase
- Add \$7,070,958 FY24 (HPP) and \$8,266,405 (HPP) FY25 CN Phase
- Decreased HPP funds in FY26 CN Phase from \$26,450,235 to \$24,912,935
- Remove \$24,336,498 (HPP) FY27 CN Phase
- Remove \$67,468 (State) FY21 PE Phase
- Remove \$146,224 (STBG) FY21 PE Phase
- Add \$143,066 (RSTP) FY21 ROW Phase
- Add \$156,622 (RSTP) FY22 ROW Phase
- Remove \$6,907,395 (NVTA) FY21 PE Phase and \$39,609,000 (NVTA) FY21 ROW Phase

- Add \$3,388,455 (NVTA) FY22 PE Phase
- Decrease \$5,290,156 (NVTA) FY22 ROW Phase
- Add \$569,545 (NVTA) FY23 PE Phase
- Add \$44,290,455 (NVTA) FY24 ROW Phase
- Add \$78,000,000 (NVTA) FY25 CN Phase
- Add \$10,536,435 (TBD) FY30 Other Phase

Van Buren Road Project TIP ID: T8605

This project was identified in the TIP as a study. As the NEPA process nears completion, FHWA requires that additional project phases are funded in order to move forward. The proposed amendment will:

- Add \$4,000,000 (NVTA) FY 24 for PE Phase
- Add \$4,000,000 (NVTA) FY 25 for PE Phase

VRE Rolling Stock Acquisition TIP ID: T4534

This project provides for the debt service on rail cars and the purchase of rail cars and locomotives. The proposed amendment will:

- Add \$4,192,108 (Federal Section 5307 Debt Service) FY22 for CN Phase
- Add \$10,504,210 (Federal Section 5337 SGR) FY22 for CN Phase

PRTC Bus Acquisition/Replacement TIP ID: T4506 (STIP ID: PRTC005)

This project will allow for the replacement of OmniRide Local Buses. The proposed amendment will:

- Add \$162,324 (Bus and Bus Facilities Section 5339) FY22 for Other Phase
- Add \$850,000 (Bus and Bus Facilities Section 5339) FY24 for Other Phase

OmniRide Bus Replacement TIP ID: T6630 (STIP ID: PRTC008)

This proposed amendment will add funding for commuter bus replacement.

- Add \$3,806,590 (CMAQ) FY23 for Other Phase

New Projects Requests Added to TIP

Sycolin Road Widening Project

This project will widen Sycolin Road between Loudoun Center Place and Crosstrail Blvd, to a 4-lane roadway and will include 16' median, share use path, access management improvements to Leesburg Airport and park and ride lot. It is in the Air Quality Conformity (#335) and helps with the safety of travelers and enhances the integration and connectivity of the transportation network system with more access for travelers. Funding request for this project is as follows:

- Add \$3,878,437 (Other State) FY22 for PE Phase

VRE Fredericksburg Station Rehabilitation

This project provides for the upgrades and improvements to the Fredericksburg Station. The proposed amendment will:

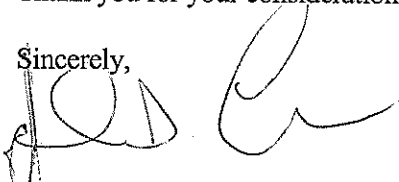
- Add \$7,704,496 (Federal Section 5337 Rail SGR) FY22 for CN phase

Hon. Pamela Sebesky
September 12, 2022
Page Three

VDOT requests approval of the update to the TIP Amendments and new TIP projects by the Transportation Planning Board's Steering Committee that was originally approved at its meeting on September 9, 2022. VDOT's representative will be available to answer any questions about the amendments and new TIP project requests.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "John D. Lynch". The signature is written in a cursive style with a large initial "J" and "L".

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: September 15, 2022

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



National Capital Region
Transportation Planning Board

July 28, 2022

Randy Clarke
General Manager
Washington Metropolitan Area Transit Authority
300 7th Street SW
Washington, D.C. 20024

Re: Street Smart FY 2023 Funding

Dear Mr. Clarke:

On behalf of the Transportation Planning Board (TPB) I am happy to inform you that the TPB will be renewing its “Street Smart” Pedestrian and Bicycle Safety Campaign in federal FY 2023. This region-wide campaign promotes safety for Pedestrians and Bicyclists including WMATA’s transit riders as they walk or bike to and from bus stops and Metrorail stations. The campaign is funded by DDOT, the Maryland Highway Safety Office, the Virginia Highway Safety Office, and WMATA. I am now asking that you consider renewing WMATA’s contribution of \$150,000 for FY 2023.

The Street Smart campaign cautions drivers to slow down and watch out for people walking and biking. Messages are delivered in both English and Spanish via online media, news stories, on-the-ground outreach, and outdoor media, including transit ads.

WMATA is a valued partner and funder of the campaign. WMATA’s financial contribution of \$150,000 accounted for 18% of the FY 2022 budget of \$820,000. WMATA also ran pro bono transit advertising when space was available. For the Fall 2021 campaign wave WMATA hosted a video testimonial wall at two Metro stations – Springfield and Anacostia. WMATA staff also served on the advisory committee and helped shape the development of the video testimonials which were launched in Fall 2019.

The Street Smart campaign benefits to WMATA include passenger safety messaging, advertising revenue, and partnership in a major public service program. The Street Smart campaign places advertising on WMATA buses, often in corridors with heavy pedestrian activity. See the attached Fall 2021 Summary and the FY 2021 Annual Report for more details.

The Street Smart campaign has been successful in terms of increasing public awareness of the consequences of unsafe behaviors, changing reported pedestrian and motorist behavior, and leveraging earned media and local law enforcement. The transit advertising has been particularly effective.

As a unified regional campaign, Street Smart benefits from economies of scale in production and purchase of advertising, greater leveraging of federal funding from multiple recipients, and greater media attention than would be possible for an individual agency safety campaign.

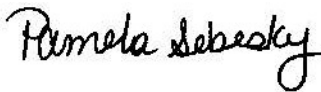
For funds to be available for the Fall 2022 campaign wave, funding commitment letters should be sent to Director of Transportation Planning, Kanti Srikanth, at the address below by August 31,

Randy Clarke
July 28, 2022

2022. In addition, please also email a copy of the funding commitment letter to ksrikanth@mwcog.org.

Should you have any questions about the campaign or the requested voluntary contribution, please contact Kanti Srikanth at (202) 962-3257. Thank you for your participation in this program that addresses one of our region's most critical needs: pedestrian and bicyclist safety.

Sincerely,



Pamela Sebesky
Chair, National Capital Region
Transportation Planning Board

cc: Kanti Srikanth, Director of Transportation Planning, MWCOG
James Wojciechowski, Vice President and Assistant Chief Safety Officer, WMATA
John Tygret, Office of Planning, WMATA
Chimere Lesane-Matthews, Environmental Planner, WMATA



National Capital Region
Transportation Planning Board

August 8, 2022

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

Re: FY 2022 Bridge Investment Program Grant Application by the District of Columbia for the Theodore Roosevelt Memorial Bridge Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Bridge Investment Program (BIP) grant to fund the rehabilitation of the Theodore Roosevelt Memorial Bridge carrying Interstate-66 between Virginia and the District of Columbia.

The Theodore Roosevelt Memorial Bridge project seeks to repair and improve this critical bridge serving the residents of the National Capital Region. Carrying an average of 95,000 vehicles per day in 2019, the bridge is in poor condition and requires deck replacement and major structural repairs to extend the service life of the structure. In addition, the project would also include sidewalk widening to better accommodate pedestrians and cyclists as well as safety improvements, including the replacement of a traffic barrier and old and/or outdated pedestrian railing, highway signage, roadway stripping, and street lighting.

