



TRANSPORTATION PLANNING BOARD

Wednesday, December 21, 2022
12:00 P.M. - 2:00 P.M.

Virtual Meeting

AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Pamela Sebesky, TPB Chair
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to TPBcomment@mwkog.org with the subject line "Item 1 Virtual Comment Opportunity" or call and leave a message at (202) 962-3315. These statements must be received by staff no later than 12 P.M. Noon on Tuesday, December 20, 2022 to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE NOVEMBER 16, 2022 MEETING MINUTES**
Pamela Sebesky, TPB Chair
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**
Matthew Arcieri, TPB Technical Committee Chair
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT**
Ashley Hutson, CAC Chair
Canek Aguirre, AFA Chair
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Lyn Erickson, Plan Development and Coordination Program Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:40 P.M. 6. CHAIRMAN'S REMARKS**
Pamela Sebesky, TPB Chair

INFORMATION ITEM

- 12:45 P.M. 7. **PENNSYLVANIA AVENUE INITIATIVE – VISION AND CONCEPTS**
Elizabeth Miller and Karin Schierhold, National Capital Planning Commission
- The National Capital Planning Commission is excited to share a new vision and draft concepts for Pennsylvania Avenue NW between the White House and the U.S. Capitol, currently out for public comment. The *Avenue as a Venue* is an inclusive, welcoming, and dignified corridor designed to put people first – an inspirational destination for civic expression. Three concepts imagine the Avenue as a street for people: uniquely prioritizing pedestrians, bikes, transit and cars. Each concept explores ways to realign circulation, re-configure public space, achieve sustainability goals, and balance daily use of the street with event programming.

ACTION ITEMS

- 1:00 P.M. 8. **NOMINATING COMMITTEE REPORT FOR THE 2023 TPB OFFICERS**
Pamela Sebesky, TPB Chair
- Chair Sebesky appointed a nominating committee to help select TPB officers for the 2023 term. The TPB bylaws set a one calendar year term for TPB officers from January 1 through December 31. The Nominating Committee will present its proposed slate of TPB officers for 2023, which the board will be asked to approve.
- Action: Approve the calendar year 2023 slate of TPB officers.**
- 1:10 P.M. 9. **PBPP: TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY**
Eric Randall, TPB Transportation Engineer
Janie Nham, TPB Transportation Planner
- The board will be asked to approve regional targets for transit safety and highway safety performance measures, as required by the federal performance-based planning and programming (PBPP) regulations for MPOs.
- Action: Adopt Resolution R4-2023 to approve regional transit safety targets and Adopt Resolution R5-2023 to approve regional highway safety targets.**
- 1:20 P.M. 10. **FY 2023 AND FY 2024 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR THE DISTRICT OF COLUMBIA**
John Swanson, TPB Transportation Planner
- A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in the District of Columbia. The board will be briefed on the recommended projects and asked to approve them.
- Action: Adopt Resolution R6-2023 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for the District of Columbia for FY 2023 and FY 2024.**

INFORMATION ITEM

1:35 P.M. 11. MARYLAND ZERO EMISSION ELECTRIC VEHICLE INFRASTRUCTURE COUNCIL (ZEEVIC)

R. Earl Lewis, Deputy Secretary, MDOT

The Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) was established more than ten years ago. The ZEEVIC's responsibilities include the development of policies and recommendations to increase the use of and provide infrastructure support for zero-emission vehicles (ZEV) in Maryland. Mr. Lewis will provide an overview of the current priorities for the ZEEVIC including planning for funds allocated to Maryland through the Infrastructure Investment and Jobs Act.

2:00 P.M. 12. ADJOURN

The next meeting is scheduled to be in person on January 18, 2023.

MEETING VIDEO

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

www.mwcog.org/TPBmtg

**TRANSPORTATION PLANNING BOARD
MEETING ATTENDEES
November 16, 2022**

MEETING

MEMBERS AND ALTERNATES PRESENT

Pamela Sebesky, Chair – Manassas
Charles Allen – DC Council
Christina Henderson – DC Council
Heather Edelman – DC Council
Anna Chamberlain – DDOT
Mark Rawlings - DDOT
Dan Emerine – DC Office of Planning
Mati Bzurto – Bowie
Reuben Collins – Charles County
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
David Edmondson – City of Frederick
Neil Harris - Gaithersburg
Brian Lee – City of Laurel
Evan Glass – Montgomery County
Gary Erenrich – Montgomery Executive
Victor Weissberg – Prince George’s County Executive
Kacy Kostiuk – Takoma Park
Marc Korman – Maryland House
R. Earl Lewis, Jr. – MDOT
Caneq Aguirre – Alexandria
Takis Karantonis – Arlington County
Dan Malouff – Arlington County
David Meyer – City of Fairfax
James Walkinshaw – Fairfax County - Legislative
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Kristen Umstattd – Loudoun County
Jeannette Rishell – Manassas Park
Victor Angry – Prince William County
Ann B. Wheeler – Prince William County
Maria Sinner – VDOT
Bill Cutter - VDOT
John Lynch – VDOT
David Reid – Virginia House
David Marsden’s Office Rep – Virginia Senate
Sandra Jackson - FHWA
Allison Davis – WMATA
Mark Phillips – WMATA
Tammy Stidham - NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Andrew Meese
Nick Ramfos
Paul DesJardin
Stacy Cook
Leo Pineda
Sergio Ritacco
John Swanson
Eric Randall
Jane Posey
Dusan Vuksan
Deborah Etheridge
Rebecca Schwartzman – DC Office of Planning
Bill Pugh, Coalition for Smarter Growth
Tom Webster, WMATA
Leroy Jones, WMATA
Peter Cafiero, WMATA

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

Chair Pamela Sebesky called the hybrid meeting to order. She said the meeting would be hybrid and she was participating virtually because she was ill. She welcomed those members who were attending in person as well as those participating virtually. She described the procedures for conducting hybrid meetings.

Lyn Erickson conducted a roll call confirming those participants in the room and those attending remotely. Attendance for the meeting can be found on the first page of the minutes. She confirmed there was a quorum.

There was one in person speaker. Bill Pugh from the Coalition for Smarter Growth said that when the board voted in June of 2021 to redo the plan on an expedited basis, the intention was to lead to a better outcome that more closely matched adopted regional policy goals. He said it was difficult to see how the proposed process is substantially different from the one for the plan that was recently approved. He said the TPB should seek public input upfront and that the input received should be incorporated into the decisions of TPB members to submit projects. He also said that more time should be provided if it is needed to accommodate a more comprehensive approach that will model the impacts of alternative scenarios.

Lyn Erickson said the TPB received seven comments via email.

Tad Aburn, a retired Maryland Department of the Environment representative on MWAQC, submitted a letter and attachments providing comment on a proposed District of Columbia bus maintenance facility project on Claybrick Road near Cheverly, Maryland.

Rick Rybeck submitted an email providing comment on the 2024 long-range transportation plan update, the financial plan assumptions.

Charlie Grymes submitted an email encouraging prioritization of pedestrian safety improvements.

Bethany Usher submitted an email encouraging prioritization of various bicycle and pedestrian improvements.

Gem Bingol from the Piedmont Environmental Council submitted an email addressed to the Loudoun County representatives encouraging prioritization of pedestrian improvements.

Noble Smith, a faculty assistant at the University of Maryland, submitted an email and a letter providing comment on the proposed District of Columbia bus maintenance facility project on Claybrick Road near Cheverly, Maryland.

Sonya Breehey from the Coalition for Smarter Growth submitted an email addressed to the Fairfax County members encouraging prioritization of pedestrian improvements.

2. APPROVAL OF THE OCTOBER 19, 2022 MEETING MINUTES

Takis Karantonis made a motion to approve the minutes. The motion was seconded by Mati Bazurto and was approved unanimously.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted meeting summary, Matt Arcieri gave the report. He said the committee received briefings on TPB agenda items, including the safety work session and the draft targets for highway and transit safety. The committee also received a briefing on the update of the long-range transportation plan and the WMATA listening sessions on bus service.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Referring to the posted report, Ashley Hutson said the Community Advisory Committee met on October 13. She said it was a virtual meeting. She said the meeting featured a briefing on the long-range plan update and the State of the Commute Survey. She said the committee also had an open discussion about recruitment for the 2023-2024 CAC.

Kacy Kostiuk noted that CAC members had asked what would cause a project to be taken out of the plan. She asked what sort of discussion occurred around that question.

Ashley Hutson said it was her understanding that projects for which funding has already been allocated are expected to remain in the plan.

Kanti Srikanth said that the TPB resolution for the 2024 update specified that the TPB members will be asked to reexamine individual projects in the plan to consider whether to resubmit them. However, he said that projects that are already funded would be assumed to continue to remain in the plan.

Kacy Kostiuk asked how the process would be different from the process currently used.

Kanti Srikanth said that theoretically, the members have previously had the opportunity to reexamine the projects the projects in the plan with each update and make changes including removing projects from the plan. However, he noted that with this update, the jurisdictions were explicitly being asked to reexamine and resubmit all their projects. In addition, Srikanth said every member jurisdiction would be required to explicitly and qualitatively document how the project advances one or more of the TPB goals and priorities. Finally, he noted that information on past TPB scenarios would be provided to the

jurisdictions, and they would be asked to use that information to inform their decisions on project submissions.

Ann Wheeler asked if NVTAs projects that are funded and going forward would be exempt.

Kanti Srikanth confirmed they would be exempt. He said that this does not preclude a member agency from reexamining these projects and making changes to them as appropriate. He said that in order to make the project review process more streamlined, staff has been compiling project segments that are currently included in the plan as discrete projects.

Chair Pamela Sebesky asked Ashley Hutson to let the CAC know how much their feedback is appreciated.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said the Steering Committee met on November 4 and approved two TIP amendments. One amendment, requested by DDOT, updated funding for a large number of projects under five separate programs. The other amendment, requested by VDOT, reprogrammed funds for U.S. 1. He said the letters packet included a commitment of additional funding from WMATA for the Street Smart program. He said the packet also featured a memo on recruitment for the CAC and a memo on staff participation in the annual conference of the Association of Metropolitan Planning Organizations (AMPO). Finally, he noted that the launch event for the new Street Smart campaign would be held on November 17, and he also said the TPB hosted a workshop on best practices in pedestrian enforcement for police officers on October 27. He also reminded TPB members to register for COG's annual meeting and awards program on December 14.

6. CHAIR'S REMARKS

Chair Pamela Sebesky said that Kacy Kostiuk was not seeking reelection and would be leaving the TPB. She thanked Kostiuk for her service and presented her with a certificate.

Kacy Kostiuk thanked the board, the staff, and members of the AFA and CAC. She said she was pleased that board has taken some important strides in the right direction, but there is still much more work to be done.

Chair Pamela Sebesky said her position as chair would end in December. She said she had convened a nominating committee to select officers for the next year. That committee includes Jeanette Rishell from the City of Manassas Park, Kelly Russell from the City of Frederick, and Charles Allen from the District of Columbia. She said the committee would present its nominations to the TPB at the December meeting and the board would vote on them.

Chair Pamela Sebesky said she wanted to be sure to provide enough time for the item with WMATA on the bus services.

7. SAFETY TOPICS

Chair Pamela Sebesky introduced the item, noting that a work session had occurred prior to the TPB meeting at which representatives of the three state DOTs provided presentations on their work to improve roadway safety.

Andrew Meese provided a recap of the session. He said that speakers included Charlie Willson and Christine Mayeur of DDOT, Douglas Mowbray of MDOT, and Stephen Read of VDOT. He said the

speakers from DDOT talked extensively about their many efforts under their Vision Zero program. The speaker from MDOT emphasized their collaboration with local jurisdictions and regions. The VDOT representative described their widespread implementation of proven countermeasures to traffic safety issues. He said that question and answer topics included sharing best practices inter-jurisdictionally, automated enforcement and reciprocity, deeper dives into data, and funding opportunities, particularly under the new Bipartisan Infrastructure law. He said the TPB website has links to the presentations.

Eric Randall gave a presentation on draft 2022 safety targets under federal requirements for performance-based planning and programming (PBPP). His presentation included information on the federal rule for transit agency safety planning; transit safety performance measures; applicability to agencies in our region; the adopted 2021 regional transit safety targets; 2021 transit safety performance; the 2022 draft regional transit safety targets; and the schedule for development and approval of the targets.

Janie Nham gave a presentation on highway safety targets, which was comparable to Eric Randall's presentation on transit safety targets. Her presentation included information on federal requirements; 2017-2021 highway safety targets and trends; staff recommended 2019-2023 regional safety targets; and the schedule for development and approval of the targets.

Kacy Kostiuk expressed frustration that despite the fact that a lot of good work was being done, safety concerns continue to grow. She also said she appreciates the inclusion of both the transit and highway safety information because it showed the relative safety of using transit.

David Snyder said the data are depressing and frustrating. He asked how the region might get the data out to the general public, as well as to officials who are not part of the TPB, to emphasize the growing nature of the problem. He also noted that when the data are reported to the federal government, the TPB should also include information about the efforts that are being taken to improve safety. Finally, he suggested that the TPB should send this information to the region's various legislative delegations.

Kanti Srikanth said the transmission of the data could include a cover page or cover document that recognizes the efforts that the TPB member jurisdictions at the local and state level are doing, but also calls attention to the large gap that continues to exist between the region's aspirations and what is actually happening. He also said that, pursuant to David Snyder's suggestion, staff could send a communication package to the legislators at the state and federal levels.

INFORMATION ITEMS

8. 2024 LONG-RANGE TRANSPORTATION PLAN UPDATE

Chair Pamela Sebesky said that at the October TPB meeting, TPB staff proposed a process for updating the long-range transportation plan in 2024 in response to more fully reflecting the TPB's goals and priorities, and for the updates to be informed by the results of TPB's scenario studies.

Kanti Srikanth stated that the 2024 Plan update will be different in that it will be asking the TPB member agencies to reexamine all the projects in the current LRTP to see how the mix of projects, programs, and policies can be revised to better advance TPB's goals and priorities. He said he believes one way to better advance TPB's goals and priorities is for its LRTP to be crafted more deliberately, by working to ensure that the projects, programs, and policies proposed by TPB members are more reflective of TPB's policies and goals and to use the findings from the TPB's scenario studies. He said to this end staff has developed two documents that Stacy will present in draft form. We welcome your feedback on the draft – in terms of how these documents can be improved to help serve as a useful

reference for your agencies as they develop the projects, programs, and policies to propose for inclusion in the 2024 LRTP. The two documents are: a summary of the TPB's principles, goals and priorities for regional transportation planning; and the other is a compilation of the findings from the more than 10 recent scenario studies the TPB has conducted examining the types of action that would advance one or more TPB goals and priorities.

Stacy Cook referred to the presentation, noting that the policy framework and scenario summary are both posted as agenda items. She said that the TPB intends to update the long-range transportation plan by the end of 2024 with the technical input solicitation in early 2023, which allows three to four months for elected officials to have conversations to make sure that projects that are moving forward are reflective of the policy framework and scenario findings.

Stacy Cook said that plan will be based on how each local jurisdiction discusses inputs, which projects they find are exempt or non-exempt, what projects they might change in ways to be more reflective of the policy framework and scenario findings. She noted that exempt projects are those under construction or currently funded with federal, state, regional, local, or private funds.

Stacy Cook stated that staff will be scheduling virtual meetings with board members in the District, Maryland, and Virginia to have subregional conversations about projects, programs, and policies being resubmitted for the plan update. She shared the policy framework document with the TPB, which synthesizes TPB policy priorities into a shorter document that reflects the ideas of Region Forward, the goals and challenges documented in the Regional Priorities Plan, and the Aspirational Initiatives. She said that the policy framework includes eight goals that also reflect the board's climate change goals, resilience goals, and the importance of safety.

Stacy Cook used the safety goal as an example to explain how the policy framework document is set up. She noted that each goal is based on prior documents, includes a brief goal description, and ideas for how to achieve the goals. She stated that the TPB asks that projects moving forward reflect at least one of the TPB priority strategies. She said the last page of the framework document talks about performance measures.

Stacy Cook said that there are two versions of the scenario findings document, which contain 11 scenario findings. She stated that the scenario findings include a short series of what-if questions and analysis to help TPB members determine good choices when it comes to strategy investment, who benefits from the investments, and what can be expected from investments such as implementing a bus rapid transit system or expanding Metro.

Stacy Cook encouraged TPB members to look at the scenario document which shows that endorsement of the aspirational initiatives is a good example that it takes everything in order to start making progress on goals. She said that in addition to the 10-page scenario summary, there is a 50-page document with analysis findings. She stated that the documents can be used by TPB members to look at the projects they are resubmitting for the long-range plan to ask if they are reflective of the scenario findings. She asked for feedback on the draft documents by December 2 for staff to make any modifications.

Victor Weissberg asked to what extent the TPB can integrate and run a scenario and take a closer look at the connection of land use in the region if more jobs on the eastern part of the region closer to where there is housing, looking at the 15 under-utilized Metro stations, things of that nature. He asked how TPB staff are integrating sort of the goals and objectives that were passed as part of the climate change resolution into this exercise.

Stacy Cook said that results of the climate study are included in this summary and that is considered one of the scenario studies. She encouraged board members to look at the land use section or

Appendix A of the larger report and stated that there is a section on land use that discusses a couple of scenario studies that did look at what TPB calls the East-West Divide and reallocated housing and jobs from one part of the region to the more eastern portion. She said that TPB staff also studied reallocation of jobs and housing to around high-capacity transit and Metro stations.

Kanti Srikanth asked that if TPB members have additional questions that they send their comments as questions to TPB staff. He said the comments and questions will be compiled, and staff will respond in an email to all board members.

9. WMATA BETTER BUS LISTENING SESSION PRESENTATION

Kanti Srikanth welcomed the panel from WMATA and shared that this initiative was an opportunity for TPB to provide feedback on their priorities for a better regional bus system.

Chair Pamela Sebesky stated that post-pandemic transit ridership recovery and regional bus service are topics of importance to the TPB. She said that the pandemic highlighted bus service gaps for transit-dependent and potential riders, and that a reexamination of network design is timely considering post-pandemic travel pattern changes.

Chair Pamela Sebesky introduced the WMATA Better Bus Initiative panel, Tom Webster, Leroy Jones, Peter Cafiero, and Allison Davis.

Tom Webster introduced the item by inviting feedback about what better buses mean for TPB members in WMATA's initiative to transform the region's Metro bus service into a fast, frequent, reliable, and affordable service that meets their customer's needs.

Leroy Jones said WMATA is working internally in addition to partnering with other bus providers through the National Capital Region Bus Leaders Committee to identify solutions to challenges experienced by local providers and improving the regional network for customers.

Allison Davis and Peter Cafiero referred to the slide presentation and briefed the board with an overview of the purpose, priorities, implementation of the Better Bus Initiative.

Allison Davis said that across demographic groups in the region, customers sought frequency, reliability, and connectivity in a bus network. She said that the bus transportation project produced several strategies, eight of which were completed during the pandemic and other strategies packaged in the Better Bus Initiative.

Allison Davis shared several strategies that advance goals outlined in Visualize 2045, including improving customer information, partnering with local jurisdictions on bus priority, and the transition to zero-emission buses.

Peter Cafiero referred to the slide presentation to discuss the need and guiding principles for the bus network redesign. He noted that transit providers in Prince George's County and the City of Fairfax are also participating in the study. He added that WMATA is coordinating with Montgomery County on their on-going bus network redesign, Ride-On Reimagined.

Peter Cafiero shared the service redesign roadmap, highlighting the intention to expand upon the Bus Transformation Project in upcoming phases of the Better Bus Initiative.

Allison Davis opened the discussion to TPB about what the Better Bus Initiative meant to them and their constituents.

Kanti Srikanth stated that TPB staff would share the questions posed by WMATA to TPB members and compile comments to share with WMATA.

Reuben Collins stated that the 2018 removal of Metrobus Route W19 has impacted the mobility of traditionally underserved populations and federal workers to the naval support facility in southern Maryland. He asked WMATA to consider the impact of ceasing operations to their riders and will follow up with comments on this particular route and the requested feedback by letter.

Earl Lewis said that he commended WMATA's effort to consider transit-dependent populations and their focus on connectivity to job centers. He said that this connectivity is important to low-income populations who cannot afford a vehicle and those who make the choice to be transit dependent. He also thanked WMATA for their efforts.

Chair Pamela Sebesky said that connectivity is important and noted the importance of connecting bus services in the outer jurisdictions with Metro.

David Snyder suggested adding the Better Bus Initiative to a future TPB agenda to allow more time for discussion. He added that bus rapid transit in the region is important and highlighted the Route 7 corridor and its importance to the Northern Virginia jurisdictions.

Canek Aguirre said that he agrees with the statements of Earl Lewis and David Snyder. He noted that localities may hold the responsibility of safety and bus stop infrastructure. He asked WMATA to highlight their needs from localities to help prioritize those projects at the local level. He noted that pedestrian connectivity to transit is an important consideration.

Chair Pamela Sebesky asked TPB staff if this item could be added to the January TPB agenda.

Kanti Srikanth affirmed that this item could be revisited by the board as a potential focus item.

10. ADJOURN

There being no other business, the meeting was adjourned at 2:04 P.M. The December 21, 2022 TPB meeting will be a virtual meeting.

Meeting Highlights TPB Technical Committee – December 2, 2022

The Technical Committee met on Friday, December 2, 2022. Meeting materials can be found here: <https://www.mwcog.org/events/2022/12/2/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's December agenda.

TPB AGENDA ITEM 8 – PBPP: DRAFT TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY

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

TPB AGENDA ITEM 9 – FY 2023 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR THE DISTRICT OF COLUMBIA

A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in the District of Columbia. The board will be briefed on the recommended projects and asked to approve them.

The following items were presented for information and discussion:

PUBLIC PARTICIPATION EVALUATION

TPB's consultant, Foursquare ITP, presented the results of the 2022 TPB Participation Plan Evaluation. The presentation included an overview of findings and recommendations based on a review of TPB public participation practices between January 2019 and September 2022 as well as high-level results from four focus group discussions (including one with the Technical Committee) held in October 2022. The final report will include recommendations for future participation activities, communications, and committee engagement.

REGIONAL CLIMATE GOALS UPDATE

Metropolitan Washington greenhouse gas emissions have reduced at least 24% between 2005 and 2020. TPB Tech was briefed on the regional greenhouse gas (GHG) trends and progress on the goals and key transportation performance indicators of the Metropolitan Washington Climate and Energy Action Plan.

REGIONAL TWELVE-YEAR BOTTLENECK ANALYSIS

As a follow-up to the committee's July acceptance of the biennial 2022 Congestion Management Process (CMP) Technical Report, staff has undertaken an analysis specifically focusing on roadway bottlenecks, over a twelve-year period (2010-2021) for which data are now available. Staff presented results and related observations.

OTHER BUSINESS

- Community Advisory Committee 2023 Recruitment
- TLC advanced notice
- Regional Roadway Safety Program kickoff
- Street Smart
- TPB Meeting dates
- 2023 Technical Committee Chair
- Staff Update



MEMORANDUM

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

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: December 15, 2022

At its meeting on December 2, 2022, the TPB Steering Committee adopted two resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT), as described in the bullets below:

- TPB SR11-2023, requested by MDOT to add a net total of approximately \$56.7 million under TIP Action 23-07.2. This set of amendments adds one new project, the MD 6 La Plata Safety and Accessibility Improvements Project with \$11.4 million in funding programmed; an addition of \$12 million in funding to the MD 97 at Montgomery Hills Highway Reconstruction project, and an addition of \$33 million in funding for to the US 15/US 40 Frederick Freeway Reconstruction project. The US 40/US 15 and MD 97 projects are included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the MD 6 project adds no capacity to the facility and therefore is exempt from the air quality conformity requirement.
- TPB SR12-2023, requested by VDOT, adds \$6 million in funding for a new project under TIP Action 23-07.3: the I-495 Southside Express Lanes Advance Activities. This project is only funded for planning and engineering and is therefore exempt from the air quality conformity requirement.

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

Attachments:

- Adopted resolution SR11-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-07.2, as requested by MDOT.
- Adopted resolution SR12-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-07.3, as requested by VDOT.

TPB Steering Committee Attendance – December 2, 2022
(only voting members and alternates listed)

TPB Chair/ VA rep.:	Pamela Sebesky
MD Rep.:	Reuben Collins
DC Rep.:	Christina Henderson
DDOT:	Mark Rawlings
MDOT:	Tyson Byrne
VDOT:	Amir Shahpar

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-07.2 WHICH ADDS FUNDING TO THE US 15/US 40 FREDERICK FREEWAY AND MD 97 AT MONTGOMERY HILLS RECONSTRUCTION PROJECTS AND ADDS A NEW PROJECT, MD 6 LA PLATA SAFETY AND ACCESSIBILITY IMPROVEMENTS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

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

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-07.2 which adds a net total of approximately \$12 million to the **US 15/US 40 Frederick Freeway Reconstruction project (T6431)**; a net total of approximately \$33.25 million to the **MD 97 at Montgomery Hills Highway Reconstruction project (T5420)**; and about \$11.4 million for a new project, **MD 6 La Plata Safety and Accessibility Improvements (T11615)**, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Project Overview report showing how these projects will appear in the TIP following approval,
- ATTACHMENT B) 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,
- ATTACHMENT C) Fund Change Detail report for the two existing projects that shows the Change Summary from the previous attachment in table format, and
- ATTACHMENT D) Letter from MDOT dated November 22, 2022 requesting the amendments; and

WHEREAS, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-07.2, creating the 7th 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 US 40/US 15 and MD 97 projects are included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the MD 6 project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-07.2 which adds a net total of approximately \$12 million to the **US 15/US 40 Frederick Freeway Reconstruction project (T6431)**; a net total of approximately \$33.25 million to the **MD 97 at Montgomery Hills Highway Reconstruction project (T5420)**; and about \$11.4 million for a new project, **MD 6 La Plata Safety and Accessibility Improvements (T11615)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, December 2, 2022.
Final approval following review by the full board on Wednesday, December 21, 2022.**



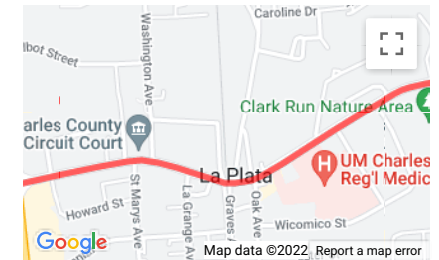
TIP ID T11615
Project Name MD 6 La Plata Safety and Accessibility Improvements Project
Project Limits US 301 to Willow Lane

Lead Agency Maryland Department of Transportation - State Highway Administration
County Charles
Municipality
Agency Project ID

Project Type Bike/Ped
Total Cost \$11,394,000
Completion Date 2029

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

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$31,000	\$36,000	\$36,000	\$36,000	-	\$139,000	\$139,000
PE	STBG	-	\$284,000	\$324,000	\$324,000	\$324,000	-	\$1,256,000	\$1,256,000
Total PE		-	\$315,000	\$360,000	\$360,000	\$360,000	-	\$1,395,000	\$1,395,000
ROW	DC/STATE	-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
ROW	STBG	-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
Total ROW		-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
CON	TBD	-	-	-	-	-	\$7,000,000	-	\$7,000,000
Total CON		-	-	-	-	-	\$7,000,000	-	\$7,000,000
UT	TBD	-	-	-	-	-	\$1,764,000	-	\$1,764,000
UT	DC/STATE	-	-	-	-	\$73,000	-	\$73,000	\$73,000
UT	STBG	-	-	-	-	\$662,000	-	\$662,000	\$662,000
Total UT		-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
Total Programmed		-	\$315,000	\$360,000	\$610,000	\$1,345,000	\$8,764,000	\$2,630,000	\$11,394,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-07.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID	T5420	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Road - Add Capacity/Widening
Project Name	MD 97 at Montgomery Hills Highway Reconstruction	County	Montgomery	Total Cost	\$57,080,000
Project Limits	MD 390 to MD 192	Municipality		Completion Date	2029
		Agency Project ID	MDMO2241		

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

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	TBD	-	-	-	-	-	\$500,000	-	\$500,000
PE	NHPP	\$722,000	\$1,187,000	\$490,000	\$490,000	\$490,000	-	\$2,657,000	\$3,379,000
PE	DC/STATE	\$3,626,000	\$63,000	\$10,000	\$10,000	\$10,000	-	\$93,000	\$3,719,000
	Total PE	\$4,348,000	\$1,250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,750,000	\$7,598,000
ROW	NHPP	-	\$4,500,000	\$8,640,000	\$8,640,000	-	-	\$21,780,000	\$21,780,000
ROW	DC/STATE	-	\$500,000	\$960,000	\$960,000	-	-	\$2,420,000	\$2,420,000
	Total ROW	-	\$5,000,000	\$9,600,000	\$9,600,000	-	-	\$24,200,000	\$24,200,000
CON	TBD	-	-	-	-	-	\$17,339,000	-	\$17,339,000
	Total CON	-	-	-	-	-	\$17,339,000	-	\$17,339,000
UT	TBD	-	-	-	-	-	\$1,729,000	-	\$1,729,000
UT	NHPP	-	-	-	\$1,297,000	\$1,556,000	-	\$2,853,000	\$2,853,000
UT	DC/STATE	-	-	-	\$144,000	\$173,000	-	\$317,000	\$317,000
	Total UT	-	-	-	\$1,441,000	\$1,729,000	\$1,729,000	\$3,170,000	\$4,899,000
PLANNING	LOCAL	\$3,044,000	-	-	-	-	-	-	\$3,044,000
	Total PLANNING	\$3,044,000	-	-	-	-	-	-	\$3,044,000
	Total Programmed	\$7,392,000	\$6,250,000	\$10,100,000	\$11,541,000	\$2,229,000	\$19,568,000	\$30,120,000	\$57,080,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-07.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

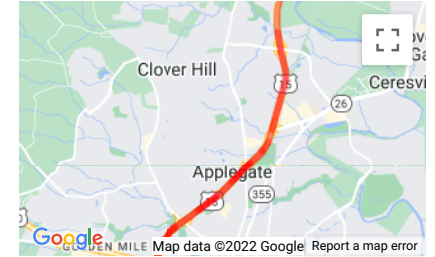
Total project cost increased from \$45,039,085 to \$57,080,000



TIP ID T6431 **Lead Agency** Maryland Department of Transportation - State Highway Administration **Project Type** Road - Add Capacity/Widening
Project Name US 15/US 40 Frederick Freeway Reconstruction Project **County** Frederick **Total Cost** \$182,907,000
Limits I 270 to N. of Briggs Road **Municipality** City of Frederick **Completion Date** 2030
Agency Project ID FR1881

Description Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$1,069,000	\$4,300,000	\$3,150,000	\$2,195,000	-	-	\$9,645,000	\$10,714,000
PE	DC/STATE	\$119,000	\$450,000	\$200,000	\$110,000	-	-	\$760,000	\$879,000
	Total PE	\$1,188,000	\$4,750,000	\$3,350,000	\$2,305,000	-	-	\$10,405,000	\$11,593,000
ROW	TBD	-	-	-	-	-	\$1,811,000	-	\$1,811,000
ROW	NHPP	-	-	\$1,630,000	\$1,630,000	\$1,630,000	-	\$4,890,000	\$4,890,000
ROW	DC/STATE	-	-	\$181,000	\$181,000	\$181,000	-	\$543,000	\$543,000
	Total ROW	-	-	\$1,811,000	\$1,811,000	\$1,811,000	\$1,811,000	\$5,433,000	\$7,244,000
CON	TBD	-	-	-	-	-	\$102,644,000	-	\$102,644,000
CON	NHPP	-	-	-	-	\$48,841,000	-	\$48,841,000	\$48,841,000
CON	DC/STATE	-	-	-	-	\$5,427,000	-	\$5,427,000	\$5,427,000
	Total CON	-	-	-	-	\$54,268,000	\$102,644,000	\$54,268,000	\$156,912,000
UT	NHPP	-	-	\$1,432,000	\$1,718,000	-	-	\$3,150,000	\$3,150,000
UT	DC/STATE	-	-	\$159,000	\$191,000	-	-	\$350,000	\$350,000
	Total UT	-	-	\$1,591,000	\$1,909,000	-	-	\$3,500,000	\$3,500,000
PLANNING	NHPP	\$411,000	-	-	-	-	-	-	\$411,000
PLANNING	DC/STATE	\$3,247,000	-	-	-	-	-	-	\$3,247,000
	Total PLANNING	\$3,658,000	-	-	-	-	-	-	\$3,658,000
	Total Programmed	\$4,846,000	\$4,750,000	\$5,161,000	\$5,707,000	\$57,988,000	\$104,455,000	\$73,606,000	\$182,907,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-07.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$149,655,000 to \$182,907,000

**ATTACHMENT B: Summary Report for TIP Action 23-07.2: Formal Amendment
 FY 2023-2026 Transportation Improvement Program
 Approved by the TPB Steering Committee on December 2, 2022**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	\$0	\$11,394,000	\$11,394,000	-	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Add funds in FFY 27 in CON for \$7,000,000 UT for \$1,764,000 DC/STATE ▶ Add funds in FFY 23 in PE for \$31,000 ▶ Add funds in FFY 24 in PE for \$36,000 ▶ Add funds in FFY 25 in PE for \$36,000 ROW for \$25,000 ▶ Add funds in FFY 26 in PE for \$36,000 ROW for \$25,000 UT for \$73,000 STBG ▶ Add funds in FFY 23 in PE for \$284,000 ▶ Add funds in FFY 24 in PE for \$324,000 ▶ Add funds in FFY 25 in PE for \$324,000 ROW for \$225,000 ▶ Add funds in FFY 26 in PE for \$324,000 ROW for \$225,000 UT for \$662,000 <i>Total project cost \$11,394,000</i>
T5420	MD 97 at Montgomery Hills Highway Reconstruction	\$45,039,085	\$57,080,000	\$12,040,915	27	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD + Increase funds in FFY 27 in PE from \$0 to \$500,000 + Increase funds in FFY 27 in CON from \$0 to \$17,339,000 - Decrease funds in FFY 27 in OTHER from \$30,200,000 to \$0 + Increase funds in FFY 27 in UT from \$0 to \$1,729,000 DC/STATE - Decrease funds in FFY 22 in ROW from \$1,197,000 to \$0 + Increase funds in FFY 23 in PE from \$28,000 to \$63,000 + Increase funds in FFY 23 in ROW from \$85 to \$500,000 + Increase funds in FFY 24 in PE from \$0 to \$10,000 + Increase funds in FFY 24 in ROW from \$85,000 to \$960,000 ▶ Add funds in FFY 25 in PE for \$10,000 ROW for \$960,000 UT for \$144,000 ▶ Add funds in FFY 26 in PE for \$10,000 UT for \$173,000 NHP - Decrease funds in FFY 22 in PE from \$1,464,000 to \$458,000 - Decrease funds in FFY 22 in ROW from \$60,000 to \$0 - Decrease funds in FFY 23 in PE from \$1,679,000 to \$1,187,000 + Increase funds in FFY 23 in ROW from \$1,696,000 to \$4,500,000 + Increase funds in FFY 24 in PE from \$0 to \$490,000 + Increase funds in FFY 24 in ROW from \$1,696,000 to \$8,640,000 ▶ Add funds in FFY 25 in PE for \$490,000 ROW for \$8,640,000 UT for \$1,297,000 ▶ Add funds in FFY 26 in PE for \$490,000 UT for \$1,556,000