This bridge 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 keeping the region's existing transportation network in a state of good repair as well as pedestrian and safety improvements. 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 the District of Columbia. I anticipate that upon a successful BIP 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

July 19, 2022

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2022 Pilot Program for Transit Oriented Development Planning Grant Application by Maryland Department of Transportation for the Purple Line Corridor

Dear Administrator Fernandez:

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 the proposal entitled *Building an equitable transit-oriented Purple Line Corridor through comprehensive planning for affordable housing, mixed-use development, and bicycle and pedestrian accessibility*, submitted by the Maryland Department of Transportation, Maryland Transportation Administration (MDOT-MTA) and partners to the FY 2022 Pilot Program for Transit-Oriented Development Planning (TOD Pilot Program)

The TOD Planning Pilot grant would fund the Purple Line Corridor Mobility, Economic Development and TOD Implementation Plan. Funding for this proposal will enable a multi-sector partnership, convened through the Purple Line Corridor Coalition, to address economic development and land use opportunities at this critical time with construction underway on the Purple Line. In particular, this work would address increased transportation access to environmental justice populations, equity-focused community outreach and public engagement of underserved communities and adoption of equity-focused policies, reduction of greenhouse gas emissions, and the effects of climate change.

The work proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045; improved access to transit is one of the seven Aspirational Initiatives of the plan. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities. The TPB has long supported investment in our public transportation system and in pedestrian infrastructure to provide a broad range of equitable and affordable transportation choices for our region.

As such the TPB appreciates your favorable consideration of the Maryland Department of Transportation's application. 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 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. James F. Ports, Jr., Secretary, MDOT
Ms. Holly Arnold, Administrator, MDOT MTA



National Capital Region
Transportation Planning Board

July 20, 2022

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

Re: US DOT Bridge Investment Program Grant
The Prince George's County Connecting Communities Bundled Bridge Replacement Project

Dear Mr. Buttigieg:

On behalf of National Capital Region Transportation Planning Board (TPB), I am writing to express my support for the Prince George's County Department of Public Works and Transportation (DPW&T) application under the U.S. Department of Transportation 2022 Bridge Investment Program (BIP) Grants Program.

The Prince George's County Connecting Communities Bundled Bridge Replacement Project seeks \$560,000 in federal funds, with a \$140,000 local contribution, to provide planning-level funding in support of this vital public safety improvement project along two critical corridors in Prince George's County, Maryland. Both projects will ultimately lead to the full replacement of two bridges, which are currently rated in poor condition per the National Bridge Inventory (NBI) condition rating system. Ensuring the safety and soundness of these two bridges are both fully consistent with the TPB's Performance Based Planning and Programming elements and the goals and aspirations of the region's long-range transportation plan, Visualize 2045. The project is consistent with the recently approved FY 2023-2026 Transportation Improvement Program (TIP) under the Prince George's County Bridge Replacement Federal Aid Program (TIP ID # T5401).

The TPB understands that the Prince George's County Connecting Communities Bundled Bridge Replacement Project will provide residents with improved amenities and contribute to their quality of daily life with road safety improvements, multi-modal enhancements, and direct connection to the County's extensive trail network that provide options for active recreation and commuting. These improvements to safety, travel options and connecting communities are all part of the TPB's regional goals and planning priorities. The TPB acknowledges that investing in such connections will continue to strengthen the areas' travel and recreation amenities, economic competitiveness, and access to employment and residential resources.

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

Sincerely,

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

Pamela Sebesky
Chair, Transportation Planning Board

Mr. Buttigieg
July 20, 2022

cc: Angela Jones, Agreement Specialist, Office of Acquisition and Grants Management, FHWA, US DOT
Robin Hobbs, Team Leader, Office of Acquisition and Grants Management, FHWA, US DOT
Michael Johnson, Acting Director, Prince George's County Department of Public Works and
Transportation
Kanti Srikanth, Director, Transportation Planning Board
Oluseyi Olugbenle, Deputy Director, Prince George's County DPW&T
Kate Mazzara, P.E., Associate Director, Office of Engineering and Project Management, DPW&T
Erv T. Beckert, P.E., Chief, Highway and Bridge Design Division, DPW&T
Victor Weissberg, Major Projects Manager/Special Assistant to the Director, DPW&T
Andrea Lasker, Vision Zero Prince George's County Program Coordinator/Special Assistant to the
Director, DPW&T



National Capital Region
Transportation Planning Board

August 23, 2022

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

Re: FY 2022 Bridge Investment Program Grant Application by the District of Columbia for the I-395 Northbound Bridge Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Bridge Investment Program (BIP) grant to advance the rehabilitation of the I-395 Northbound Bridge carrying Interstate-395 (Arland D. Williams, Jr. Memorial Bridge) between Virginia and the District of Columbia.

The I-395 Northbound Bridge is an integral link for access to the Nation's Capital carrying close to 100,000 vehicles per day. Recent inspection reports show several bridge elements with significant deterioration, in particular the main bascule span (non-functional). Additionally, the existing steel barriers are considered structurally deficient with areas of 100% section loss. To protect the traveling public, temporary barriers have been placed on the bridge which eliminated the roadway shoulders.

The project will extend the service life of the bridge by at least 50 years, reducing maintenance costs and impacts to the region. To replace the bascule span, innovative accelerated bridge construction (ABC) techniques will be used to fabricate a new bridge span off-site and quickly lift the span segment(s) into place. Additionally, the existing traffic barriers will be replaced with crash tested parapets that meet current AASHTO criteria to improve safety on the bridge.

This bridge 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 keeping the region's existing transportation network in a state of good repair as well as safety improvements. 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 the District of Columbia. I anticipate that upon a successful BIP 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

August 23, 2022

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

Re: FY 2022 Bridge Investment Program Grant Application by the District of Columbia for the SE/SW Freeway (I-695) Bridges Center Leg Interchange Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Bridge Investment Program (BIP) grant to advance the rehabilitation of the SE/SW Freeway (I-695) Bridges Center Leg interchange.

The interchange, comprised of the elevated interstate of I-695 over South Capitol Street, New Jersey Avenue SE, and Virginia Avenue SE/2nd Street SE, along with the associated ramps, is an integral link for access to the Nation's Capital and to the U.S. Capitol complex, carrying an average of over 126,000 vehicles per day in 2019. The network of bridges and ramps included in this project is comprised of a variety of complex structures, many with fracture-critical elements currently in poor condition and requires major rehabilitation to extend the service life of the structures.

Rehabilitating the bridges to improve their condition is imperative to maintaining the safety of the drivers on the interstate and is a critical link in the region's highway network. The rehabilitation project will extend service life by at least 50 years, reducing maintenance cost and impacts to the region.

This bridge 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 keeping the region's existing transportation network in a state of good repair as well as safety improvements. 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 the District of Columbia. I anticipate that upon a successful BIP 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

August 23, 2022

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

Re: FY 2022 Bridge Investment Program Grant Application by Prince George's County, Maryland for the Protecting and Connecting Communities Bridge Preservation Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince George's County, Maryland for a Bridge Investment Program (BIP) grant to advance the rehabilitation of seventeen bridges in the county as part of the Protecting and Connecting Communities Bridge Preservation Project.

The Prince George's County Protecting and Connecting Communities Bridge Preservation Project involves the repair and painting of seventeen steel beam and steel girder bridge structures to extend the service life of these valuable structures. The execution of this comprehensive bridge preservation project will improve the fair condition of the bridges, which are at a high risk of falling into a poor condition. These bridges, located in communities and municipalities throughout the county, are important connectors for the residents, many of which are African American, Latino and other minority populations from historically disadvantaged communities.