T6431	US 15/US 40 Frederick Freeway Reconstruction	\$149,655,000	\$182,907,000	\$33,252,000	22	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <p>+ Add funds in FFY 27 in ROW for \$1,811,000 CON for \$102,644,000</p> <p>- Decrease funds in FFY 27 in OTHER from \$134,100,000 to \$0</p> <p>DC/STATE</p> <p>- Decrease funds in FFY 19 in PLANNING from \$1,780,000 to \$1,419,000</p> <p>- Decrease funds in FFY 19 in PE from \$431,000 to \$0</p> <p>- Decrease funds in FFY 20 in PE from \$212,000 to \$0</p> <p>- Decrease funds in FFY 21 in PE from \$45,000 to \$44,000</p> <p>+ Increase funds in FFY 23 in PE from \$200,000 to \$450,000</p> <p>+ Increase funds in FFY 24 in PE from \$150,000 to \$200,000</p> <p>+ Increase funds in FFY 24 in ROW from \$0 to \$181,000</p> <p>+ Increase funds in FFY 25 in ROW from \$0 to \$181,000</p> <p>+ Increase funds in FFY 25 in UT from \$0 to \$159,000</p> <p>► Add funds in FFY 26 in ROW for \$181,000 CON for \$5,427,000 UT for \$191,000</p> <p>NHPP</p> <p>+ Increase funds in FFY 22 in PLANNING from \$50,000 to \$411,000</p> <p>- Decrease funds in FFY 22 in PE from \$1,496,000 to \$1,069,000</p> <p>+ Increase funds in FFY 23 in PE from \$3,990,000 to \$4,300,000</p> <p>+ Increase funds in FFY 24 in PE from \$2,993,000 to \$3,150,000</p> <p>+ Increase funds in FFY 24 in ROW from \$0 to \$1,630,000</p> <p>+ Increase funds in FFY 25 in ROW from \$0 to \$1,630,000</p> <p>+ Increase funds in FFY 25 in UT from \$0 to \$1,432,000</p> <p>► Add funds in FFY 26 in ROW for \$1,630,000 CON for \$48,841,000 UT for \$1,718,000</p>
Grand Total:		\$194,694,085	\$251,381,000	\$56,686,915			

ATTACHMENT C: Fund Detail Change Report for TIP Action 23-07.2: Formal Amendment
 FY 2023-2026 Transportation Improvement Program
 Approved by the TPB Steering Committee on December 2, 2022

SOURCE	TIP ACTION	PRIOR TOTAL																FUTURE TOTAL	GRAND TOTAL					
			PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL							
TIP ID T6431 - US 15/US 40 Frederick Freeway Reconstruction																								
DC/STATE	23-00	\$4,371,000	\$200,000	\$0	\$0	\$0	\$200,000	\$150,000	\$0	\$0	\$0	\$150,000	\$110,000	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,831,000
	23-07.2	\$3,366,000	\$450,000	\$0	\$0	\$0	\$450,000	\$200,000	\$181,000	\$0	\$0	\$381,000	\$110,000	\$181,000	\$0	\$159,000	\$450,000	\$0	\$181,000	\$5,427,000	\$191,000	\$5,799,000	\$0	\$10,446,000
	DELTA	-\$1,005,000	\$250,000	\$0	\$0	\$0	\$250,000	\$50,000	\$181,000	\$0	\$0	\$231,000	\$0	\$181,000	\$0	\$159,000	\$340,000	\$0	\$181,000	\$5,427,000	\$191,000	\$5,799,000	\$0	\$5,615,000
NHPP	23-00	\$1,546,000	\$3,990,000	\$0	\$0	\$0	\$3,990,000	\$2,993,000	\$0	\$0	\$0	\$2,993,000	\$2,195,000	\$0	\$0	\$0	\$2,195,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,724,000
	23-07.2	\$1,480,000	\$4,300,000	\$0	\$0	\$0	\$4,300,000	\$3,150,000	\$1,630,000	\$0	\$0	\$4,780,000	\$2,195,000	\$1,630,000	\$0	\$1,432,000	\$5,257,000	\$0	\$1,630,000	\$48,841,000	\$1,718,000	\$52,189,000	\$0	\$68,006,000
	DELTA	-\$66,000	\$310,000	\$0	\$0	\$0	\$310,000	\$157,000	\$1,630,000	\$0	\$0	\$1,787,000	\$0	\$1,630,000	\$0	\$1,432,000	\$3,062,000	\$0	\$1,630,000	\$48,841,000	\$1,718,000	\$52,189,000	\$0	\$57,282,000
TBD	23-00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,100,000	\$134,100,000
	23-07.2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,455,000	\$104,455,000
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$29,645,000	-\$29,645,000
TOTAL	23-00	\$5,917,000	\$4,190,000	\$0	\$0	\$0	\$4,190,000	\$3,143,000	\$0	\$0	\$0	\$3,143,000	\$2,305,000	\$0	\$0	\$0	\$2,305,000	\$0	\$0	\$0	\$0	\$0	\$134,100,000	\$149,655,000
	23-07.2	\$4,846,000	\$4,750,000	\$0	\$0	\$0	\$4,750,000	\$3,350,000	\$1,811,000	\$0	\$0	\$5,161,000	\$2,305,000	\$1,811,000	\$0	\$1,591,000	\$5,707,000	\$0	\$1,811,000	\$54,268,000	\$1,909,000	\$57,988,000	\$104,455,000	\$182,907,000
	DELTA	-\$1,071,000	\$560,000	\$0	\$0	\$0	\$560,000	\$207,000	\$1,811,000	\$0	\$0	\$2,018,000	\$0	\$1,811,000	\$0	\$1,591,000	\$3,402,000	\$0	\$1,811,000	\$54,268,000	\$1,909,000	\$57,988,000	-\$29,645,000	\$33,252,000
TIP ID T5420 - MD 97 at Montgomery Hills Highway Reconstruction																								
DC/STATE	23-00	\$4,823,000	\$28,000	\$85	\$0	\$0	\$28,085	\$0	\$85,000	\$0	\$0	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,936,085
	23-07.2	\$3,626,000	\$63,000	\$500,000	\$0	\$0	\$563,000	\$10,000	\$960,000	\$0	\$0	\$970,000	\$10,000	\$960,000	\$0	\$144,000	\$1,114,000	\$10,000	\$0	\$0	\$173,000	\$183,000	\$0	\$6,456,000
	DELTA	-\$1,197,000	\$35,000	\$499,915	\$0	\$0	\$534,915	\$10,000	\$875,000	\$0	\$0	\$885,000	\$10,000	\$960,000	\$0	\$144,000	\$1,114,000	\$10,000	\$0	\$0	\$173,000	\$183,000	\$0	\$1,519,915
LOCAL	23-00	\$3,044,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,044,000
	23-07.2	\$3,044,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,044,000
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	23-00	\$1,788,000	\$1,679,000	\$1,696,000	\$0	\$0	\$3,375,000	\$0	\$1,696,000	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,859,000
	23-07.2	\$722,000	\$1,187,000	\$4,500,000	\$0	\$0	\$5,687,000	\$490,000	\$8,640,000	\$0	\$0	\$9,130,000	\$490,000	\$8,640,000	\$0	\$1,297,000	\$10,427,000	\$490,000	\$0	\$0	\$1,556,000	\$2,046,000	\$0	\$28,012,000
	DELTA	-\$1,066,000	-\$492,000	\$2,804,000	\$0	\$0	\$2,312,000	\$490,000	\$6,944,000	\$0	\$0	\$7,434,000	\$490,000	\$8,640,000	\$0	\$1,297,000	\$10,427,000	\$490,000	\$0	\$0	\$1,556,000	\$2,046,000	\$0	\$21,153,000
TBD	23-00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,200,000	\$30,200,000
	23-07.2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,568,000	\$19,568,000
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$10,632,000	-\$10,632,000
TOTAL	23-00	\$9,655,000	\$1,707,000	\$1,696,085	\$0	\$0	\$3,403,085	\$0	\$1,781,000	\$0	\$0	\$1,781,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,200,000	\$45,039,085
	23-07.2	\$7,392,000	\$1,250,000	\$5,000,000	\$0	\$0	\$6,250,000	\$500,000	\$9,600,000	\$0	\$0	\$10,100,000	\$500,000	\$9,600,000	\$0	\$1,441,000	\$11,541,000	\$500,000	\$0	\$0	\$1,729,000	\$2,229,000	\$19,568,000	\$57,080,000
	DELTA	-\$2,263,000	-\$457,000	\$3,303,915	\$0	\$0	\$2,846,915	\$500,000	\$7,819,000	\$0	\$0	\$8,319,000	\$500,000	\$9,600,000	\$0	\$1,441,000	\$11,541,000	\$500,000	\$0	\$0	\$1,729,000	\$2,229,000	-\$10,632,000	\$12,040,915

November 22, 2022

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

Dear Chairman Sebesky:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one new and two existing MDOT State Highway Administration (SHA) projects as described below and in the attached memo.

This action reflects MDOT SHA's updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the projects below, including the additions of the new increases in funding from the Infrastructure Investment and Jobs Act (IIJA). As these projects are either already included in or do not affect the Air Quality Conformity Determination for Visualize 2045, this additional funding will not affect the determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5420	MD 97 at Montgomery Hills Highway Reconstruction, Silver Spring	\$24,851	Add new funds and reallocate previously designated funds for preliminary engineering, right-of-way, and utilities.
6431	US 15/US 40 Frederick Freeway Reconstruction	\$63,968	Add new funds and reallocate previously designated funds for preliminary engineering, right-of-way, construction, and utilities.
11615	MD 6 La Plata Safety and Accessibility Improvements	\$2,630	Adds new project with funds for preliminary engineering, right-of-way, and utilities.

The Honorable Pamela Sebesky
Page Two

MDOT requests that this amendment be approved by the TPB Steering Committee at its December 2, 2022 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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

MEMORANDUM

TO: OPCP DIRECTOR HEATHER MURPHY
ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
 OPCP REGIONAL PLANNER KARI SNYDER
FROM: OPPE DEPUTY DIRECTOR ERIC BECKETT *E. Beckett*
SUBJECT: REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
 IMPROVEMENT PROGRAM (TIP)
DATE: NOVEMBER 22, 2022
RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendments.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
5420	MD 97 at Montgomery Hills Highway Reconstruction	ENG	(\$492,000)
		RW	\$1,535,000
		UT	\$20,638,000
6431	US 15/US 40 Frederick Freeway Reconstruction	UT	\$3,170,000
		ENG	\$767,000
		RW	\$5,433,000
		CO	\$54,268,000
11615	MD 6 La Plata Safety and Accessibility Improvements	UT	\$3,500,000
		ENG	\$1,395,000
		RW	\$500,000
		UT	\$735,000

ANALYSIS

MD 97 at Montgomery Hills Highway Reconstruction (TPB 5420) – This requested amendment reflects the reduction of \$492,000 in FY 2023-2026 TPB TIP preliminary engineering funding for TPB 5420. This amendment also reflects the addition of \$1,535,000 in funds for preliminary engineering, the addition of \$20,638,000 for right-of-way, and the addition of \$3,170,000 for utilities. The MDOT SHA

requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA's updated programmed project expenditures and project schedule in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$45,039,085 to \$57,080,000, including funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

US 15/US 40 Frederick Freeway Reconstruction (TPB 6431) – This requested amendment reflects the addition of \$767,000 in FY 2023-2026 TPB TIP preliminary engineering funding for TPB 6431. This amendment also reflects the addition of \$5,433,000 in funds for right-of-way, the addition of \$54,268,000 in funds for construction, and the addition of \$3,500,000 in funds for utilities. The MDOT SHA requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA's updated programmed project expenditures and project schedule in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$149,655,000 to \$182,907,000, including funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

MD 6 La Plata Safety and Accessibility Improvements Project (TPB 11615) – This requested amendment reflects the addition of a new project to the FY 2023-2026 TPB TIP and adds \$1,395,000 to the FY 2023-2026 TPB TIP preliminary engineering funding for TPB 11615. This amendment also reflects the addition of \$500,000 in funds for right-of-way and the addition of \$735,000 in funds for utilities. This amendment ensures the FY 2023-2026 TPB TIP reflects MDOT SHA updated programmed funds and project schedule in FY 2023-2026. A project scope and cost estimates will be refined upon the completion of the design process, which is anticipated to be complete by 2026.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the draft FY 2023-2028 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

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

ATTACHMENTS

- FY 2023-2026 TPB TIP project 5420 report
- FY 2022-2025 Maryland STIP project TPB 5420 report
- FY 2023-2026 TPB TIP project 6431 report
- FY 2022-2025 Maryland STIP project TPB 6431 report
- FY 2023-2026 TPB TIP project 11615 report
- FY 2022-2025 Maryland STIP project TPB 11615 report

Ms. Heather Murphy
Page Three

cc: Mr. Matt Baker, Chief, RIPD, OPPE, MDOT SHA
Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, MDOT SHA
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HDD), Office of Highway
Development (OHD), MDOT SHA
Mr. Sean Boyle, Transportation Design Engineer, HDD, OHD, MDOT SHA
Jeff Davis, P.E., AICP, Assistant Chief, HDD, OHD, MDOT SHA
Ms. Marie-France Guiteau, Transportation Engineering Manager, HDD, OHD, MDOT SHA
Derek Gunn, P.E., Acting District Engineer, District 3, MDOT SHA
Jill Lemke, Assistant Chief, RIPD, OPPE, MDOT SHA
Eric Marabello, P.E., Director, OHD, MDOT SHA
Andrew Radcliffe, Jr., P.E., Acting District Engineer, District 7, MDOT SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, MDOT SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, MDOT SHA
Mr. David Schlie, Regional Planner, RIPD, OPPE, MDOT SHA
Barry Smith, P.E., Acting Chief, HHD, OHD, MDOT SHA
Kimberly Tran, P.E., Acting District Engineer, District 5, MDOT SHA



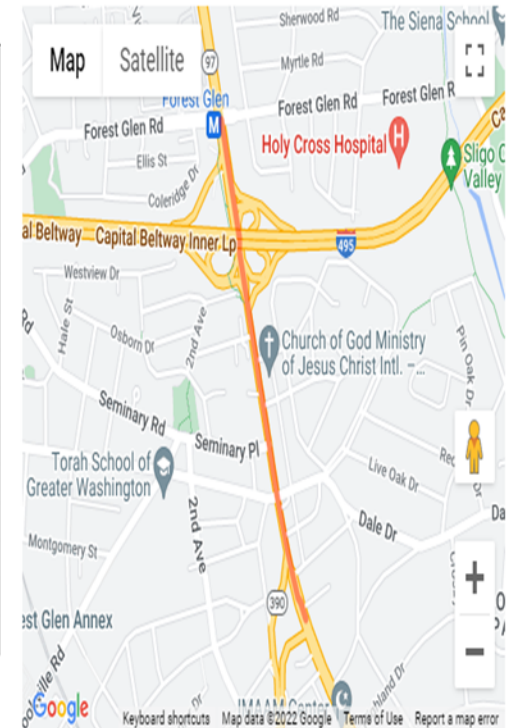
National Capital Region Transportation Planning Board
 FY 2023-2026 Transportation Improvement Program
 Maryland Department of Transportation - State Highway Administration
 ALL 23TIP TIP ACTIONS

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

Project Type Road - Add Capacity/Widening
Total Cost \$57,080,000
Completion Date 2029

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

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	TBD	-	-	-	-	-	\$500,000	-	\$500,000
PE	NHPP	\$722,000	\$1,187,000	\$490,000	\$490,000	\$490,000	-	\$2,657,000	\$3,379,000
PE	DC/STATE	\$3,626,000	\$63,000	\$10,000	\$10,000	\$10,000	-	\$93,000	\$3,719,000
	Total PE	\$4,348,000	\$1,250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,750,000	\$7,598,000
ROW	NHPP	-	\$4,500,000	\$8,640,000	\$8,640,000	-	-	\$21,780,000	\$21,780,000
ROW	DC/STATE	-	\$500,000	\$960,000	\$960,000	-	-	\$2,420,000	\$2,420,000
	Total ROW	-	\$5,000,000	\$9,600,000	\$9,600,000	-	-	\$24,200,000	\$24,200,000
CON	TBD	-	-	-	-	-	\$17,339,000	-	\$17,339,000
	Total CON	-	-	-	-	-	\$17,339,000	-	\$17,339,000
UT	TBD	-	-	-	-	-	\$1,729,000	-	\$1,729,000
UT	NHPP	-	-	-	\$1,297,000	\$1,556,000	-	\$2,853,000	\$2,853,000
UT	DC/STATE	-	-	-	\$144,000	\$173,000	-	\$317,000	\$317,000
	Total UT	-	-	-	\$1,441,000	\$1,729,000	\$1,729,000	\$3,170,000	\$4,899,000
PLANNING	LOCAL	\$3,044,000	-	-	-	-	-	-	\$3,044,000
	Total PLANNING	\$3,044,000	-	-	-	-	-	-	\$3,044,000
	Total Programmed	\$7,392,000	\$6,250,000	\$10,100,000	\$11,541,000	\$2,229,000	\$19,568,000	\$30,120,000	\$57,080,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022
23-07.2	Amendment 2023-2026	Pending	Pending
			N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$45,039,085 to \$57,080,000


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 5420 MC# 22-39 Approved 9/7/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 97 at Montgomery Hills Highway Reconstruction (MO2241)	B	Nonattainment/TPB 2618	CE 2019	\$ 5,529	\$ 3,265	\$ 8,794
Description	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				MDOT SHA	TPB	SHA-M-3 FY 2023
A project of make safety and accessibility improvements to MD 97 in Montgomery Hills, between MD 192 and MD 390.				\$ 20,173	\$ 2,449	\$ 22,622
Justification	This project will address safety and traffic operations within the study area.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
	Current (000s)	Proposed (000s)	\$ 3,525	\$ 3,488	\$ 1,781	\$ -	\$ 8,794
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Federal	Federal	\$ 458	\$ 3,375	\$ 1,696	\$ -	\$ 5,529
	State/Local	State/Local	\$ 3,067	\$ 113	\$ 85	\$ -	\$ 3,265
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Total	Total	\$ 3,525	\$ 6,250	\$ 10,100	\$ 11,541	\$ 31,416
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Federal	Federal	\$ 458	\$ 5,687	\$ 9,130	\$ 10,427	\$ 25,702
<input type="checkbox"/> D) Other	State/Local	State/Local	\$ 3,067	\$ 563	\$ 970	\$ 1,114	\$ 5,714
	Total	Total	\$ -	\$ 2,762	\$ 8,319	\$ 11,541	\$ 22,622
	Federal	Federal	\$ -	\$ 2,312	\$ 7,434	\$ 10,427	\$ 20,173
	State/Local	State/Local	\$ -	\$ 450	\$ 885	\$ 1,114	\$ 2,449

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ 3,044	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,044	\$ 3,044
PE	NHPP	\$ 458	\$ -	\$ 1,679	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,137	\$ -	\$ 2,137
	State	\$ -	\$ 23	\$ -	\$ 28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51	\$ 51
RW	NHPP	\$ -	\$ -	\$ 1,696	\$ -	\$ 1,696	\$ -	\$ -	\$ -	\$ 3,392	\$ -	\$ 3,392
	State	\$ -	\$ -	\$ -	\$ 85	\$ -	\$ 85	\$ -	\$ -	\$ -	\$ 170	\$ 170
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 458	\$ 3,067	\$ 3,375	\$ 113	\$ 1,696	\$ 85	\$ -	\$ -	\$ 5,529	\$ 3,265	\$ 8,794