This bridge preservation 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 keeping the region's existing transportation network in a state of good repair. 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 George's County, Maryland. I anticipate that upon a successful BIP 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. Michael Johnson, Acting Director, Prince George's County Dept of Public Works & Transportation
Ms. Oluseyi Olugbenle, Deputy Director, Prince George's County Dept of Public Works & Transportation



National Capital Region
Transportation Planning Board

August 23, 2022

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

Re: FY 2022 Safe Streets and Roads for All Program Grant Application by Prince George's County, Maryland for the Multimodal Safety Improvements along the High Injury Network

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 George's County, Maryland for a Safe Streets and Roads for All (SS4A) Program grant to provide planning level and implementation for vital public safety improvements along critical corridors in the county.

The Multimodal Safety Improvements along the High Injury Network projects will help build a multimodal network that will connect critical economic development hubs in the county, including the US 1 corridor, the College Park Metro Station, and the University of Maryland's Discovery District. The projects will provide road safety improvements, multimodal enhancements, safer connections to transit – including Metrorail and the under-construction light rail Purple Line – as well as direct connections to the County's extensive trail network.

This portfolio of safety projects is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, visualize 2045. The TPB has long supported investment in safety improvements and in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by Prince George's County, Maryland. I anticipate that upon a successful SS4A grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

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

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

Cc: Mr. Michael Johnson, Acting Director, Prince George's County Dept of Public Works & Transportation
Ms. Oluseyi Olugbenle, Deputy Director, Prince George's County Dept of Public Works & Transportation



National Capital Region
Transportation Planning Board

August 30, 2022

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

Re: FY 2022 Safe Streets and Roads for All (SS4A) Program Grant Application by Montgomery County, Maryland for the Germantown Safe Roads for All project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a Safe Streets and Roads for All (SS4A) Program grant to implement a roadway safety program in Germantown Town Center.

The Germantown Safe Roads for All project will add new sidewalks, crosswalks and bike lanes; make accessibility improvements and add better lighting for bus stops; and implement speed control safety measures to the roads in to improve safety, mobility, and accessibility for all users. The project is part of the County's Vision Zero effort to eliminate all traffic fatalities and serious injuries.

This portfolio of safety projects is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, visualize 2045. The TPB has long supported investment in safety improvements and in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TPB's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by Montgomery County, Maryland. I anticipate that upon a successful SS4A grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

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

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

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



National Capital Region
Transportation Planning Board

August 30, 2022

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

Re: FY 2022 Bridge Investment Program Grant Application by the Virginia Department of Transportation (VDOT) for the I-395 Ramp Replacement Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Virginia Department of Transportation (VDOT) for a Bridge Investment Program (BIP) grant for the replacement of the I-395 Ramp carrying southbound traffic from I-395 to Route 1 in Arlington County.

The I-395 Ramp Replacement Project will replace an existing fracture-critical, structurally deficient bridge nearing the end of its life with an at-grade intersection. By converting the I-395 ramp from a grade-separated highway to an at-grade intersection, speeds along the ramp will be reduced which will enhance safety. In addition, the replacement of the ramp will remove a physical barrier to walking and biking and strengthen community connectivity and is a critical step towards transforming the Route 1 corridor from an elevated freeway to an at-grade urban boulevard linking Crystal City's east and west neighborhoods.

This bridge 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 keeping the region's existing transportation network in a state of good repair as well as safety improvements. This grant would advance the region's long-term transportation priorities in accordance with the TPB's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by VDOT. I anticipate that upon a successful BIP 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: W. Sheppard Miller III, Secretary, Virginia Department of Transportation



National Capital Region
Transportation Planning Board

September 7, 2022

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

Re: FY 2022 Safe Streets and Roads for All (SS4A) Program Grant Application by the City of Manassas Park, Virginia for the development of a Comprehensive Safety Action Plan

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 City of Manassas Park, Virginia for a Safe Streets and Roads for All (SS4A) Program grant for the development of a Comprehensive Safety Action Plan.

Though development of the Plan, the City of Manassas Park will undertake a comprehensive evaluation of safety along the Manassas Drive corridor, examining specific areas that are lacking infrastructure (e.g. sidewalks, streetlights, pedestrian crossings, etc.), The city will engage in a detailed process for community engagement and collaboration, along with equity analysis and evidence-based safety analysis to ensure optimal solutions for traditionally underserved groups. The Action Plan, along with the adoption of a Vision Zero plan, will identify potential policy and process changes to the existing Transportation Program to ensure best practices and streamlining of priorities.

This safety planning effort is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in safety improvements in our region. 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 the City of Manassas Park, Virginia. I anticipate that upon a successful SS4A grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

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

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

Cc: Mr. Calvin O'Dell, Director, City of Manassas Park Division of Public Works



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: September 15, 2022

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner, Long-Range Transportation Plan Program Manager
SUBJECT: Status Report on the Visualize 2045 Update
DATE: September 15, 2022

BACKGROUND

To ensure federal funds for transportation continue to flow through the region, a critical requirement is the approval of the Air Quality Conformity Determination of the Visualize 2045 update and the FY 2023-FY 2026 Transportation Improvement Program (TIP). The federal government requires the TPB to conduct an in-depth analysis to ensure projected emissions generated by users of the region's future transportation system will not exceed (or "conforms to") the air quality emissions budgets set forth in the region's air quality plans. This is known as air quality conformity. Based on the results of the analysis, a determination is made to confirm conformity. The federally approved conformity determination from 2018 had to be updated in 2022.

The members of the TPB, since kick off of the plan update in December of 2020, worked together diligently to ensure that the TPB could maintain the schedule for conformity approval. On August 25, 2022, the TPB's federal partners approved the conformity determination for the Visualize 2045 update and the FY 2023-FY 2026 TIP (see attached letter). This is the portion of the plan that receives official "approval;" the remaining federal requirements are reviewed during the quadrennial certification review. The TPB is recognized for fulfilling its important role in ensuring that the National Capital Region's Metropolitan Planning Organization complies with its responsibilities to meet federal requirements.

The 2022 conformity approval "resets the clock" and the TPB must obtain the same federal approval for the conformity determination for the next quadrennial plan no later than 4-years from that date (by August 25, 2026). The plan and TIP can, and will, be updated sooner. At a future meeting, the TPB's staff will present a schedule for the 2024 update to the region's long-range transportation plan and FY 2025- FY 2028 TIP.

Like plans that came before, the update to Visualize 2045 and the process used by the TPB to develop the plans must meet an array of federal requirements, including but not limited to compliance with performance-based planning rules, consideration of the ten federal planning factors, conducting a congestion management process, engaging in public participation, responding to concerns of non-discrimination and equity, and others. The federal agencies review the planning process as part of their Federal Certification Review, every four years. This review will begin this fall.



U.S. Department
of Transportation

Federal Transit Administration
Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103
215-656-7100

Federal Highway Administration
DC Division
1200 New Jersey Avenue, SE (E61-205)
Washington, DC 20590
202-493-7020

The Honorable Pamela Sebesky, Chairperson
National Capital Region Transportation Planning Board
c/o, Mr. Kanti Srikanth, Director Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Re: Air Quality Conformity Determination of the 2022 Update to the Visualize 2045 Long-Range Transportation Plan and The FY 2023-2026 Transportation Improvement Program

Dear Chairwoman Sebesky:

The 1990 Amendments to the Clean Air Act (CAA) require transportation air quality conformity determinations for Metropolitan Transportation Plans, Transportation Improvement Programs (TIP), sections of a State Transportation Improvement Program (STIP) covering rural nonattainment/maintenance areas, and projects in areas that are designated as air quality nonattainment and maintenance areas. Section 176(d) of the CAA establishes priority requirements for programs supported by the Federal government that target nonattainment or maintenance areas to provide for timely implementation of eligible portions of air quality plans.