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ 3,044	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,044	\$ 3,044
PE	NHPP	\$ 458	\$ -	\$ 1,187	\$ -	\$ 490	\$ -	\$ 490	\$ -	\$ 2,625	\$ -	\$ 2,625
	State	\$ -	\$ 23	\$ -	\$ 63	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 106	\$ 106
RW	NHPP	\$ -	\$ -	\$ 4,500	\$ -	\$ 8,640	\$ -	\$ 8,640	\$ -	\$ 21,780	\$ -	\$ 21,780
	State	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 960	\$ 960	\$ -	\$ 2,420	\$ -	\$ 2,420
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,297	\$ -	\$ 1,297	\$ -	\$ 1,297
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144	\$ 144
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 458	\$ 3,067	\$ 5,687	\$ 563	\$ 9,130	\$ 970	\$ 10,427	\$ 1,114	\$ 25,702	\$ 5,714	\$ 31,416

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ (492)	\$ -	\$ 490	\$ -	\$ 490	\$ -	\$ 488	\$ -	\$ 488
	State	\$ -	\$ -	\$ -	\$ 35	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 55	\$ 55
RW	NHPP	\$ -	\$ -	\$ 2,804	\$ -	\$ 6,944	\$ -	\$ 8,640	\$ -	\$ 18,388	\$ -	\$ 18,388
	State	\$ -	\$ -	\$ -	\$ 415	\$ -	\$ 875	\$ 960	\$ -	\$ 2,250	\$ -	\$ 2,250
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,297	\$ -	\$ 1,297	\$ -	\$ 1,297
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144	\$ 144
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 2,312	\$ 450	\$ 7,434	\$ 885	\$ 10,427	\$ 1,114	\$ 20,173	\$ 2,449	\$ 22,622

TOTAL PROJECT COST

Prior Cost (= FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (= FY 2026)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal	\$ 264	\$ 25,702	\$ 19,697	\$ 45,663			
State/Local	\$ 3,603	\$ 5,714	\$ 2,100	\$ 11,417			
Total	\$ 3,867	\$ 31,416	\$ 21,797	\$ 57,080			

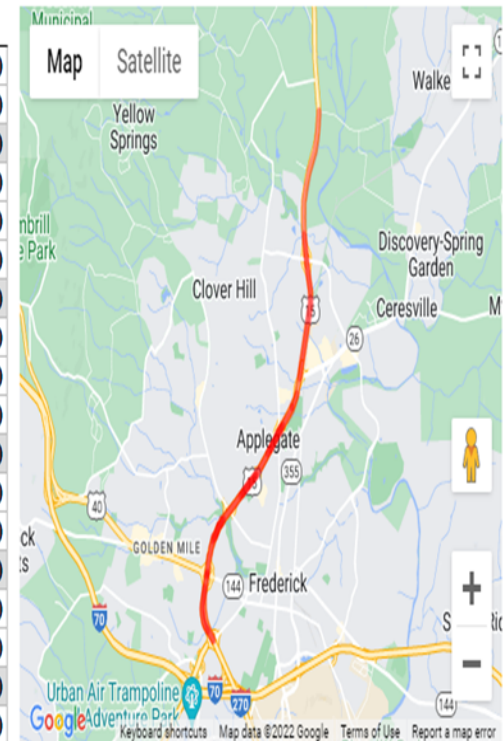
TIP ID T6431
Project Name US 15/US 40 Frederick Freeway Reconstruction
Project Limits I 270 to N. of Briggs Road

Lead Agency Maryland Department of Transportation - State Highway Administration
County Frederick
Municipality City of Frederick
Agency Project ID FR1881

Project Type Road - Add Capacity/Widening
Total Cost \$182,907,000
Completion Date 2030

Description Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$1,069,000	\$4,300,000	\$3,150,000	\$2,195,000	-	-	\$9,645,000	\$10,714,000
PE	DC/STATE	\$119,000	\$450,000	\$200,000	\$110,000	-	-	\$760,000	\$879,000
	Total PE	\$1,188,000	\$4,750,000	\$3,350,000	\$2,305,000	-	-	\$10,405,000	\$11,593,000
ROW	TBD	-	-	-	-	-	\$1,811,000	-	\$1,811,000
ROW	NHPP	-	-	\$1,630,000	\$1,630,000	\$1,630,000	-	\$4,890,000	\$4,890,000
ROW	DC/STATE	-	-	\$181,000	\$181,000	\$181,000	-	\$543,000	\$543,000
	Total ROW	-	-	\$1,811,000	\$1,811,000	\$1,811,000	\$1,811,000	\$5,433,000	\$7,244,000
CON	TBD	-	-	-	-	-	\$102,644,000	-	\$102,644,000
CON	NHPP	-	-	-	-	\$48,841,000	-	\$48,841,000	\$48,841,000
CON	DC/STATE	-	-	-	-	\$5,427,000	-	\$5,427,000	\$5,427,000
	Total CON	-	-	-	-	\$54,268,000	\$102,644,000	\$54,268,000	\$156,912,000
UT	NHPP	-	-	-	\$1,432,000	\$1,718,000	-	\$3,150,000	\$3,150,000
UT	DC/STATE	-	-	-	\$159,000	\$191,000	-	\$350,000	\$350,000
	Total UT	-	-	-	\$1,591,000	\$1,909,000	-	\$3,500,000	\$3,500,000
PLANNING	NHPP	\$411,000	-	-	-	-	-	-	\$411,000
PLANNING	DC/STATE	\$3,247,000	-	-	-	-	-	-	\$3,247,000
	Total PLANNING	\$3,658,000	-	-	-	-	-	-	\$3,658,000
	Total Programmed	\$4,846,000	\$4,750,000	\$5,161,000	\$5,707,000	\$57,988,000	\$104,455,000	\$73,606,000	\$182,907,000



Version History

Current Change Reason

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022
23-07.2	Amendment 2023-2026	Pending	Pending
			N/A

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$149,655,000 to \$182,907,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP# TPB 6431 MC# 22-39 Approved 9/7/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 15/US 40 Frederick Freeway Reconstruction (FR1881)	B	Nonattainment/TPB 1193	CE - Pending; Anticipated 2023	\$ 10,658	\$ 535	\$ 11,193
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT SHA	TPB	SHA-F-3 FY 2023	\$ 5,159	\$ 821	\$ 5,980

Description: Planning and preliminary engineering study to improve safety and mainline operations along US 15 and U S40 from I-270 to north of Biggs Ford Road

Justification: Project will address safety, operations, and mobility needs in the US 15 corridor

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
	<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 1,555	\$ 4,190	\$ 3,143	\$ 2,305
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	Federal	\$ 1,480	\$ 3,990	\$ 2,993	\$ 2,195	\$ 10,658
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	State/Local	\$ 75	\$ 200	\$ 150	\$ 110	\$ 535
<input type="checkbox"/> D) Other	Proposed (000s)	Total	\$ 1,555	\$ 4,750	\$ 5,161	\$ 5,707	\$ 17,173
	Federal	Federal	\$ 1,480	\$ 4,300	\$ 4,780	\$ 5,257	\$ 15,817
	State/Local	State/Local	\$ 75	\$ 450	\$ 381	\$ 450	\$ 1,356
	Change (000s)	Total	\$ -	\$ 560	\$ 2,018	\$ 3,402	\$ 5,980
	Federal	Federal	\$ -	\$ 310	\$ 1,787	\$ 3,062	\$ 5,159
	State/Local	State/Local	\$ -	\$ 250	\$ 231	\$ 340	\$ 821



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ 411	-	-	-	-	-	-	-	\$ 411	-	\$ 411
	State	-	-	-	-	-	-	-	-	-	-	-
PE	NHPP	\$ 1,089	-	\$ 3,990	-	\$ 2,993	-	\$ 2,195	-	\$ 10,247	-	\$ 10,247
	State	-	\$ 75	-	\$ 200	-	\$ 150	-	\$ 110	-	\$ 535	\$ 535
RW	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
UT	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
CO	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
Total		\$ 1,480	\$ 75	\$ 3,990	\$ 200	\$ 2,993	\$ 150	\$ 2,195	\$ 110	\$ 10,658	\$ 535	\$ 11,193

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ 411	-	-	-	-	-	-	-	\$ 411	-	\$ 411
	State	-	-	-	-	-	-	-	-	-	-	-
PE	NHPP	\$ 1,089	-	\$ 4,300	-	\$ 3,150	-	\$ 2,195	-	\$ 10,714	-	\$ 10,714
	State	-	\$ 75	-	\$ 450	-	\$ 200	-	\$ 110	-	\$ 835	\$ 835
RW	NHPP	-	-	-	-	\$ 1,630	-	\$ 1,630	-	\$ 3,260	-	\$ 3,260
	State	-	-	-	-	-	\$ 181	-	\$ 181	-	\$ 362	\$ 362
UT	NHPP	-	-	-	-	-	-	\$ 1,432	-	\$ 1,432	-	\$ 1,432
	State	-	-	-	-	-	-	-	\$ 159	-	\$ 159	\$ 159
CO	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
Total		\$ 1,480	\$ 75	\$ 4,300	\$ 450	\$ 4,780	\$ 381	\$ 5,257	\$ 450	\$ 15,817	\$ 1,356	\$ 17,173

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
PE	NHPP	-	-	\$ 310	-	\$ 157	-	-	-	\$ 467	-	\$ 467
	State	-	-	-	\$ 250	-	\$ 50	-	-	-	\$ 300	\$ 300
RW	NHPP	-	-	-	-	\$ 1,630	-	\$ 1,630	-	\$ 3,260	-	\$ 3,260
	State	-	-	-	-	-	\$ 181	-	\$ 181	-	\$ 362	\$ 362
UT	NHPP	-	-	-	-	-	-	\$ 1,432	-	\$ 1,432	-	\$ 1,432
	State	-	-	-	-	-	-	-	\$ 159	-	\$ 159	\$ 159
CO	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
Total		\$ -	\$ -	\$ 310	\$ 250	\$ 1,787	\$ 231	\$ 3,062	\$ 340	\$ 5,159	\$ 821	\$ 5,980

TOTAL PROJECT COST

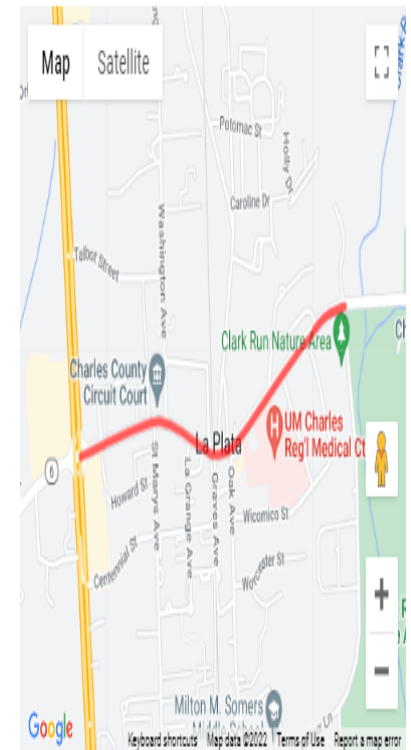
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 15,817	Federal	\$ 146,199	Federal	\$ 162,016
State/Local	\$ 3,291	State/Local	\$ 1,356	State/Local	\$ 18,244	State/Local	\$ 20,891
Total	\$ 3,291	Total	\$ 17,173	Total	\$ 162,443	Total	\$ 182,907

TIP ID T11615 **Lead Agency** Maryland Department of Transportation - State Highway Administration
Project Name MD 6 La Plata Safety and Accessibility Improvements Project **County**
Project Limits US 301 to Willow Lane **Municipality**
Agency Project ID

Project Type Bike/Ped
Total Cost \$11,394,000
Completion Date 2029

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

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$31,000	\$36,000	\$36,000	\$36,000	-	\$139,000	\$139,000
PE	STBG	-	\$284,000	\$324,000	\$324,000	\$324,000	-	\$1,256,000	\$1,256,000
	Total PE	-	\$315,000	\$360,000	\$360,000	\$360,000	-	\$1,395,000	\$1,395,000
ROW	DC/STATE	-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
ROW	STBG	-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
	Total ROW	-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
CON	TBD	-	-	-	-	-	\$7,000,000	-	\$7,000,000
	Total CON	-	-	-	-	-	\$7,000,000	-	\$7,000,000
UT	TBD	-	-	-	-	-	\$1,764,000	-	\$1,764,000
UT	DC/STATE	-	-	-	-	\$73,000	-	\$73,000	\$73,000
UT	STBG	-	-	-	-	\$662,000	-	\$662,000	\$662,000
	Total UT	-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
	Total Programmed	-	\$315,000	\$360,000	\$610,000	\$1,345,000	\$8,764,000	\$2,630,000	\$11,394,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-07.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11615 MC# 22-39 Approved 9/7/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 6 La Plata Safety and Accessibility Improvements Program (CHNEW2)	A	Nonattainment/TPB lbd	CE - Pending; lbd	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
Description	MDOT SHA	TPB	SHA-CH-1 FY 2023	\$ 1,157	\$ 128	\$ 1,285
Justification	The project will improve safety and accessibility for bicyclists, pedestrians, and other vulnerable users.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed	\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 549	\$ 61	\$ 1,157
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 549	\$ 61	\$ 1,157



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 324	\$ 36	\$ 932	\$ 103	\$ 932
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 225
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25	\$ -	\$ 25	\$ 25
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 549	\$ 61	\$ 1,157	\$ 128	\$ 1,285

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 324	\$ 36	\$ 932	\$ 103	\$ 932
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 225
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25	\$ -	\$ 25	\$ 25
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 549	\$ 61	\$ 1,157	\$ 128	\$ 1,285

TOTAL PROJECT COST

Prior Cost (≠ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≠ FY 2026)		Total Project Cost	
Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
\$ -	\$ -	\$ 1,157	\$ 128	\$ 9,099	\$ 1,010	\$ 10,256	\$ 1,138
Total	Total	Total	Total	Total	Total	Total	Total
\$ -	\$ -	\$ 1,285	\$ 1,285	\$ 10,109	\$ 10,109	\$ 11,394	\$ 11,394

**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 23-07.3 WHICH
ADDS A NEW PROJECT, I-495 SOUTHSIDE EXPRESS LANES ADVANCE ACTIVITIES,
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 23-07.3 which adds \$6 million for planning and engineering on a new project, **I-495 Southside Express Lanes Advance Activities (T11614)**, as described in the attached materials; and

WHEREAS, the attached materials include:

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

ATTACHMENT B) Amendment Summary report showing the total project cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Letter from VDOT dated November 15, 2022 requesting the amendments; and

WHEREAS, this projects has been entered into the TPB's Project InfoTrak database under TIP Action 23-07.3, creating the 7th 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, funding for planning and engineering for this project in the TIP is exempt from the air quality conformity requirement; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-07.3 which adds \$6 million for planning and engineering on a new project, **I-495 Southside Express Lanes Advance Activities (T11614)**, as described in the attached materials.

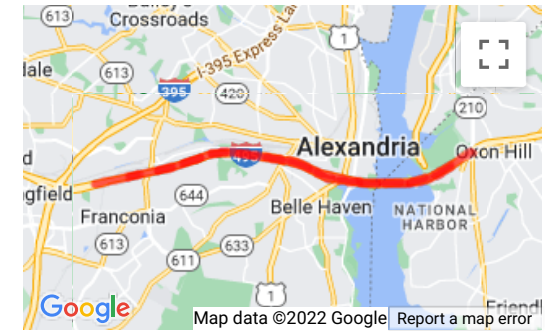
**Adopted by the TPB Steering Committee at its meeting on Friday, December 2, 2022.
Final approval following review by the full board on Wednesday, December 21, 2022.**



<i>TIP ID</i>	T11614	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Study/Planning/Research
<i>Project Name</i>	I-495 Southside Express Lanes Advance Activities	<i>County</i>		<i>Total Cost</i>	\$6,000,000
<i>Project Limits</i>	I-95/395/495 to MD 210	<i>Municipality</i>		<i>Completion Date</i>	2023
		<i>Agency Project ID</i>	122608		

Description Extend the express lanes system on the southern section of I-95/I-495 (Capital Beltway), by 11 miles from the Springfield interchange (I-95/I-395/I-495) in Fairfax County, Virginia, across the Woodrow Wilson Memorial Bridge, to the MD 210 interchange in Prince Georges County, Maryland. Advance activities to include environment assessment, traffic and design, P3 development and procurement activities.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE DC/STATE	-	\$6,000,000	-	-	-	-	\$6,000,000	\$6,000,000
<i>Total PE</i>	-	\$6,000,000	-	-	-	-	\$6,000,000	\$6,000,000
<i>Total Programmed</i>	-	\$6,000,000	-	-	-	-	\$6,000,000	\$6,000,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>	<i>Current Change Reason</i>
23-07.3 Amendment 2023-2026	Pending	Pending	N/A	SCHEDULE / FUNDING / SCOPE - New project

ATTACHMENT B: Summary Report for TIP Action 23-07.3: Formal Amendment

FY 2023-2026 Transportation Improvement Program

Approved by the TPB Steering Committee on December 2, 2022

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11614	I-495 Southside Express Lanes Advance Activities	\$0	\$6,000,000	\$6,000,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Add funds in FFY 23 in PE for \$6,000,000 <i>Total project cost \$6,000,000</i>



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

November 15, 2022

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

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendment:
I-495 Southside Express Lanes Advance Activities TIP ID T11614 / UPC #122608

Dear Chair Sebesky:

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

Project Request for TIP Amendment

I-495 Southside Express Lanes Advance Activities TIP ID T11614 / UPC #122608

Advance activities for this project will include environment assessment, traffic and design, P3 development and procurement activities. The proposed amendment will:

- Add \$6,000,000 (State funds) FFY23 for PE Phase

The specific project will extend the express lanes system on the southern section of I-95/I-495 (Capital Beltway), by 11 miles from the Springfield interchange (I-95/I-395/I-495) in Fairfax County, Virginia, across the Woodrow Wilson Memorial Bridge, to the MD 210 interchange in Prince Georges County, Maryland.

VDOT requests approval of this TIP Amendment by the Transportation Planning Board’s Steering Committee at its meeting on December 2, 2022. VDOT’s representative will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

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

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: December 15, 2022

The attached letter was sent/received since the last TPB meeting.