On August 16, 2022, in an e-mail to the Federal Highway Administration's (FHWA) District of Columbia Division, the Environmental Protection Agency (EPA) concurred that the conformity determination met the requirements of the CAA. EPA's review considered the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) and the 2015 8-Hour Ozone NAAQS Conformity Determinations for the Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) and the Visualize 2045 Long Range Transportation Plan (LRTP) for the Metropolitan Washington Region as adopted by the National Capital Region Transportation Planning Board (TPB).

FTA and FHWA are jointly making this air quality conformity determination. FTA and FHWA find the planning process to be continuing, cooperative, and comprehensive transportation planning carried on cooperatively by the TPB, the Washington Metropolitan Area Transit Authority (WMATA), the states of Maryland and Virginia, and the District of Columbia in accordance with the requirements of 23 USC 134 and 49 USC and Section 5303.

Based on our transportation planning regulatory requirements, our day-to-day involvement, and extensive review of technical analysis reports, and in accordance with the provisions of Section 134(h)(2)(B), Title 23 USC, FTA and FHWA find the financial information needed to support our fiscal constraint determination is complete.

Any questions concerning this determination should be directed to Ms. Sandra Jackson, Community Planner of the FHWA District of Columbia Division, at (202) 493-7031 or Daniel Koenig, Community Planner of the FTA Region 3 Office, at (202) 366-8224.

Sincerely,

 Digitally signed by
THERESA GARCIA CREWS
Date: 2022.08.25
15:40:11 -04'00'

Terry Garcia Crews
Regional Administrator
Federal Transit Administration

**JOSEPH C
LAWSON** Digitally signed by
JOSEPH C LAWSON
Date: 2022.08.25
20:29:40 -04'00'

Joseph C. Lawson
DC Division Administrator
Federal Highway Administration

Enclosure: EPA Technical Support Documentation

cc: Kwame Arhin, FHWA, MD
Ivan Rucker, FHWA, VA
Ryan Long, FTA
Ed Sundra, FHWA, VA



MEMORANDUM

TO: Transportation Planning Board
FROM: TPB Staff (Kanti Srikanth, Mark Moran, Dusan Vuksan, Eric Randall, and Erin Morrow)
SUBJECT: FHWA Notice of Proposed Rulemaking for Greenhouse Gas Emissions Measure
DATE: September 15, 2022

On Friday, July 15, 2022, the Federal Highway Administration (FHWA) issued a [Notice of Proposed Rulemaking](#) (NPRM) to establish a performance measure for greenhouse gas (GHG) emissions as part of the National Highway Performance Program (NHPP). The public comment period ends on October 13, 2022. A draft of the staff developed comments providing feedback on technical aspects of the rule is attached.

The proposed rule would require state DOTs and MPOs to set declining targets for carbon dioxide (CO₂) emissions on the Interstate and non-Interstate National Highway System (NHS) to support the national goals of reducing economy-wide GHG emissions by 50%-52% below 2005 levels by 2030 and net zero by 2050. State DOTs would be required to set two- and four-year targets and MPOs would be required to set four-year targets, as part of the performance-based planning process (PBPP). The GHG measure would be added to other existing measures in performance areas such as highway safety and highway assets. The proposed performance measure would be a percent change in tailpipe CO₂ emissions on the NHS, compared to a reference year of 2021. State DOTs would measure emissions reductions for their state using a prescribed formula; MPOs could use the same formula or have the flexibility to use other technical methods through agreement with the DOTs.

The proposed rule does not dictate the levels for the targets, but rather that “state DOTs and MPOs would have flexibility to set targets that are appropriate for their communities and that work for their respective climate change and other policy priorities, as long as the targets would reduce emissions over time.” As with many of the PBPP targets, the proposed rule does not establish penalties for failing to meet the tailpipe CO₂ reduction targets.

On June 15, 2022, the TPB adopted GHG emissions reduction goals for the on-road transportation sector of 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050. It is important to note that the target setting and performance measurement for this requirement will look different from the TPB’s goals and previous reporting of GHG emissions as part of the long-range transportation plan, due to various factors, including different pollutants (type and scope), different reference years, and a different methodology used for calculations.

TPB staff are participating in discussions with the region’s state DOTs and with the Association of Metropolitan Planning Organizations (AMPO) regarding the proposed rule. The letter developed by staff is supportive of the establishment of a GHG measure, notes the TPB’s adoption of greenhouse gas reduction goals, and encourages FHWA to keep the proposed flexibility for MPOs to use their own processes in establishing and reporting targets. The letter expresses concern that the proposed October 1, 2022, deadline for the state DOTs to submit targets takes place before the end of the public comment period and does not allow enough time for discussions and collaboration. The letter

also expresses opposition to the use of the Urbanized Area (UZA) as a geography for setting targets in addition to the MPO planning area, since TPB staff view these processes as duplicative.

Please submit any feedback on the draft comment letter to Kanti Srikanth (KSrikanth@mwkog.org) by September 28, 2022.



National Capital Region
Transportation Planning Board

September XX, 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 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
TPB Staff Director

cc:

DRAFT



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Solicitation in the District of Columbia for Applications for the Transportation Alternatives Set-Aside Program
DATE: September 15, 2022

The application period for the Transportation Alternatives Set-Aside (TA Set-Aside) Program for the District of Columbia is now open. The application deadline is November 1. Potential applicants are encouraged to submit a 1-3 paragraph abstract by September 22 as part of an optional pre-application opportunity.

For details about the program, see ddot.dc.gov/page/transportation-alternatives-program.

The TA Set-Aside is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

Under federal law, project selection for the program is shared between state DOTs and large MPOs, including the TPB. The TPB is expected to approve funding for projects in D.C. on December 21.

Eligible applicants for the program include local governments; regional transportation authorities; transit agencies; natural resource or public land agencies; school districts, local education agencies, or schools; tribal governments; and any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency). Nonprofit 501 (c) organizations are also eligible to apply to be Project Advocates, if there is a partnership with an eligible agency that is willing to act as the official Project Sponsor.

State DOTs are typically considered ineligible to apply for TA Set-Aside funding. However, as DC government is the only local government within the District of Columbia, the District Department of Transportation (DDOT) qualifies as a local government entity.

DDOT is moving to a two-year solicitation cycle for the TAP program. This means projects for both FY23 and FY24 will be selected through this fall's application cycle.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program are encouraged to consider seeking funding for capital improvements through the TA Set-Aside Program. The TPB also encourages TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan.

For more information about the TPB's role in this program, please contact John Swanson (jswanson@mwkog.org; 202-962-3295).



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Follow-up information regarding the Transportation Alternatives Set-Aside Program
DATE: September 15, 2022

At the TPB meeting on July 20, Chair Pam Sebesky asked staff to provide written follow-up in response to questions that were raised regarding the Transportation Alternatives Set-Aside Program (TA Set-Aside). The questions were directed to our state DOT members, so we solicited the answers below from them via email:

1. Question for all DOTs: Patrick Wojahn, from College Park, noted that the Infrastructure Investment and Jobs Act (IIJA) of 2021 allows states to take 5% of the state's allocations for the TA Set-Aside Program for the purposes of technical assistance in program administration. These funds can be used by the states to provide assistance to local governments during the application development period and during project implementation, as well as for other purposes. Mr. Wojahn asked how the state DOTs in our region plan to use those funds. He said he would specifically like to see the funds used to solicit more applications from more jurisdictions.