National Capital Region
Transportation Planning Board

December 14, 2022

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

Re: FY 2023 RAISE Program Grant Application for Prince William Parkway/Minnieville Road
Intersection Improvements by Prince William County, Virginia

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince William County for a FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to improve the intersection of Prince William Parkway/Minnieville Road.

The Prince William Parkway (State Route 294) and Minnieville Road Intersection Project will construct a grade separated interchange to relieve congestion, improve safety and enhance connectivity and access to the regional network. This intersection serves key OmniRide bus transit routes and the project area is the focus of an active feasibility study for a dedicated bus/HOV lane to improve travel times between underutilized commuter lots in the project area and I-95 to increase transit and carpooling as commuter modes. The project includes pedestrian and bicycle facilities. The RAISE grant will provide funding for construction and implementation of the recommended improvements of the feasibility study for this significant intersection. The project also serves an identified Equity Emphasis Area and will help improve mobility and accessibility to traditionally underserved populations.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety, transit accessibility, and targeted congestion spot improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone. Over the past year, design work has advanced through local and private funding for this important project.

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

Sincerely,

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

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

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: December 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: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: TPB, Technical Committee and Steering Committee **Draft** Dates for Calendar Year 2023
DATE: December 15, 2022

The **Draft** Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2023 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings are also identified below. Please note that meetings identified as In-person meetings will be primarily In-person and members would be able to participate virtually to accommodate any special needs of the members. Consistent with the TPB Bylaws, members seeking such accommodations should reply to the monthly survey monkey link and notify staff ahead of time (no later than the Monday before the meeting). Upon the December election of the Chair, confirmation of these dates will be provided.

2023 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES				
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board	TPB Meeting Format
	1st Friday at 9 AM	1st Friday at 12:15 PM	3rd Wednesday at 12 Noon	
January	6	6	18	IN PERSON*
February	3	3	15	VIRTUAL**
March	3	3	15	IN PERSON
April	7	7	19	IN PERSON
May	5	5	17	IN PERSON
June	2	2	21	IN PERSON
July	7	7	19	IN PERSON
August	No meetings	No meetings	No Meetings	No Meetings
September	8 (2 nd Friday due to holiday)	8 (2 nd Friday due to holiday)	20	VIRTUAL
October	6	6	18	IN PERSON
November	3	3	15	VIRTUAL
December	1	1	20	IN PERSON

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

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



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
Janie Nham, TPB Transportation Planner
SUBJECT: FY 2024 Solicitation for Technical Assistance Program Applications: Transportation Land-Use Connections (TLC) Program and Regional Roadway Safety Program (RRSP)
DATE: December 15, 2022

The application period for two TPB technical assistance programs, the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP), will open on Friday, January 6, 2023. This year, the application process for both programs will feature two enhancements:

- the application timelines for both programs will be synchronized to simplify the application process for interested member jurisdictions; and
- planning projects are now eligible to receive up to \$80,000 in technical assistance, an increase of \$20,000 from previous years

The deadline for applications is March 3, 2023. The deadline for submitting abstracts for proposed projects, which is an optional step, is January 24, 2023.

TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

The TLC Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Projects are eligible to receive \$80,000 in technical assistance for planning projects and design projects. TLC projects typically last 6-8 months.

As in past years, TLC projects may provide a range of services for community-oriented planning activities, such as:

- Small area & transit station area planning
- Bicycle and pedestrian safety & access
- Transit-oriented development studies
- Housing studies
- Economic development studies
- Roadway design guidelines & standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

The TPB encourages applications that address long-standing TPB priorities, including support for multimodal transportation options and land use enhancements in Activity Centers. This year, we are particularly interested in applications that support walking and biking improvements in high-capacity transit areas, especially Transit Access Focus Areas (TAFAs); projects to plan and design missing links in the National Capital Trail Network (NCTN); and projects that support access in Equity Emphasis Areas (EEAs).

REGIONAL ROADWAY SAFETY PROGRAM (RRSP)

The RRSP provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety in the National Capital Region. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Similar to the TLC Program, all projects are eligible to receive \$80,000 in technical assistance, regardless of whether they are planning or design projects. RRSP projects typically last 6-8 months.

Proposed projects may provide a range of services to support roadway safety efforts, including.

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits
- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program
- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

The TPB encourages applications that address five TPB priorities: safety improvements for Equity Emphasis Areas (EEAs), improvements to road user behavior, identifying and designing safety countermeasures, understanding safety data, and cross-jurisdictional collaboration.

TIMELINE

The TPB is anticipated to approve a slate of recommended projects for both in April 2023. The projects will begin in fall 2023. For more information, contact John Swanson (jswanson@mwkog.org) regarding the TLC program and Janie Nham (jnham@mwkog.org) regarding the RRSP.



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Meese, TPB Systems Performance Planning Program Director
Janie Nham, TPB Transportation Planner
SUBJECT: Summary of November 16, 2022 TPB Special Work Session: Safety Roundtable with State Departments of Transportation
DATE: December 15, 2022

On November 16, 2022, safety officials from the District Department of Transportation (DDOT), Maryland Department of Transportation (MDOT), and Virginia Department of Transportation (VDOT) briefed the TPB on their efforts to improve regional roadway safety. The special work session, immediately prior to that day's TPB meeting, was held in conjunction with the TPB's review and approval of this year's federally-mandated Performance-Based Planning and Programming (PBPP) highway safety targets, and follows similar briefings held in 2019.

REGIONAL SAFETY EFFORTS UPDATE

Following a welcome and introduction from Pamela Sebesky, TPB Chair, and Andrew Meese, TPB Systems Performance Planning Program Director, representatives from each of the three state departments of transportation updated the TPB on their respective safety activities.

District of Columbia

Christine Mayeur, DDOT Transportation Specialist, and Charlie Willson, DDOT Vision Zero Analyst, briefed on the District's Vision Zero strategy. Ms. Mayeur reported that traffic fatalities have declined in the District over the previous 20 years but fall short of where the District is scheduled to be per its plan. In addition, traffic fatalities have risen during the pandemic with crashes becoming more severe. The District has embraced the Safe Systems approach, emphasizing five focus areas: safe streets, safe speeds, safe people, safe vehicles, and post-crash care. She and Mr. Willson then walked through the specific strategies the District has adopted to address each focus area. These strategies included designing streets to reduce conflict between users, having the roadway design speed equal to the speed limit, lowering the default speed city-wide to 20 mph, employing automated traffic enforcement, education and outreach efforts, and legislation of rules among others.

Questions:

Board Member Jeannette Rishell, City of Manassas Park Mayor, asked whether the District's education efforts also include pedestrian education, for example educating pedestrians to cross at the correct location, so that pedestrians can take personal responsibility for their safety. Ms. Mayeur replied that Vision Zero is focused on modes that have the potential to cause the most harm, and the District's education initiatives are tailored to this. As a result, DDOT prioritizes training drivers of

large commercial vehicles. The District participates in the regional Street Smart campaign, but the focus of its education efforts is for drivers to take responsibility.

Board Member Kacy Kostiuk, City of Takoma Park Council Member, asked about the District's approach to lowering speed limits. She mentioned that the City of Takoma Park is considering implementing this practice, and it would be helpful to understand the process the District followed for identifying where speed limits would be lowered. Mr. Willson replied that DDOT identified candidate roads for lower speed limits using the roadway classification system and applied its 20 MPH default to roadways categorized as "local." He additionally offered to follow-up with Ms. Kostiuk separately.

Maryland

Ms. Myra Wieman, Maryland Highway Safety Office (MHSO) Deputy Director, and Mr. Douglas Mowbray, MHSO Traffic Records Program Manager, briefed on MDOT's safety strategy as outlined in its Strategic Highway Safety Plan, and recent safety outcomes. The objective of MDOT's safety approach is to reduce the number of fatalities and serious injuries, and its strategy is based on building partnerships to strengthen safety across the state. Maryland's approach relies on specific strategies that support the four "E's": engineering, education, enforcement, and emergency medical services (EMS). To promote a holistic approach, MHSO also oversees collaboration and coordination with partner organizations and works to ensure equity. Mr. Mowbray then presented data on Maryland's safety trends for 2017 through 2021. Mr. Mowbray highlighted that impairment, speed, and unrestrained occupants are most associated with fatal crashes in the state. He also shared that the seatbelt rate increased to 92.7% statewide, a positive development. He further noted that non-motorist fatalities remain high and that the State Highway Administration has been working on developing a pedestrian safety action plan. Ms. Wieman concluded the briefing with an overview of the state's investments in safety programming and outreach initiatives.

Questions:

No clarification questions were received.

Virginia

Stephen Read, VDOT Highway Safety Planning Manager, briefed on Virginia's safety approach as outlined in its new Strategic Highway Safety Plan and discussed current safety initiatives. Mr. Read began by sharing updated data regarding Virginia traffic fatalities and serious injuries. In Virginia, traffic deaths have continued to increase since an all-time low in 2014. Serious injuries also appear to be plateauing rather than decreasing as in past years. Mr. Read stated that Virginia intends to fulfill its safety goals through strategies that are guided by safe systems principles and associated with the four "E's": engineering, education, enforcement, and EMS services. Virginia has additionally adopted a fifth "E" for "everyone," to reflect equity in its safety approach. Mr. Read noted that because of increased transportation safety funding from the recent Virginia Transportation Bill and the Infrastructure Investment and Jobs Act (IIJA), VDOT has continued to invest in safety-related infrastructure and behavioral projects and programs. These projects include implementing systemic low-cost countermeasures, location specific "spot" projects, as well as providing technical assistance to agencies across the Commonwealth. Mr. Read also reported that Virginia has launched an effort

in partnership with the Virginia Department of Health to encourage collaboration between the health and planning/engineering communities to improve safety outcomes.

Questions:

No clarification questions were received.

QUESTIONS AND ANSWERS FOR ALL PANELISTS

Board Member Ann Wheeler, Prince William Board of County Supervisors Chair, asked if it would be possible to access detailed information for the crash data referenced in the presentations. Mr. Read replied that VDOT has a dashboard with high-level fatality and serious injuries data, as well as a tool for jurisdictions to view data at the jurisdiction level.

Board Member Kristen Umstadd, Leesburg District Supervisor, reported that Loudoun County has a project to widen Route 15 North to, in part, enable access for ambulances and fire engines during a crash. Presently, the roadway has no shoulders and is only one lane in each direction. She asked for advice on how the County could reconcile a post-crash care approach with a road widening approach. Should the County emphasize that it is a post-crash care project, and if so, would that provide the County with any advantage in receiving funding for the project? Mr. Read replied that there is a strong state traffic incident management group and recommended that the County direct concerns through that group to coordinate a response.

Board Member Gary Erenrich, Special Assistant to the Director, Montgomery County Department of Transportation, noted that the 2020 TPB Safety Study contained differences in the accounting of fatalities and serious injuries between states and among jurisdictions. He asked if any comparisons have been completed to look at similarities and differences in how states and/or jurisdictions approach data. Mr. Mowbray replied that the Fixing America's Surface Transportation (FAST) Act called for states to identify a standard for coding injury severity on crash reports. Thus far, all states in the region have adopted injury severity coding for crash reports so that police officers are using the same coding. What has not been done, however, is providing consistent training to officers to identify injury severity. Mr. Mowbray clarified that police officers have no medical training, and that hospitals or EMS personnel are more qualified to determine injury severities. As a result, there has been some changes in the data over the years as the coding has shifted and officers become more familiar with the coding system. MDOT intends to connect its crash data with hospital records to gain a more accurate view of injury severity, which parallels a national effort to perform more data integration. Mr. Willson added that DDOT is similarly attempting to integrate its crash data and hospital records.

Board member R. Earl Lewis, Jr., Maryland Department of Transportation Deputy Secretary for Policy, Planning, & Enterprise Services, asked if there is additional funding in the IJA that would be helpful to the region's safety mission. Mr. Read replied that the biggest grant opportunity that he is aware of is the Safe Streets for All (SS4A) grant. He added, however, that several jurisdictions in the Commonwealth may need to pursue additional transportation planning efforts before being ready to apply for and receive infrastructure funding. Mr. Willson replied that enhanced funding is welcome by the District, but DDOT does not get to compete for SS4A. Mr. Mowbray reported that the National Highway Traffic Safety Administration (NHTSA) recently relaxed its rules to qualify for distracted driving funding and the agency's racial profiling program. Consequently, Maryland's program funding

in those areas has increased. He also added that Alleghany County and the Tri-County Council are starting Vision Zero plans and believes they will have future requests for infrastructure funding. Kanti Srikanth, TPB Staff Director, highlighted that there is increased funding overall for existing and new transportation safety programs because of the IIJA. He encouraged member jurisdictions to examine the various implications of safety infrastructure projects to explore opportunities for funding that may not necessarily be limited to transportation safety.

Board Member Kelly Russell, City of Frederick Alderman, commented that Maryland's ability to use speed cameras is limited to work and school zones. She asked if there are efforts to work with the Maryland legislature to remove these barriers. She also asked if there has been any movement on automated traffic enforcement reciprocity in the region. Mr. Meese replied that the TPB sent a letter regarding reciprocity in December 2021 to the Maryland and Virginia governors and District of Columbia Mayor and is not aware of any responses. He added that a related bill was considered in the Maryland legislature but withdrawn. He was not aware of any other legislative efforts. Ms. Wieman noted that there has been a little movement with implementing speed cameras outside of school and work zones in Maryland, such as along Interstate 83 and Indian Head Highway. She also added that the state is currently pursuing a study that examines the effectiveness of speed cameras on driver behavior just past an enforcement zone. The hope is that the study will be useful for legislatures as they discuss increasing the number and locations of cameras. Mr. Read added that Virginia has enabling legislation for speed cameras in school zones and work zones. At the Safety Summit this past May, the cities of Falls Church and Manassas Park presented on their experience implementing school zone cameras. Arlington County also conducted a study of best practices in implementing speed cameras, and VDOT looks forward to sharing those findings throughout the Commonwealth.

Board Member David Snyder, City of Falls Church Council Member, noted that driver behavior has deteriorated during and after the pandemic. He asked if it was possible to share best practices on what has worked to change driver behaviors? Mr. Srikanth replied that the TPB Transportation Safety Subcommittee and Bicycle and Pedestrian Subcommittee regularly hold webinars and forums where best practices are shared. On October 27, 2022, the TPB hosted a webinar on best practices in pedestrian enforcement for police officers. He noted that the TPB plans to hold a couple of webinars every year and will continue to work closely with state safety engineers to make localities and engineers aware of state-level coordination and work activities. Ms. Wieman added that NHTSA's regional office has started to host regular meetings, which include highlighting best practices. Mr. Read added that VDOT is also examining focus areas at the jurisdictional level, along with working with focus groups.

The work session recording and presentation materials are available for viewing on the [TPB website](#).

ITEM 9 – Action
December 21, 2022

PBPP: Targets for Transit Safety and Highway Safety

Action: Adopt Resolution R4-2023 to approve regional transit safety targets and Adopt Resolution R5-2023 to approve regional highway safety targets.

Background: The board will be asked to approve regional targets for transit safety and highway safety performance measures, as required by the federal performance-based planning and programming (PBPP) regulations for MPOs.

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

**RESOLUTION TO ADOPT ANNUAL TRANSIT SAFETY TARGETS FOR 2022
FOR THE NATIONAL CAPITAL 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 on 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, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) issued a rulemaking for providers of public transportation and MPOs to annually establish data-driven transit safety targets and report progress on achieving the targets for the following performance measures for each mode of public transportation: number of fatalities, rate of fatalities per hundred thousand revenue vehicle miles (RVM), number of serious injuries, rate of serious injuries per hundred thousand RVM, number of safety events (collisions, derailments, fires, or life safety evacuations), rate of safety events per hundred thousand RVM, and the Mean Distance Between Failure (MDBF); and

WHEREAS, the applicable providers of public transportation have set their respective transit safety targets for 2022 and that MPOs are required to set transit safety targets for their metropolitan planning areas for the same period within 180 days; and

WHEREAS, TPB staff have coordinated with officials of the providers of public transportation in the region to develop regional transit safety targets that are consistent with the targets submitted by each provider and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

WHEREAS, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

WHEREAS, the TPB has reviewed safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that any number of fatalities and serious injuries on the region's roadways and transit systems is unacceptable and contrary to its own vision and the region's aspirations; and

WHEREAS, the TPB encourages every provider of public transportation in the region to adopt similar aspirational safety goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs, and policies to achieve reductions in fatalities and serious injuries; and

WHEREAS, the TPB remains focused on developing and achieving its aspirational goals and will use the federally required annual regional safety transit targets and the target setting process to evaluate the region’s progress toward its aspirational goals; and

WHEREAS, the TPB continues to support local, regional and state level efforts to reduce transportation fatalities and serious injuries; and

WHEREAS, these transit safety targets have been reviewed and recommended for TPB approval by the Regional Public Transportation Subcommittee and the TPB Technical Committee; and

WHEREAS, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of annual transit safety targets for the National Capital Region for 2022, as described below.