Answer from MDOT (received 9/12/22):

"In response to similar questions Mayor Wojahn raised at the MML [Maryland Municipal League] Summer Conference this past June, MDOT SHA wrote Mayor Wojahn that IIJA allows the state to use up to five percent of suballocated TA set-aside funding for program administration and technical assistance. MDOT SHA will use this portion of TA set-aside funding to fund staff resources to administer the TA Program on behalf of the Federal Highway Administration, enabling MDOT SHA to better assist project sponsors and ensure projects smoothly progress from award to closeout."

Answer from VDOT (received 8/22/22):

"VDOT is using the additional 5% TAP funds (from IIJA) as follows:
1)- Support for VDOT staff to work on localities' application validations.
2)- Training modules directed to all localities for the quality of applications as well as more participation.
3)- There is an under-utilized portion of the TAP program dedicated for small communities (5K or less) due to lack of participation. Funds will be used to work with those smaller communities to incentivize more participation."

Answer from DDOT (received 9/15/22):

"DDOT does not intend to exercise the allowance to utilize up to 5% of the state's TAP allocation for program administration. DDOT performs program TAP administration, including assistance during the application process and during project implementation."

2. Question for MDOT: Kacy Kostiuk, from Takoma Park, called attention to the MDOT rule that prohibits MPOs from funding TA Set-Aside projects on a partial basis, in most cases. Under this rule, the only way a project can be partially funded by an MPO is if it is the only project the MPO selects that year (this is what happened at the TPB in July). In such cases, MDOT agrees to pick up the remainder of the requested funding using statewide TA Set-Aside funds. Ms. Kostiuk said that this year, she thought the outcome for Maryland was good and she strongly supported the recommended project, but she said she could imagine a situation in the future where this rule could be too limiting. She said she would like to learn more about the origin of the rule and whether it is helping the program meet the goals that it should be seeking to achieve.

Answer from MDOT (received 9/12/22):

“The change made in 2019 where MPOs are not allowed to fund TA projects on a partial basis was put in place so projects would not receive partial funding, which led on multiple occasions to projects that were not able to be completed or delayed for lack of funding. Delays arose as sponsors/local public agencies (LPAs) were forced to find additional funding they needed to provide necessary resources to advance projects. In these situations, MDOT SHA frequently received requests from sponsors/LPAs for additional funding after the MPO chose to award only partial funding. In the worst cases, sponsors/LPAs chose to withdraw projects from the TA Program and return TA funds since they couldn’t complete the project as proposed in the application.”

TPB staff welcomes the new funding opportunity from IIJA that will allow state DOTs to provide more technical assistance to help local governments develop high-quality applications and ensure the effective and timely implementation of projects. In the coming year, we look forward to working with our state DOT partners to encourage broader participation by TPB members in the TA Set-Aside Program.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002**

RESOLUTION ENDORSING EFFORTS TO SUPPORT ELECTRIC VEHICLE DEPLOYMENT

WHEREAS, in 2019, the Intergovernmental Panel on Climate Change updated its guidance to recognize that the world is already experiencing the impacts of global warming and to avoid most severe climate impacts greenhouse gas emissions must fall by at least 45 percent from 2010 levels by 2030 and to carbon neutrality by 2050; and

WHEREAS, metropolitan Washington is already experiencing the impacts of a changing climate, including increases in temperature and precipitation; and

WHEREAS, COG's Region Forward Vision includes a sustainability goal that calls for a significant decrease in greenhouse gas emissions, with substantial reductions from the built environment and transportation sector; and

WHEREAS, in October 2020 the Board adopted Resolution R45-2020 endorsing an interim 2030 climate mitigation goal of 50 percent greenhouse gas reduction below 2005 and climate resilience goals of becoming a Climate Ready Region by 2030 and Climate Resilient Region by 2050; and

WHEREAS, CEEPC recognizes that strong actions are still needed to avoid the most severe climate impacts and developed the 2030 Climate and Energy Action Plan to include recommended actions to meet the region's climate mitigation and resiliency goals; and

WHEREAS, the plan facilitates an equitable transition toward zero emission vehicles, in addition to zero energy buildings, zero waste, and assessing the region's climate hazards and vulnerabilities; and

WHEREAS, as discussed at the 2022 COG Leadership Retreat, Electric Vehicle (EV) planning and deployment is a priority for the region and COG's member governments; and

WHEREAS, increased collaboration to support EV plans, programs, and policies within local governments and as a region is necessary to transition towards zero emission vehicles and meet our regional goals outlined in the 2030 Climate and Energy Action Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

1. COG's Climate, Energy and Air Program will establish and maintain an Electric Vehicle (EV) Deployment Clearinghouse. This clearinghouse will provide members information on: (1) local EV Plans (government and community-wide), (2) local planning, zoning, permitting, and incentive polices related to EVs and EV infrastructure; (3) local EV and EV charging station related procurement and installation/operations support agreements; and (4) grant and partnership opportunities for EVs and EV charging stations.

2. Establish a Regional EV Deployment Working Group under COG's Climate, Energy and Environment Policy Committee (CEEPC), to serve as a forum for members to collaborate and coordinate actions related to deploying EVs and EV infrastructure. The working group will focus on: (1) information sharing and collaborating on local EV deployment plans; (2) developing templates for policies pertaining to local planning, zoning, and permitting to bring efficiencies to the process of EV infrastructure installation; (3) developing model partnership agreements (for site hosting, O&M of charging stations, etc.) for use by member governments; (4) developing white papers on "deal structures" for local governments to consider when working within the industry to build EV charging infrastructure, prioritizing equity emphasis areas; (5) developing model incentive programs for consideration by members to expedite EV purchase and/or EV infrastructure installation ensuring that equity emphasis areas are considered; (6) identifying and supporting opportunities to pursue regional grants for EV and/or EV infrastructure.

**I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors
September 14, 2022
Janele Partman
COG Communications Specialist**

Subject: FW: Officials endorse new EV planning initiatives



NEWS RELEASE

Area officials endorse new regional electric vehicle planning initiatives

COG to establish an EV Deployment Working Group and Clearinghouse

Washington, D.C. (September 14, 2022) – At its monthly meeting, the Metropolitan Washington Council of Governments (COG) Board of Directors adopted a resolution to establish an Electric Vehicle (EV) Deployment Clearinghouse and an EV Deployment Working Group to help expand EV infrastructure and increase the use of EVs regionwide.

Under COG’s Climate, Energy, and Environment Policy Committee (CEEPC), the working group will bring together representatives from local jurisdictions and other public and private sector partners. It will provide members with an opportunity to coordinate actions and develop an EV infrastructure deployment plan for metropolitan Washington that will enhance the region’s ability to transition to electric vehicles at scale. The group will prioritize information sharing, developing templates for policies and practices, regional partnerships, and identifying opportunities for funding support.

The clearinghouse will focus on keeping members informed on local EV planning, zoning, permitting, and incentive policies, as well as charging station procurements and installation/operation support agreements. These initiatives will help area officials assess the number and type of EV charging stations that will be needed in the future as well as optimal locations for these stations.

“Collaborative opportunities like the working group and clearinghouse will help us create a more consistent and coordinated network in our multi-state region,” said COG Board Chair and Arlington County Board Vice Chair

Christian Dorsey. “We will put ourselves in a better position to pursue potential cooperative purchases as well as state and federal grants, especially new funding related to the Infrastructure Investment and Jobs Act and Inflation Reduction Act.”

Since the adoption of the *2030 Climate and Energy Action Plan*, COG has been helping its member governments advance the region’s climate goals by assisting on local jurisdictions’ climate and energy action plans and EV fleet policies and plans.

The number of registered battery electric and plug-in hybrid electric vehicle owners increased by more than 300% between 2016 and 2020. As of 2020, the region had more than 33,000 electric vehicle owners that account for 1.7 percent of all light duty vehicles. Regionally, the total number of electric vehicle charging station plugs has increased from just over 300 in 2012 to more than 3,500 in 2021. Charging stations that can fully charge an EV in as little as 20 minutes have expanded from zero in 2012 to 475 charging plugs in 2021.

The EV initiatives support COG’s overarching planning priorities highlighted in the *Region United: Metropolitan Washington Planning Framework for 2030*, including a regional goal for a 50 percent reduction in greenhouse gas emissions below baseline levels by 2030. Staff continue to track the adoption of EVs and the progress of EV infrastructure in the region and will work with local governments to build a robust, sustainable network.

MORE: [Resolution R40-2022 – Endorsing efforts to support Electric Vehicle Deployment](#)

CONTACT:

Janele Partman; jpartman@mwcog.org; (202) 962-3250

The Council of Governments is an independent, nonprofit association where area leaders address regional issues affecting the District of Columbia, suburban Maryland, and Northern Virginia.



MWCOG.ORG

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Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300, Washington, DC 20002

Subject: Residents to celebrate Car Free Day on Sept. 22



Metropolitan Washington
Council of Governments

NEWS RELEASE

Take the Pledge and Go Car Free with Commuter Connections

Registrants can enter to win prizes and free bikeshare rides when they take the pledge to go car free or car-lite for a day

Washington, DC – (September 15, 2022) – Metropolitan Washington is gearing up for Car Free Day, an annual event that aims to reduce traffic congestion and bring awareness to more sustainable ways of traveling. Commuter Connections is encouraging residents to go car free or car-lite in celebration of Car Free Day on Thursday, September 22. By choosing to walk, bike, scooter, carpool, vanpool, or take the bus or train, commuters can use Car Free Day as an opportunity to focus on improving their physical health as well as the air quality of the region. Those teleworking on Car Free Day are also prize eligible by taking the pledge.

Each person who takes the free online pledge will receive a \$30 Nift Gift app credit to spend at participating local businesses, along with a special promo code for free 45-minute rides with Capital Bikeshare and a free cup of drip coffee at Bus Boys and Poets. Participants will also be entered into a raffle for other great prizes, including a Samsung Galaxy tablet, gift cards from local businesses, and more.

“Car Free Day presents an exciting opportunity for the region to come together and support more sustainable ways of travel,” said Commuter Connections Director Nicholas Ramfos. “Promoting alternative commuter choices goes a long way in encouraging D.C. area residents and travelers to make decisions that benefit the community.”

Join thousands who have already signed up and take the pledge to go Car Free on September 22 at carfreemetrodc.org. Stay up to date on Car Free

Day by following @CarFreeMetroDC on Facebook and Twitter and using the official #CarFreeDay hashtag across social media platforms.

MORE: [Learn more and take the free pledge.](#)

CONTACT: Janele Partman: jpartman@mwkog.org, (202) 962-3250
Tia Williams: twilliams@asc-pr.com, (503) 856-5573

Commuter Connections is a program of the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments. Commuter Connections offers free commuter services to employers, promotes ridesharing, bicycling to work, and other alternatives to drive-alone commuting, provides ridematching for carpools and vanpools and offers the free Guaranteed Ride Home program and other commuting incentive programs. Commuter Connections is funded by the District of Columbia, Maryland, Virginia, and the U.S. Department of Transportation.



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Maryland Department of Transportation

2022 SCHEDULE ANNUAL CONSULTATION MEETING [Full Draft CTP](#) or www.ctp.maryland.gov

Day	Date	County	Time	Location
F	9/16/22	Cecil	10:00 AM	County Administration Building, Elk Room, 200 Chesapeake Boulevard, Elkton, MD 21921 Watch live at: www.ccgov.org/council
		Baltimore CITY	3:30 PM	City Hall, Board of Estimates Room, 2 nd Floor, 100 N. Holliday Street, Baltimore, MD 21202 Join the Webex meeting , or Dial (US Toll): 1-408-418-9388 Webinar Number: 2348 353 3029, Password: Public (782542 from phones)
T	9/20/22	Kent	6:00 PM	400 High Street, Chestertown, MD 21620 Watch live at: https://www.kentcounty.com/commissioners/meeting-live-video
W	9/21/22	Charles	3:00 PM	Charles County Government Building, 200 Baltimore Street, LaPlata, MD 20646 Watch live at: www.CharlesCountyMD.gov/our-county/ccgtv-live-stream or listen live at: 301-645-0500
Th	9/22/22	Wicomico	7:00 PM	Wicomico County Civic Center, DaNang Room, 500 Glen Avenue, Salisbury, MD 21804 Watch live at: http://www.pac14.org/
M	9/26/22	Harford	1:00 PM	Harford County Council Chambers, 212 S. Bond Street, Bel Air, MD 21014
T	9/27/22	St. Mary's	9:00 AM	Commissioners Meeting Room, Chesapeake Building, 41770 Baldrige Street, Leonardtown, MD 20650 Watch live at: https://www.youtube.com/user/StMarysCoMDGov
Th	9/29/22	Prince George's	10:00 AM	Wayne K. Curry Administration Building, 1 st Floor Council Hearing Room, 1301 McCormick Drive, Largo, MD 20774 Watch live at: https://pgccouncil.us/LIVE Persons wishing to speak should register on the Council's Public Hearings/Sign-up to Speak page: https://pgccouncil.us/Speak and the meeting link will be sent to them in advance of the meeting
		Howard	6:00 PM	G. Howard Bldg., 3430 Court House Drive, Ellicott City, MD 21043 Watch live at: https://cc.howardcountymd.gov/Online-Tools/Watch-Us
T	10/4/22	Worcester	10:00 AM	Worcester County Government Center, One West Market Street, Snow Hill, MD 21863-1195 Watch live at: http://www.co.worcester.md.us/event/commissioners-meeting-october-4
		Talbot	3:00 PM	Talbot County Community Center, Wye Oak Room, 10028 Ocean Gateway, Easton, MD 21601 Join the Zoom meeting Or Dial : 301-715-8592 Meeting ID: 895 8609 8500, Passcode: 570973
T	10/11/22	Anne Arundel	10:00 AM	Anne Arundel County Council Chambers, 44 Calvert Street, 1 st Floor, Annapolis, MD 21401 Watch live on local cable channels or via Arundel TV, visit: www.aacounty.org/services-and-programs/government-television For concerns with accessibility, contact the Administrative Officer at least 72 hours in advance of the meeting: CouncilAdmin@aacounty.org or by phone 410-222-1401
		Montgomery County	7:00 PM	Montgomery Council Office Building, 100 Maryland Avenue, 3 rd Floor Council Hearing Room, Rockville, MD 20850 Watch live at: https://www.youtube.com/channel/UCbZz9T0h3xWo2ZWaEveO-9g?view_as=subscriber