Table 1: Regional Transit Safety Targets – 2022

	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	255	0.29	23	0.04	14,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	1,000
Urban Bus (MB)	0	0	268	0.49	404	0.74	10,918
Commuter Bus (CB)	0	0	4	0.06	2	0.03	18,596
Demand Response (DR)	0	0	46	0.24	39	0.20	22,903
Vanpools (VP)	0	0	4	0.04	0	0.00	53,000

Rate - Per 100,000 Vehicle Revenue Miles MDBF = Mean Distance Between Failures

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

**RESOLUTION TO ADOPT ANNUAL HIGHWAY SAFETY TARGETS
FOR THE NATIONAL CAPITAL 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, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; 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 annually establish data-driven highway safety targets and report progress on achieving the targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, though the federal regulations that designate the safety performance measures refer to them as the National Performance Management Measures for the Highway Safety Improvement Program, the performance measures are applicable to all public roads in the region from community streets to Interstate highways, and can properly be referred to as roadway safety targets; and

WHEREAS, the TPB has reviewed the safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that the number of fatalities and serious injuries on the region's roadways are unacceptably high, which is contrary to its own vision and the region's aspirations; and

WHEREAS, the TPB remains focused on acting on its priorities and achieving the region's aspirational goals of zero fatalities and serious injuries on its roadways and is using the federally-required annual regional highway safety targets and the process to evaluate the region's progress toward zero roadway deaths; and

WHEREAS, the TPB commissioned a regional roadway safety study to identify the factors contributing to and the predominant types of fatal and serious injury crashes in the region and recommend projects, programs and policies the region should prioritize to improve safety outcomes on the region's roadways; and

WHEREAS, the TPB has reviewed the findings of that study and adopted Resolution R3-2021 titled, "Resolution to Establish A Regional Roadway Safety Policy, and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region's Roadways" on July 22, 2020 based on those findings; and

WHEREAS, the TPB, as described in Resolution R3-2021, urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, in an equitable and non-racist manner, consistent with the TPB's Equity Policy statement, that strive to reduce the number of fatal and serious injury crashes on the Region's roadways; and

WHEREAS, the TPB has, as part of Resolution R3-2021, established and funded a Regional Roadway Safety Program to assist its members to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users; and

WHEREAS, the TPB continues to support local, regional, and state level efforts to reduce fatalities and serious injuries concurrent with the development of increasingly aggressive highway safety targets in the future; and

WHEREAS, the DOTs of the District of Columbia, Maryland, and Virginia set their respective highway safety targets for the five-year period 2019 through 2023 by August 31, 2022, and MPOs are required to set highway safety targets for their metropolitan planning areas for the same period by February 28, 2023; and

WHEREAS, TPB staff have coordinated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to develop regional highway safety 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 safety projects and policies; and

WHEREAS, these highway safety targets have been reviewed and recommended for TPB approval by the TPB Technical Committee; and

WHEREAS, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of highway safety targets for the National Capital Region, as described below.

Table 1: Regional Transit Safety Targets, 2019-2023

Performance Measure (5-year rolling average)	2019-2023 Targets
Number of Fatalities	253.0
Fatality Rate (per 100 million VMT)	0.588
Number of Serious Injuries	1,757.4
Serious Injury Rate (per 100 million VMT)	3.733
Number of Nonmotorist Fatalities & Serious Injuries	486.9



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Transit Safety Targets – 2022
DATE: December 15, 2022

At its November 16 meeting, the TPB was briefed on the federal requirement for metropolitan planning organizations (MPOs) to adopt regional targets for transit safety. Targets are set annually for fatalities, serious injuries, safety events, and reliability; first by providers of public transportation in the region and then by the MPO. The presentation from the November meeting, part of a joint presentation on draft transit safety and highway safety targets, can be accessed through the following link:

[Item 7 - Safety Items Joint Presentation](#)

The TPB was briefed on the draft 2022 transit safety targets for the region, which are based on those of applicable transit providers across the region. To date no comments on the proposed targets have been received. Accordingly, the TPB will be asked to adopt a resolution approving the 2022 regional transit safety targets at its December 21 meeting.

2022 REGIONAL TRANSIT SAFETY TARGETS

Based on the targets adopted or in the process of being adopted by each provider of public transportation, the following set of transit safety targets will be adopted for the region for 2022.

	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	255	0.29	23	0.04	14,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	1,000
Urban Bus (MB)	0	0	268	0.49	404	0.74	10,918
Commuter Bus (CB)	0	0	4	0.06	2	0.03	18,596
Demand Response (DR)	0	0	46	0.24	39	0.20	22,903
Vanpools (VP)	0	0	4	0.04	0	0.00	53,000

Rate - Per 100,000 Vehicle Revenue Miles MDBF = Mean Distance Between Failures



MEMORANDUM

TO: Transportation Planning Board
FROM: Janie Nham, TPB Transportation Planner
SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Highway Safety Targets
DATE: December 15, 2022

On November 16, staff briefed the TPB on the federal requirement for metropolitan planning organizations (MPOs) to set annual highway safety performance targets and to measure their progress towards those targets yearly for their respective planning areas. The TPB sets targets each year in five performance categories: the number of fatalities, the fatality rate, the number of serious injuries, the serious injury rate, and the number of nonmotorist fatalities and serious injuries. The presentation from the November meeting, part of a joint presentation on draft transit safety and highway safety targets, can be accessed through the following link:

[Item 7 - Safety Items Joint Presentation](#)

At the meeting, staff presented draft 2019-2023 highway safety targets for the TPB's consideration. The targets are a composite of sub-targets developed by each state department of transportation for their respective portions in the National Capital Region. To date, no comments on the proposed targets have been received.

During the meeting, Board Member David Snyder, City of Falls Church Councilmember, suggested that staff draft letters to federal and state partners expressing TPB's concerns about current safety outcomes.

2019-2023 HIGHWAY SAFETY TARGETS FOR THE NATIONAL CAPITAL REGION

Pending any last-minute comments, the following highway safety targets are anticipated to be final. The TPB will be asked to adopt a resolution approving the targets at its December 21 meeting.

Performance Measure (5-year rolling average)	2018-2022 Targets	2019-2023 Targets	Difference	Percent Difference
Number of Fatalities	253.0	<u>253.0</u>	0.0	0.0%
Fatality Rate (per 100 million VMT)	0.588	<u>0.588</u>	0.0	0.0%
Number of Serious Injuries	1,889.7	<u>1,757.4</u>	-132.3	-7.0%
Serious Injury Rate (per 100 million VMT)	3.867	<u>3.733</u>	-0.134	-3.5%
Number of Nonmotorist Fatalities & Serious Injuries	492.4	<u>486.9</u>	-5.5	-1.1%

Following adoption, the Visualize 2045 long-range metropolitan transportation plan System Performance Report (Appendix D) will be updated with the 2019-2023 targets as well as available information on recent performance in relation to targets.

ITEM 10 – Action
December 21, 2022

FY 2023 and FY 2024 Transportation Alternatives Set
Aside Program for the District of Columbia

Action: Adopt Resolution R6-2023 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for the District of Columbia for FY 2023 and FY 2024.

Background: A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in the District of Columbia. The board will be briefed on the recommended projects and asked to approve them.

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

**RESOLUTION TO APPROVE PROJECTS IN THE DISTRICT OR COLUMBIA FOR
TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM FUNDING UNDER THE SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2023-2024**

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

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

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

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

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

WHEREAS, a solicitation for TA Set-Aside applications for FY 2023 and FY 2024 was conducted by the District of Columbia Department of Transportation (DDOT) between September 19 and November 1, 2022; and

WHEREAS, the TPB's TA Set-Aside Selection Panel for D.C. met on November 17 and November 28, 2022, and recommended funding for six applications based on project readiness and eligibility and each project's ability to meet the regional selection criteria; and

WHEREAS, on November 4, 2022, the TPB Technical Committee was briefed on the recommended projects.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the projects for funding under the Transportation Alternatives Set-Aside Program for FY 2023-2024 in the District of Columbia, as described in the attached materials and as listed below:

Anacostia River Trail	\$379,436
Green Infrastructure Remote Monitoring	\$98,155
Green Infrastructure Pilot Project	\$961,175
Joyce Road Trail and Beach Drive Trail	\$651,000
Washington Union Station: East Hall Alcoves	\$160,434
11th Street NW Safety Improvements (funding to be added to FY 2022 grant award)	\$49,801
Total	\$2,300,000



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
SUBJECT: Projects recommended for funding in FY 2023-2024 in the District of Columbia under the Transportation Alternatives Set-Aside Program
DATE: December 15, 2022

SUMMARY

Under the federal Transportation Alternatives Set-Aside (TA Set-Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for the District of Columbia, suburban Maryland, and Northern Virginia. The TA Set-Aside, which is part of the Surface Transportation Block Grant Program, was previously known as the Transportation Alternatives Program (TAP).

For FY 2023 and FY 2024 in the District of Columbia, a total of \$2,300,000 was made available for TPB decision-making. The TPB’s selection panel has recommended funding for the projects listed below. The TPB will be asked to approve the recommendations at its meeting on December 21, 2022.

DC TAP Panel Recommendations - FY 2023-2024	
Project	Panel Funding Recommendations
Anacostia River Trail	\$379,436
Green Infrastructure Remote Monitoring	\$98,155
Green Infrastructure Pilot Project	\$961,175
Joyce Road Trail and Beach Drive Trail	\$651,000
Washington Union Station: East Hall Alcoves	\$160,434
11th Street NW Safety Improvements <i>(funding to be added to FY 2022 grant award)</i>	\$49,801
Total	\$2,300,000

BACKGROUND

The Transportation Alternatives Set-Aside Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS), community improvements, historic preservation, and environmental mitigation. MAP 21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program the Transportation Alternatives Set-Aside (TA Set-Aside) Program. The Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), enacted last year, reaffirmed the federal commitment to the program and increased funding for it. Information on the TA Set-Aside is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

The program provides sub-allocated funding for large metropolitan planning organizations (MPOs) like the TPB (those MPOs classified as “Transportation Management Areas”) to fund local projects. In addition to these sub-allocated funds, a portion of the TA Set-Aside funding is reserved for statewide project selection, which is conducted by the state departments of transportation.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region’s TA Set-Aside is framed as a complementary component of the TPB’s Transportation Land-Use Connections (TLC) Program, which provides technical assistance funding for small planning studies to TPB member jurisdictions.

The TA Set-Aside offers the region the ability to fund projects that support regional priorities and goals based on Visualize 2045 and the TPB’s other policy documents. Applicants from the National Capital Region are asked to show how their projects will serve these priorities when they seek TA Set-Aside funds. The priorities also provide the basis for the selection criteria that the TPB’s selection panel uses when it reviews TA Set-Aside applications and recommends projects for funding.

Since the establishment of this program in 2012, the TPB has combined its solicitations with the state departments of transportation in the District of Columbia, Maryland, and Virginia. As part of this process, TPB staff works with the DOTs to conduct the selection processes.

FY 2023-FY2024 SOLICITATION AND PROJECT SELECTION

Beginning with this round, the District of Columbia has begun to solicit applications for the TA Set-Aside Program on a two-year cycle. The round is for FY 2023 and FY2024. The solicitation period opened on September 19 and closed on November 1, 2022. The DDOT application included a supplementary form requesting information about how proposed projects responded to the TPB’s regional priorities related to roadway safety, Activity Centers, Equity Emphasis Areas, transit station access, the National Capital Trail Network, and multimodal transportation options. DDOT received six applications.

Consistent with past practice, the TPB convened a selection panel to determine funding recommendations for the District’s TA Set-Aside funds. TPB staff invited representatives from state DOTs in our region, along with representatives from COG/TPB staff, to participate on this panel.

This year’s selection panel participants included:

- Christy Bernal, Maryland Department of Transportation
- Michael Farrell, COG/TPB Staff
- Pam Liston, Virginia Department of Transportation
- John Swanson, COG/TPB Staff

DDOT staff member Kelsey Bridges participated in the panel meetings and served as a technical resource for the discussion.

Prior to the panel meetings, individual panelists reviewed and scored applications for a maximum of 130 points. The total score for each project combined each reviewer’s professional assessment (50 points) and regional selection criteria (80 points). The professional assessment is based on each panel member’s transportation planning expertise, knowledge of transportation planning in the region, evaluation of the project budget, and project management experience. The regional criteria

are rooted in TPB policies and programs, with the understanding that some projects would not meet all criteria.

The regional selection criteria are listed below:

- *Improve roadway safety (Max 10 points):* Does the application make a compelling case that the project will reduce fatal and serious crashes on the region's roadways? Does the project have a focus on reducing pedestrian fatalities?
- *Expand transportation options (Max 10 points):* Will the project significantly increase transportation options for pedestrians, bicyclists, and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- *Support for Regional Activity Centers (Max 10 points):* Does the project enhance walkability and accessibility within or between the region's 141 Activity Centers? Regional Activity Centers are places where jobs and housing are concentrated and it should be easy to walk, bike, or take transit.
- *Access to high-capacity transit and, in particular, in Transit Access Focus Areas (TAFAs) (Max 10 points):* Does the project improve pedestrian and bicycle access in High-Capacity Transit Station Areas, and in particular, in Transit Access Focus Areas? Nearly 300 high-capacity transit stations are anticipated in the region by 2045. The TAFAs are a subset of that list. The TAFAs comprise 49 high-capacity station areas that the TPB has prioritized as opportune locations for improving ped/bike access.
- *Access for low-income communities and people of color (Max 10 points):* Does the project promote accessibility for low-income communities and communities of color? In particular, is the project located in Equity Emphasis Areas (EEAs)? EEAs are locations that the TPB has identified as having high concentrations of low-income and/or minority populations.
- *Support the National Capital Trail Network (Max 10 pts):* The project supports connections to and completion of the National Capital Trail Network, which is a regional trail network that the TPB approved in 2020.
- *Safe access to schools (10 points):* Does the project enhance safe pedestrian/bike access to schools? (If you believe the project improves access to schools, you may still allocate points under this criterion, even if it is not specifically submitted as an SRTS project.)
- *Increased access for people with disabilities (10 points):* Does the project promote accessibility for people with disabilities?

The selection panel met on November 17 and again on November 28. To provide a basis for discussion, each panel member provided their scores in advance of the first meeting. Staff developed average scores for each project and ranked them by their average scores. It should be emphasized, however, that the final recommendations listed below are the result of discussion and consensus and are not simply based on a sum of the panelists' individual scores. In their final recommendations, the panel decided to recommend funding for five of the six applications received.

The projects recommended for DC are highly consistent with regional priorities. All five are either in Equity Emphasis Areas or will positively impact EEA communities. Three are either part of or are linked to the National Capital Trail Network, while two are in Regional Activity Centers. In addition, several of the projects listed below will improve the safety of our roads, sidewalks, and trails. They represent incremental and practical steps toward the TPB's objective of reducing fatalities and injuries on our roads, as well working toward the District's Vision Zero goals.

PROJECT DESCRIPTIONS

Anacostia River Trail

\$379,436

DDOT is applying for TAP funds for a project to rebuild 3.5 miles of the Anacostia River Trail. Located east of the river, the trail is a key link in the National Capital Trail Network that provides transportation and recreation opportunities to historically underserved communities in Equity Emphasis Areas. With the completion of the new Frederick Douglass Memorial Bridge, the trail is now linked to a connection over the Anacostia River. The TAP funding will improve ramps to the trail and bring them into ADA compliance. This grant application is for 100% design. Full construction costs are not known at this time. DDOT anticipates funding construction in FY 2028, unless funding becomes available sooner.

Green Infrastructure Remote Monitoring

\$98,155

The District of Columbia has increasingly invested in the installation of green infrastructure facilities that are meant to replicate natural hydrological processes in places with large impervious surface areas. The monitoring system and equipment funded through this grant will install sensors to measure soil water content, including moisture levels, conductivity, and temperature. The project will help DDOT understand if these facilities are performing as desired and ensure they are kept in a state of good repair.

Green Infrastructure Pilot Project

\$961,175

Building on a recent DDOT study of best practices – both nationally and internationally – this project will design and install five green infrastructure facilities using new techniques and approaches in public right of way. The project will evaluate potential new standards for design complexity, construction costs, and performance. The findings from this project will be used to determine whether the new approaches should be adopted into DDOT's Green Infrastructure Standards.

Joyce Road Trail and Beach Drive Trail

\$651,000

The National Park Service (NPS) project will produce final 100% designs for two multi-use trails at Rock Creek Park: (1) 0.25 miles of new construction along Joyce Road from Beach Drive to 17th Street, a key segment of the broader proposed Military Road Trail, and (2) rehabilitation of 0.75 miles of the existing trail along Beach Drive from Joyce Road to Bingham Drive. The project builds upon the Rock Creek Park Military Road Feasibility Study, which was funded by the TPB through the TA Set-Aside Program in FY 2019. Military Road, the primary east-west connector through Rock Creek Park, is currently inhospitable to pedestrians and bicyclists. Both segments of the project are segments of the National Capital Trail Network. In addition, the project will

connect Equity Emphasis Areas to the east of Rock Creek Park. Construction costs for the trails in this application are roughly estimated at \$3 million. NPS anticipates construction will be funded in FY 2027 or sooner.

Washington Union Station: East Hall Alcoves

\$160,434

Union Station is both a national treasure and is the region's premier multimodal transportation facility, serving over 37 million people annually or approximately 100,000 per day. The primary goal of this project is to restore, repaint, and conserve the historic decorative finishes within the recessed alcoves on the north, south, east, and west walls in the East Hall. This grant will fully fund implementation of the project.

RECOMMENDATION FOR REMAINING FUNDS

The five recommended projects listed above total \$2,250,199, which leaves \$49,801 in the TPB's suballocation for FY 2023 and FY 2024. The panel determined not to allocate these funds to the one remaining application submitted this year because, among other concerns, the available funds would represent a very small percentage of the application's funding request.

Instead, the panel is recommending that the remaining funds be allocated to the 11th Street Safety Intervention project, which is a TA Set-Aside project that the TPB funded last year for \$221,774. See the description below.

11th Street NW Safety Improvements

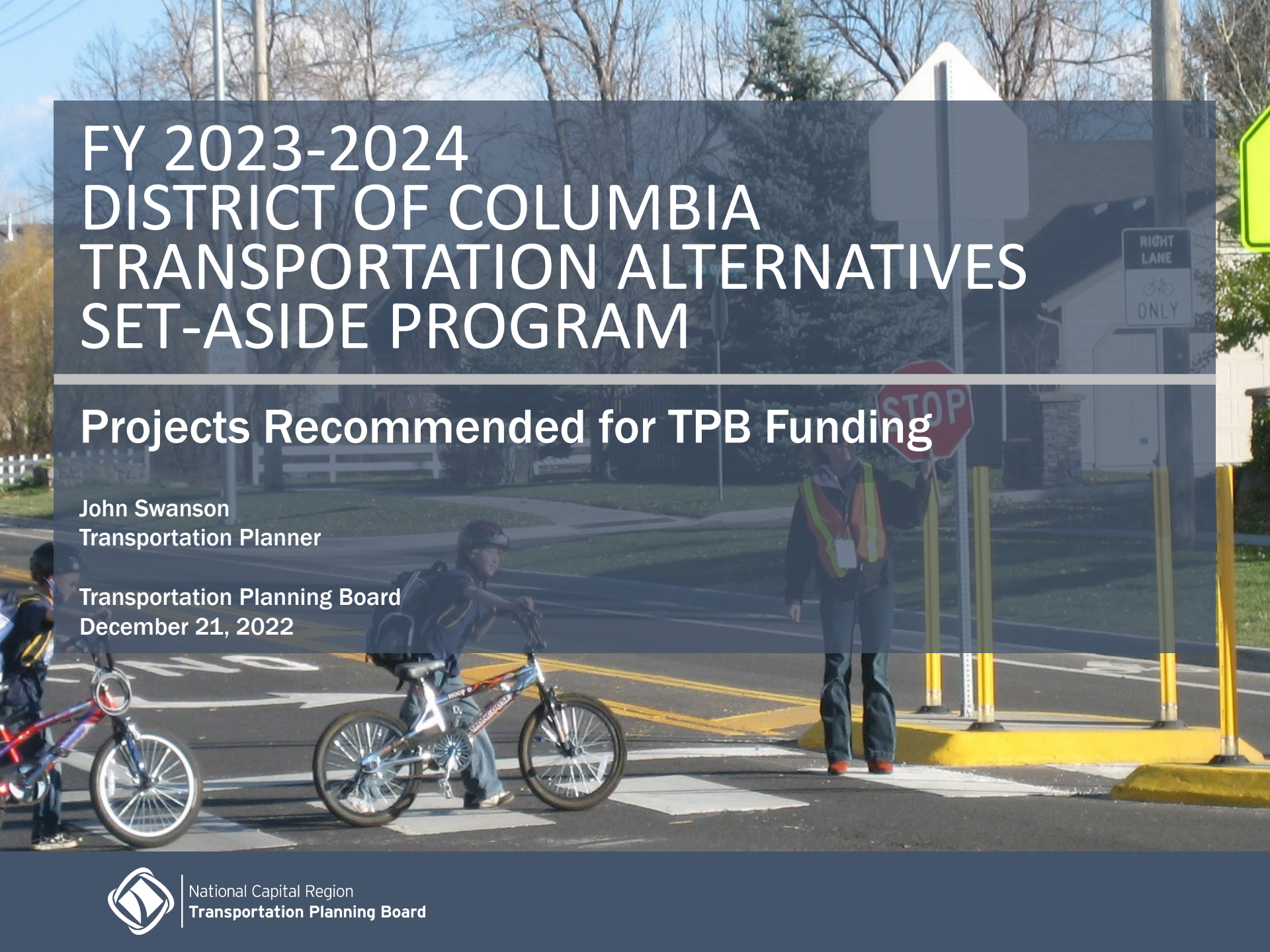
\$49,801 (funding to be added to FY 2022 grant)

The 11th Street bike lanes are a major north south connector for cyclists stretching roughly 3 miles beginning at Spring Road NW extending south to Pennsylvania Avenue NW. The 11th Street NW Safety Improvements Project is improving bicycle infrastructure in and adjacent to existing facilities as well as incorporating pedestrian improvements through shortened crossings and improved visibility. The two intersections undergoing improvements are 1) at 11th, Vermont, and S Street, and 2) at 11th, Rhode Island, and Q Street. The project's FY 2022 application, approved by the TPB in July of 2021, included funds for both Construction Engineering (CE) and Construction. As the CE has proceeded, it has become apparent that more funding will be needed to complete construction.

NEXT STEPS

The TPB will be asked to approve the selection panel's recommendations at the board meeting on December 21, 2022. Following the board's action, TPB staff will forward information regarding the approved projects to DDOT. DDOT will be responsible for determining which of the approved projects will received FY 2023 funding and which will receive FY 2024 funding.

For more information regarding the TPB's role in these processes, please contact John Swanson (jswanson@mwcog.org; 202-962-3295).

The background image shows a street scene. In the foreground, a worker wearing a high-visibility vest and a hard hat is holding a red octagonal stop sign. To the left, two cyclists are riding past. One cyclist is wearing a blue jacket and a helmet, and the other is wearing a dark jacket. In the background, there are trees, a building, and a sign that says "RIGHT LANE ONLY" with a bicycle symbol. The scene is set on a paved road with yellow bollards and a crosswalk.

FY 2023-2024 DISTRICT OF COLUMBIA TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Projects Recommended for TPB Funding

John Swanson
Transportation Planner

Transportation Planning Board
December 21, 2022



National Capital Region
Transportation Planning Board

Recent Success Story: C&O Trailhead

Before



After



- Project funded with TAP in 2019 and 2021
- Connection for the National Capital Trail Network
- Planning and Construction of Trailhead area on Water Street NW



Overview

- TA Set Aside Background
- Selection Process
- FY 2023-2024 Project Recommendations

TA Set Aside Background

- **PURPOSE:** A federal formula program that provides funding to projects considered “alternatives” to traditional highway construction
- **TPB ROLE:** Large MPOs are sub-allocated funds and given the responsibility for selecting projects for those funds



District of Columbia FY 2022 Schedule

- Sept 19 – Nov 1 Application period
- Nov 18 & 28 TPB Selection Panel selects projects
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TPB TAP Selection Process

- Selection panel included staff from MDOT, VDOT and the TPB. Staff from DDOT served as a technical resource.
- Panel members individually scored projects.



- At the panel meetings, the rankings were used to help evaluate and jointly prioritize projects for funding.

Regional Policies Criteria

- Improve Roadway Safety (10 points)
- Expand Multimodal Transportation Options for Non-Drivers (10 points)
- Support Regional Activity Centers (10 points)
- Access to High-Capacity Transit (10 points)
- Access for low-income communities and people of color (10 points)
- Support the National Capital Trail Network (10 points)
- Safe Access to Schools (10 points)
- Increased Access for People with Disabilities (10 points)

DC Project Recommendations

- **Available Funds:** \$2,300,000
- **Recommended:** \$2,300,000
- **Remaining Funds:** \$0



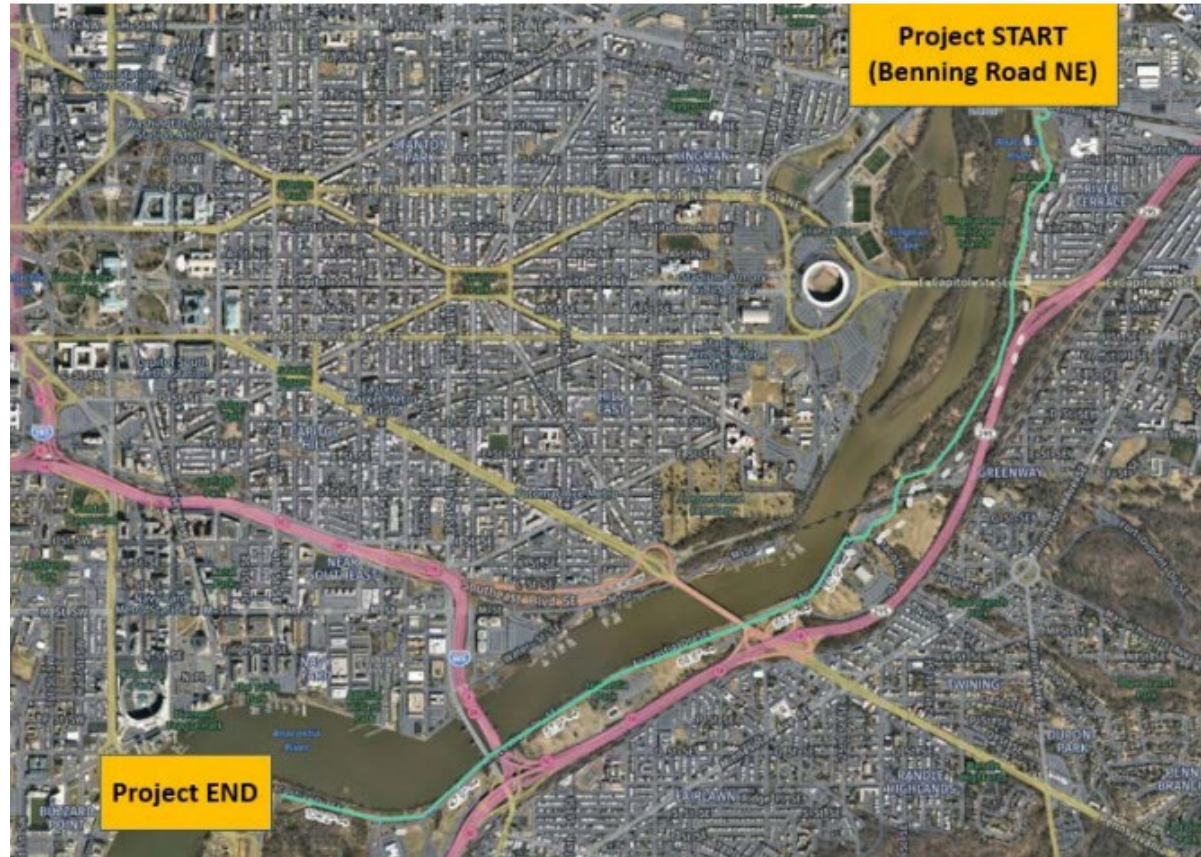
DC Project Recommendations

Project	Funding Recommendations
Anacostia River Trail	379,436
Green Infrastructure Remote Monitoring	98,155
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Joyce Road Trail and Beach Drive Trail	651,000
Washington Union Station: East Hall Alcoves	160,434
11th Street NW Safety Improvements (funding to be added to FY 2022 grant award)	49,801
TOTAL	2,300,000

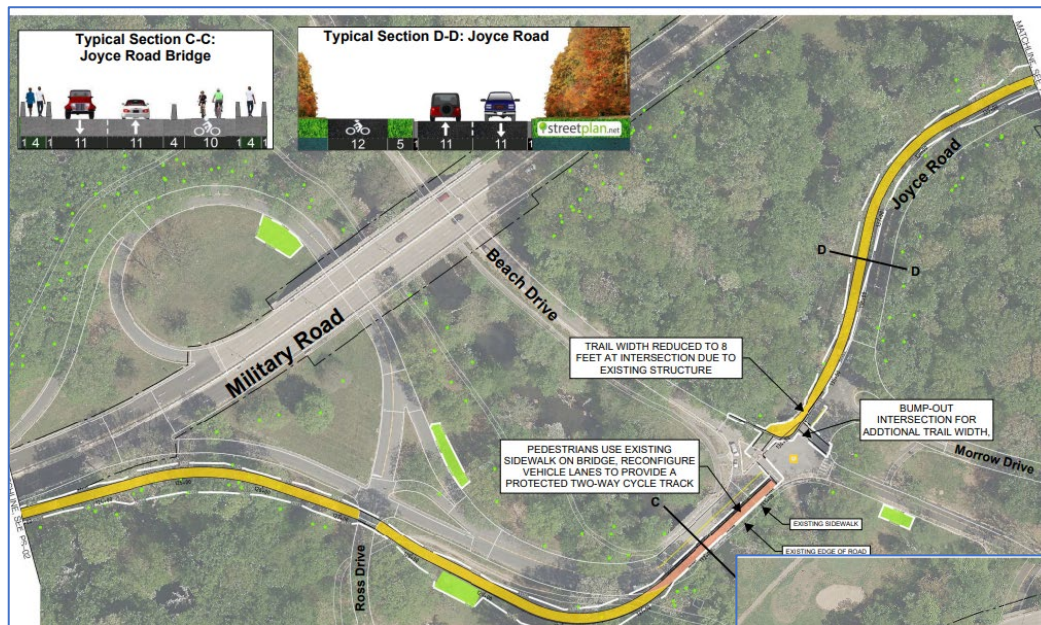


Anacostia River Trail

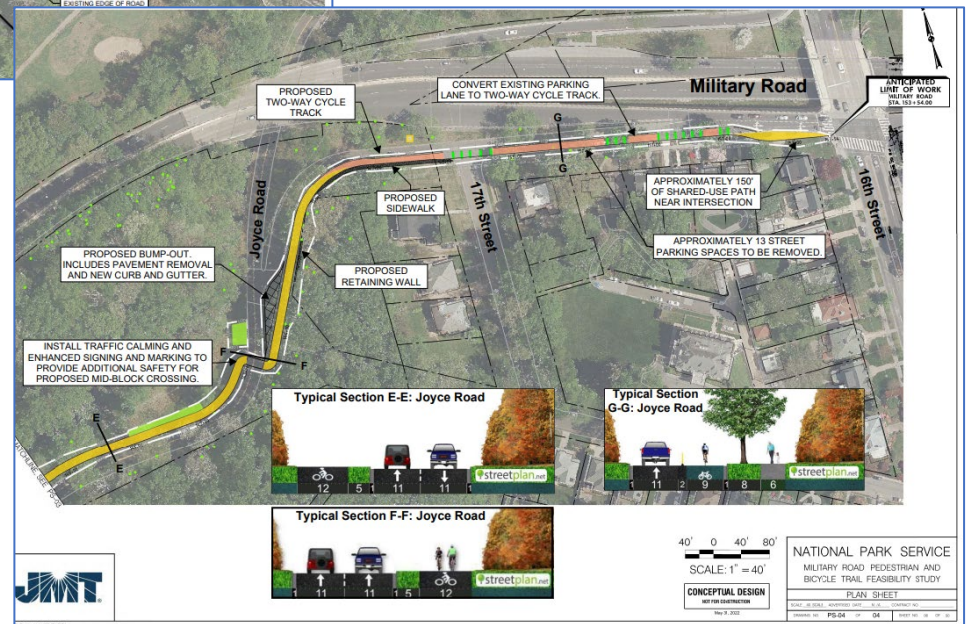
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Joyce Road Trail and Beach Drive Trail



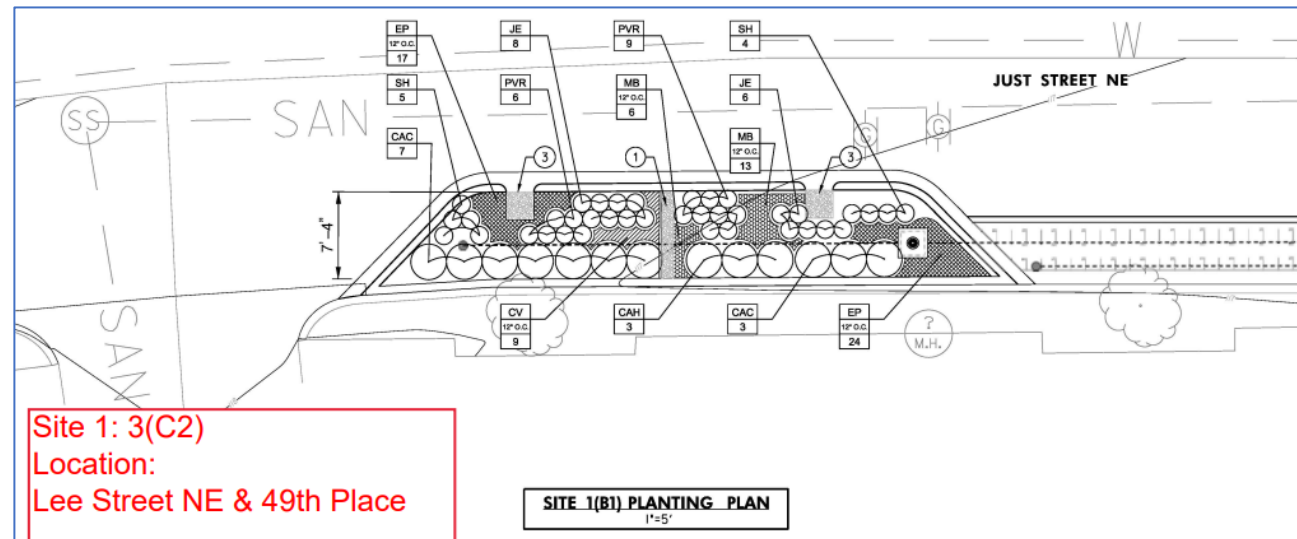
- \$651,000 – Designs for two multi-use trails at Rock Creek Park
- Components of Military Road trail



Green Infrastructure Pilot & Remote Monitoring

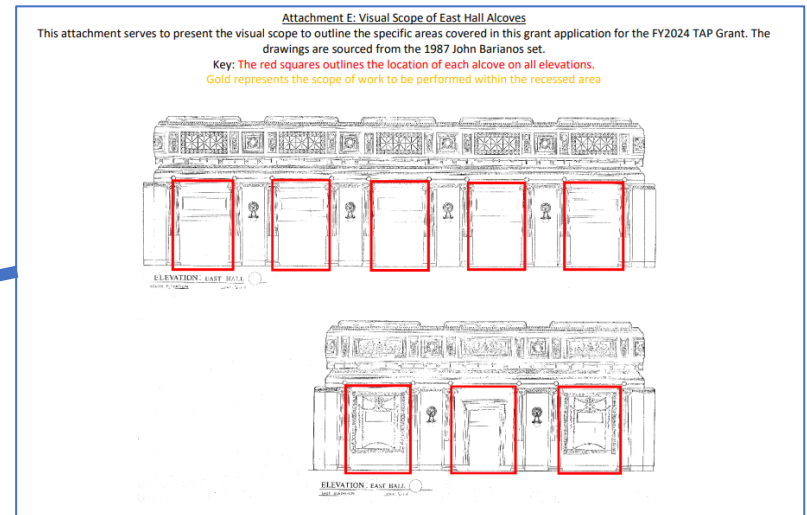
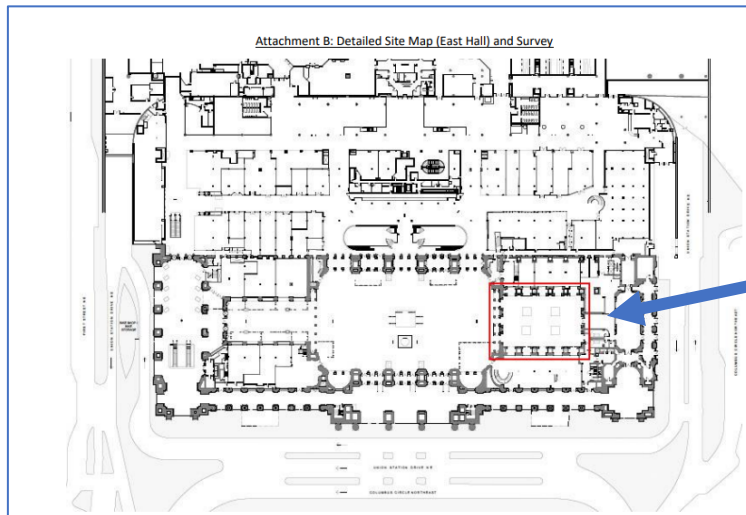


- \$961,175 – Pilot new approaches and revise District GI standards
- \$98,155 - Implement a monitoring system to ensure system performance