Maryland Department of Transportation

2022 SCHEDULE ANNUAL CONSULTATION MEETING Full Draft CTP or www.ctp.maryland.gov

W	10/12/22	Baltimore COUNTY	2:00 PM	Tradepoint Atlantic, 6995 Bethlehem Boulevard, Suite 100, Sparrows Point, MD 21219 Watch live at: https://www.youtube.com/user/BaltimoreCounty
Th	10/13/22	Carroll	2:00 PM	County Office Building, Reagan Room #003, 225 N. Center Street, Westminster, MD 21157 PHOTO ID REQUIRED TO ENTER BUILDING Watch live at: Carroll County Government YouTube Channel or through the Carroll County Government Meeting Portal
M	10/24/22	Frederick	7:00 PM	Winchester Hall, 1 st Floor Hearing Room, 12 E. Church Street, Frederick, MD 21701 To join by phone , dial 855-925-2801, Meeting Code: 8774 Join the meeting at: https://publicinput.com/C0230
T	10/25/22	Calvert	10:00 AM	Commissioners Hearing Room, 175 Main Street, Prince Frederick, MD 20678 Join the Zoom meeting Meeting ID: 899-4188-8251, Passcode: # Or Dial 301-715-8592, Meeting ID: 899-4188-8251
		Queen Anne's	3:00 PM	Queen Anne's County Commissioners Meeting Room, Liberty Building, 107 N. Liberty Street, Centreville, MD 21617 Join the Zoom meeting Meeting ID: 337 639 6733, Passcode: Studio7 Or Dial : 201-715-8592 Meeting ID: 337 639 6733, Passcode: 440058
T	11/1/22	Caroline	9:00 AM	Caroline County Board of Education, 204 Franklin Street, Denton, MD 21629 Listen live at: https://us06web.zoom.us/j/300062187
		Somerset	2:00 PM	11916 Somerset Avenue, Room 111, Princess Anne, MD 21853 Virtual link to be provided in the near future.
		Dorchester	7:00 PM	County Office Building, Room 110, 501 Court Lane, Cambridge, MD 21613 Listen live to the meeting, Dial : 701-802-5222 When prompted enter the Pin number: 873725#
Th	11/3/22	Washington	10:00 AM	Washington County Public Safety Training Center, 1850 Public Safety Place, Hagerstown, MD 21740 Watch live at: https://www.facebook.com/WashingtonCountyMD/
		Allegany	2:00 PM	LaVale Library, 815 National Highway, LaVale, MD 21502 Join the Zoom Meeting Or Dial : 301-715-8592 Meeting ID: 876 2110 8608
F	11/4/22	Garrett	10:00 AM	Frederick A. Thayer III Courthouse, Room 209, 203 South Fourth Street, Oakland, MD 21550 Watch live at: https://www.facebook.com/garrettcourtcountygovernment/

Please note that these are County meetings, and the County decides the meeting format. As always, these meetings are subject to change. Please check back closer to the meeting you plan to attend to ensure the meeting is still in-person and/or the meeting date/time hasn't changed.

Items highlighted in **YELLOW** are changes to the date, time, or location



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., Chairman

Board Members:

Dontae Carroll, William H. Cox, Jr., William C. Ensor, III, W. Lee Gaines, Jr., Mario J. Gangemi, P.E., Cynthia D. Penny-Ardinger, Jeffrey S. Rosen, John F. von Paris

William Pines, PE, Executive Director

July 21, 2022

The Honorable Benjamin L. Cardin
U.S. Senate
509 Hart Senate Office Building
Washington DC 20510

The Honorable Chris Van Hollen
U.S. Senate
110 Hart Senate Office Building
Washington DC 20510

The Honorable Steny H. Hoyer
U.S. House of Representatives
H-107 The Capitol
Washington DC 20515

Dear Senator Van Hollen, Senator Cardin, and Congressman Hoyer:

Thank you for your recent correspondence regarding the existing Nice/Middleton Bridge and its possible retention and use as a future shared use (bicycle/pedestrian) facility. As the Chairman of the Maryland Transportation Authority (MDTA), I am honored to respond.

Based on the MDTA analysis, we estimated \$46.7 million in 2015 dollars is necessary to maintain the existing bridge for bicycle and pedestrian use for a 30-year time horizon. Based on recent inflation, maintenance costs are now anticipated to be considerably higher. Furthermore, this does not include cost impacts now that the new bridge design is complete and construction is nearing completion. For example, MDTA would require permit modifications to retain the existing bridge to account for the additional stormwater management impervious area impacts and account for the loss of mitigation provided by existing bridge demolition materials for artificial reef habitat enhancement. Furthermore, the current contract has no provisions for tying in the newly aligned approach roadways with the existing bridge, where portions of the existing roadway and bridge must be removed to accommodate the new roadway slopes. The redesign and added construction costs, along with contractor delay costs, were not included in the 2015 analysis, but further demonstrate that retaining the existing bridge would be a significant negative cost impact to the MDTA.

The concept of retaining the existing bridge was also evaluated by the MDTA numerous times in response to inquiries by other groups and entities considering taking ownership. In each case, however, the costs associated with maintaining a 1.9-mile complex bridge (over 80-years-old) made retaining the bridge unfeasible. Additionally, the cost estimates for the modifications to the bridge to make it safe and viable as a shared-use pathway are also substantial. Early in the project development, the MDTA offered for Charles County to take ownership of the existing bridge because they claimed that it would enhance economic development. The county independently concluded that it was not affordable to retain the existing bridge.

The Honorable Benjamin L. Cardin
The Honorable Chris Van Hollen
The Honorable Steny H. Hoyer
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Following the early request from Charles County, Virginia and King George County separately requested information about options to keep all or portions of the existing bridge. Both chose not to pursue retaining the existing bridge due to the future facility maintenance costs. Virginia independently investigated retaining all or portions of the existing bridge. Among other challenges, the Virginia Department of Transportation (VDOT) summarized the anticipated ownership costs as follows:

- “A biennial bridge safety inspection for a structure of this size is estimated to cost around \$1 million, using 2021 dollars. Every four years, an underwater bridge inspection and hydrographic surveys would be needed, which are estimated to cost an additional \$125,000.”
- “Initial maintenance activities would be needed to open the structure as a recreational facility. These activities may include cleaning the deck, beams, and piers to remove chlorides; minimal deck patching; and placing epoxy waterproofing. This list is not all-inclusive. These initial maintenance activities are estimated to cost in the \$3.3 million to \$3.5 million range, using 2021 dollars.”
- “Looking at average bridge maintenance costs over the past 10 years, MDTA has invested an average of \$313,376 annually for routine upkeep. The annual cost fluctuates significantly depending on the specific tasks performed over a 12-month period and has ranged from no cost in one year to a peak of \$1.5 million. This estimated cost also does not reflect seasonal maintenance activities such as snow removal.”
- “The bridge would need to remain able to accommodate the weight of vehicles for emergency, maintenance, and inspection purposes. The existing bridge barrier railing is lower than what is currently required to safely protect pedestrians and bicyclists. A taller barrier railing or an attached pedestrian railing would likely need to be installed for the length of the bridge. This would be an initial cost that is estimated to range from \$6 million to \$6.5 million in 2021 dollars, depending on the height of the railing and the materials used. The bridge would need to be handicapped-accessible and comply with the Americans with Disabilities Act.”

VDOT independently expected the upfront costs to retain the existing bridge at approximately \$9.3 million to \$10 million plus over \$800,000 annually to maintain the existing bridge. The cost estimate excludes major rehabilitation activities that are likely, as the bridge further ages. VDOT’s cost investigation reasonably aligned with MDTA’s and neither estimate includes:

- Inflationary costs, especially if maintenance is deferred;
- Costs for operational maintenance, such as trash and snow removal, etc.;
- Costs for lighting, fencing, and ITS, and/or other means for controlling bridge access;
- Security and vagrancy management costs, which may be necessary as King George County has noted significant historical challenges at Dahlgren Wayside Park; and
- Costs to the existing Contract and the MDTA for the items noted above (e.g., scope not in Contract, Contractor delays, and environmental mitigation).

Based on their independent cost investigation, Virginia is no longer pursuing taking ownership of the structure. This is partly due to the unaffordability of maintaining the existing bridge, but also includes their other concerns, including “The grade of the Nice/Middleton Bridge is quite steep at the navigation channel and may not be appropriate for many recreational users.”

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In addition to the cost feasibility, there are physical challenges with retaining the existing bridge related to the scouring of the river bottom around the bridge foundations, resulting from the interaction of scouring mechanisms between the two structures. The new bridge was designed with the understanding that the existing bridge would be demolished at the end of this year. Based on recent renewed requests to retain the existing bridge, we performed an extensive scour analysis to determine the impact on the new bridge foundations from leaving the existing bridge piers in place. The results of these analyses, which were presented to the participating federal agencies, concluded that leaving the existing bridge foundations is a safety threat to the new bridge based on FHWA guidelines for evaluating scour at bridges. Based on this finding, leaving the existing bridge foundations in place is not an option.

For the reasons above, maintaining the 80-year-old existing Nice/Middleton Bridge is not an option. Therefore, we will continue with the permitted plan to demolish the existing bridge and use the demolition materials for enhancing artificial reef habitat. While the existing bridge does not support bikes today, the new Nice/Middleton Bridge project includes several bicycle safety improvements within the project area, such as active timed warning beacons, bicycle traversable bridge joints, and bicycle signing that will allow for lane sharing on the new bridge for possible connections to potential future trail network(s) around the Potomac River. Since there are no existing trails leading up to the bridge, lane sharing on the new bridge will also effectively tie into the lane sharing utilized today on the approach roadways.

Thank you again for contacting me. I appreciate hearing from you. If you have further questions, please contact MDTA's Project Director, Brian Wolfe, PE, at 410-537-8200 or bwolfe3@mdta.state.md.us. Mr. Wolfe will be happy to assist you. Of course, you may always contact me directly.

Sincerely,



James F. Ports, Jr.
Chairman

*P.S. HOPE YOU ALL ARE
HAVING A GREAT SUMMER! JD*

cc: William Pines, PE, Executive Director, MDTA
Brian Wolfe, PE, Director of Project Development, MDTA

RAISE Grants Recently Awarded in Our Region



SOUTH CAPITOL STREET TRAIL

RAISE AWARD AMOUNT: \$10,000,000

APPLICANT: DISTRICT DEPARTMENT OF TRANSPORTATION

STATE: DISTRICT OF COLUMBIA

URBAN

Project Description: The project in the District’s Ward 8 will construct a 10-foot-wide walking and biking trail of approximately 3.8 miles starting at the South Capitol Street and Firth Sterling Avenue SE intersection and ending at the Oxon Hill Farm Trail along DC Village Lane. The trail will extend the Anacostia Riverwalk Trail network into the southernmost areas of the District.

Project Benefits: Introducing this trail link will provide pedestrians and cyclists with a safe, off- street transportation alternative that connects to a broader public transit system and could provide more transportation options. It particularly serves overburdened and disadvantaged communities by filling in a missing trail link, which will provide new commuting options to employment centers, the District’s Downtown, and recreational parks. In addition, the trail will provide a safe, convenient area for residents to integrate walking and cycling into their daily lives, which will offer health and fitness benefits to residents that reside in Wards 7 and 8. There are strong workforce elements in this project -- over half of worked hours must be performed by residents of the District of Columbia and 20 percent of work under the project is reserved for journey-level positions.



NEW CARROLLTON MULTI-MODAL TRANSPORTATION STATION PROJECT

RAISE AWARD AMOUNT: \$20,500,000

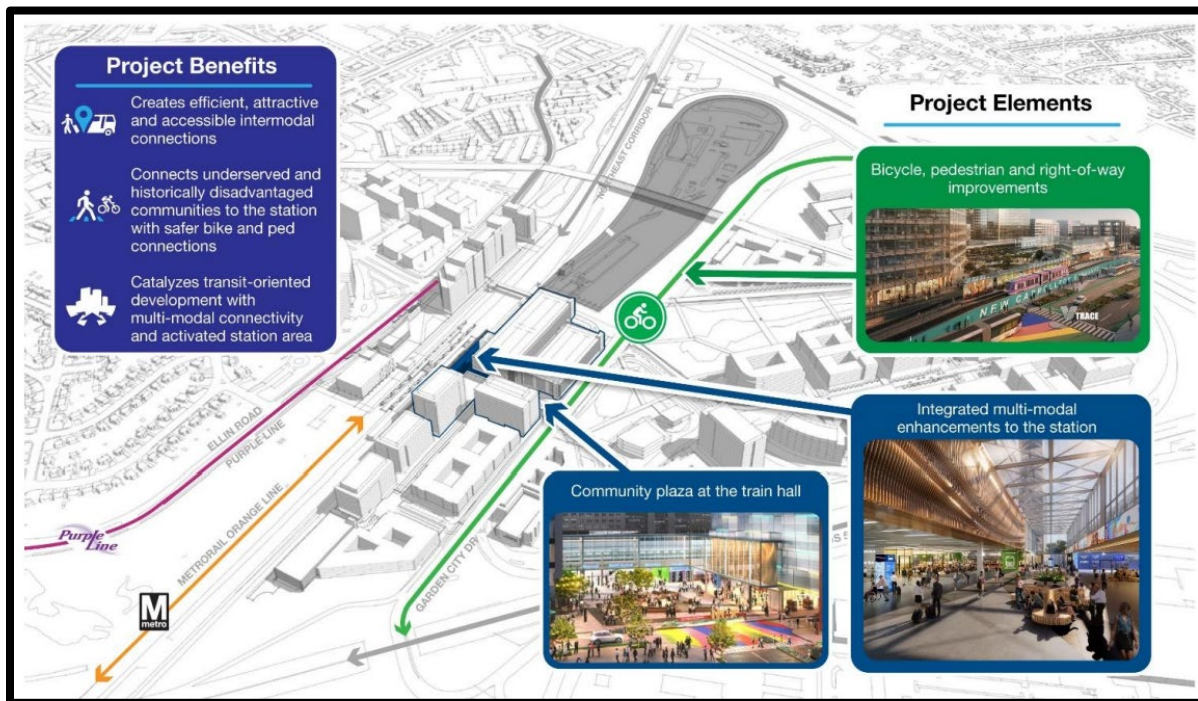
APPLICANT: PRINCE GEORGE'S COUNTY

STATE: MARYLAND

URBAN

Project Description: The project will construct multimodal transit station improvements for New Carrollton Station. The project includes a new Train Hall for the existing MARC, Metrorail, and Amtrak service, incorporating connections to Metrobus, TheBus, and Greyhound bus services and the future Maryland Purple Line light rail. It will also make new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements on Garden City Drive to access the station, and improve the Train Hall plaza space to be more welcoming to users.

Project Benefits: According to the applicant, there have been more than 150 crashes, 2 fatalities, and 50 injuries in the last three years on Garden City Drive near the station. The project will improve safety by adding striped bicycle lanes, bicycle boxes, wider sidewalks and safer pedestrian crossings, and a center median on the road. The project supports transit-oriented development in the area, including access to new residential and office space that is currently under development and expected to increase ridership at the station. The project makes transit a more attractive option, particularly for the underserved community in the area, by facilitating non-motorized first/last mile access to the station.





LONG BRIDGE BICYCLE AND PEDESTRIAN CROSSING PROJECT

RAISE AWARD AMOUNT: \$20,000,000

APPLICANT: VIRGINIA PASSENGER RAIL AUTHORITY

STATE: VIRGINIA

URBAN

Project Description: The project will create a new approximately 2,300-foot-long bicycle-pedestrian bridge that crosses the Potomac River between Long Bridge Park in Arlington, VA and East and West Potomac Parks in Washington, DC.

Project Benefits: The project will reduce crashes by adding protected and separated facilities for bicycles and pedestrians. The project will create an accessible and more affordable way for the community to connect to the surrounding Virginia and District of Columbia areas through a network of bicycle and pedestrian improvements.