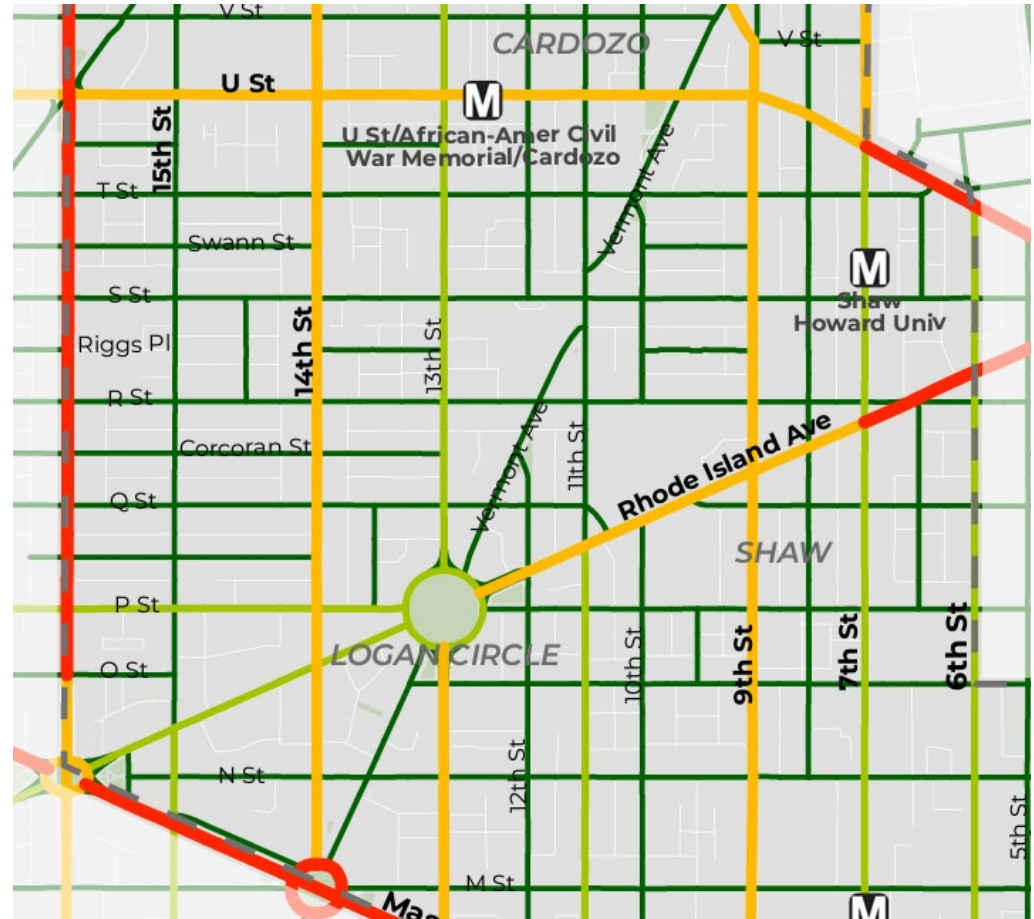
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11th Street NW Safety Improvements

- \$49,801 – Funding added to the FY 2022 TPB grant
- Needed for construction
- The intersections are large and encourage speeding and quick turns
- Project is adding bike infrastructure and improving pedestrian safety through shortened crossings and improved visibility



Recommendation

- Adopt Resolution R6-2023 to fund six projects in the District of Columbia for \$2.3 million



John Swanson

jswanson@mwcog.org

MWCOG.ORG/TPB

777 North Capitol Street NE, Suite 300
Washington, DC 20002



National Capital Region
Transportation Planning Board

DC TA Set Aside
December 21, 2022

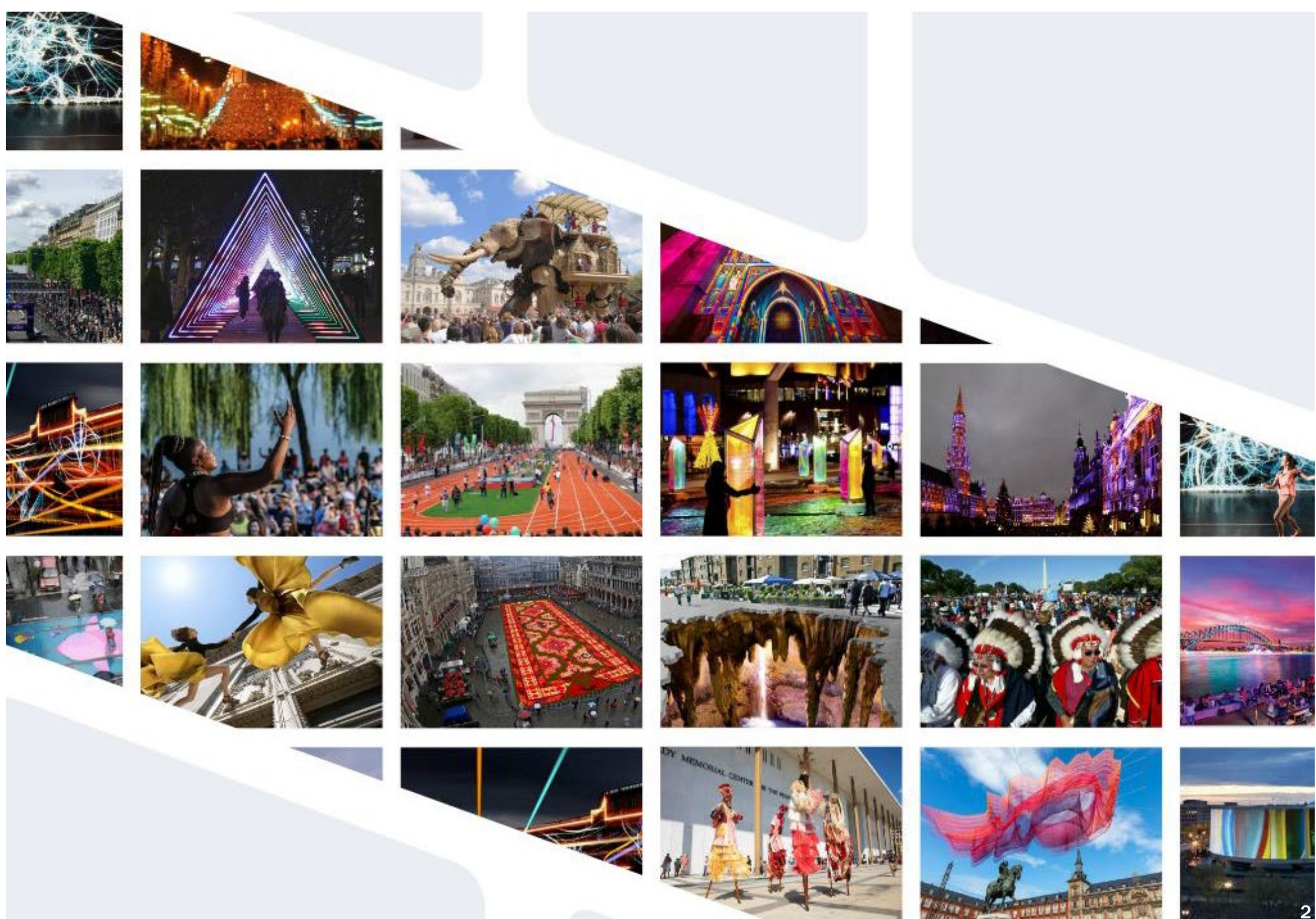


The **PENNSYLVANIA**
AVENUE
INITIATIVE

Metropolitan Washington Council of Governments
Transportation Planning Board
December 21, 2022

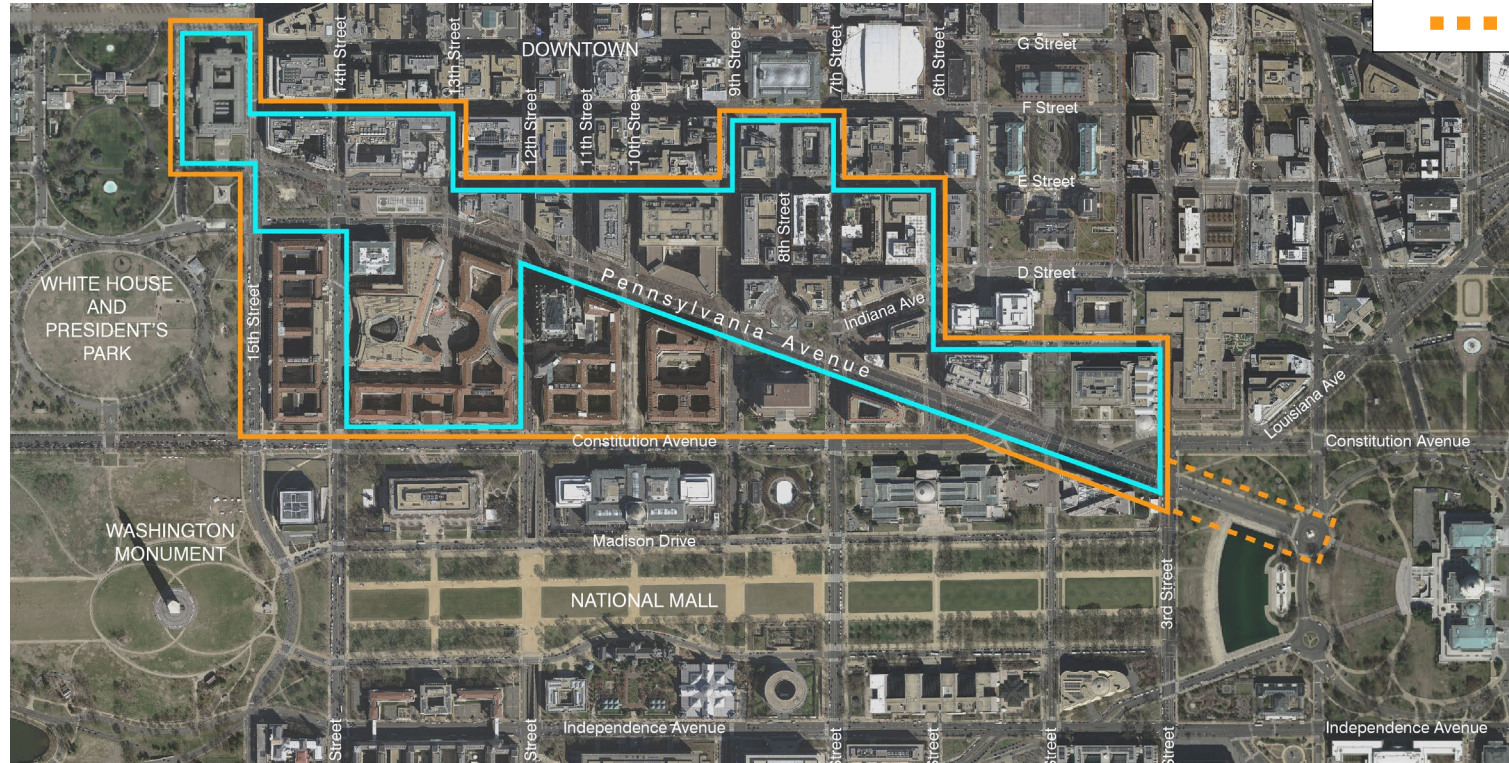
Pennsylvania Avenue Vision and Concepts

- Background
- The Vision:
*The Avenue
as a Venue*
- Conceptual
Approaches
- Next Steps



Background

The Initiative



	PADC Boundary
	Study Area Boundary
	Extended Area of Interest

- The Avenue spans 1.2 miles between the White house and U.S. Capitol
- The Study Area covers 12 city blocks including 40 acres of open space
- The land use mix is predominantly federal offices and private commercial but includes about 1,500 residents
- It is in proximity to cultural institutions and the National Mall
- It is accessible to several public transit options

Study Area Map

Executive Committee

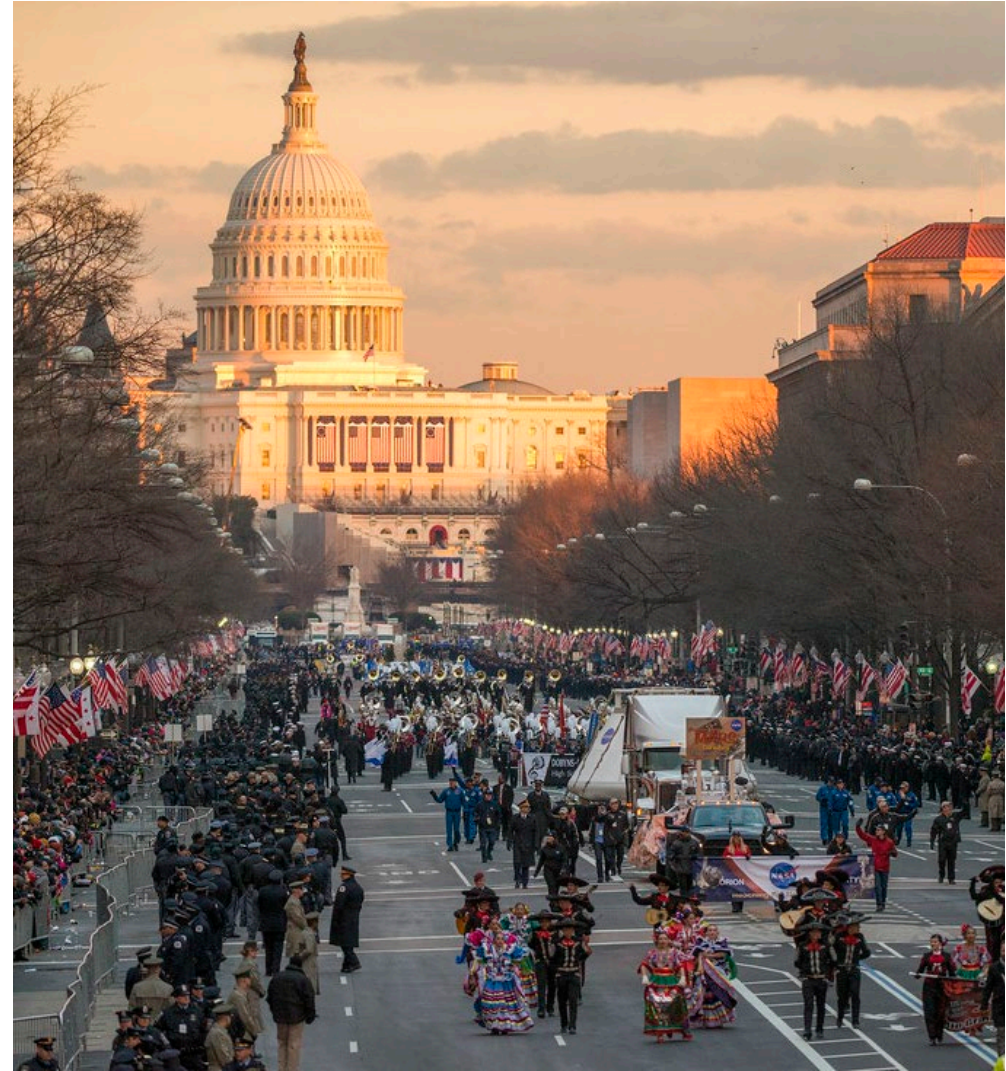
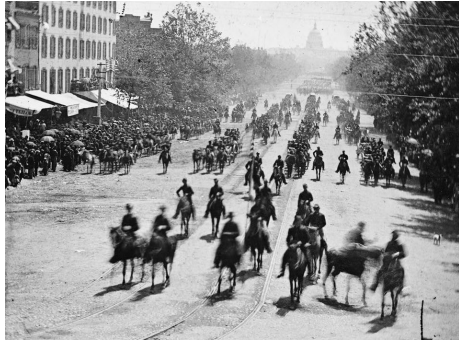


Collaborating Stakeholders

- Events DC
- Downtown DC BID

Background

A History of Ceremony



The Avenue is the nation's preeminent ceremonial boulevard

Background

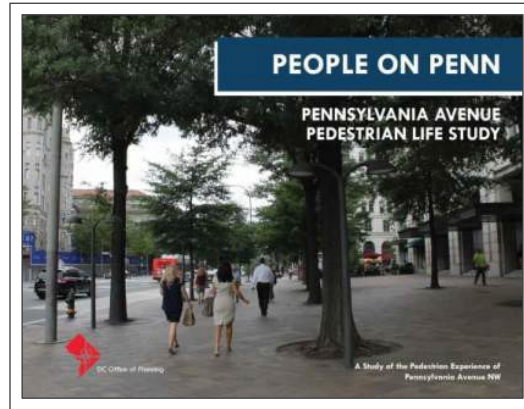
The Avenue Today



The Avenue terminates at the White House and U.S. Capitol Grounds

Background

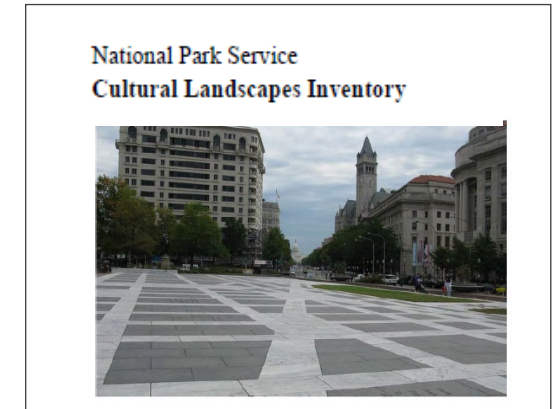
Technical Study
Key Findings



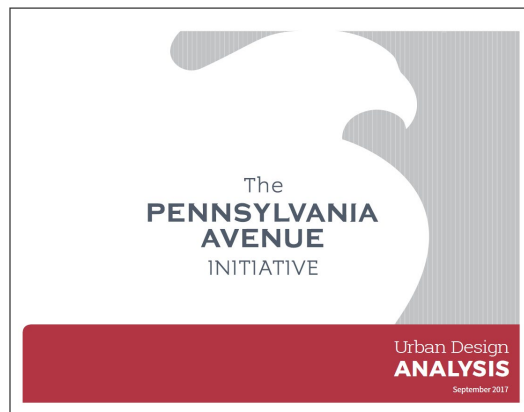
2015 Pedestrian Life Study



2016 Economic and Real Estate Market Analysis



2016 Cultural Landscape Report



2017 Urban Design Analysis



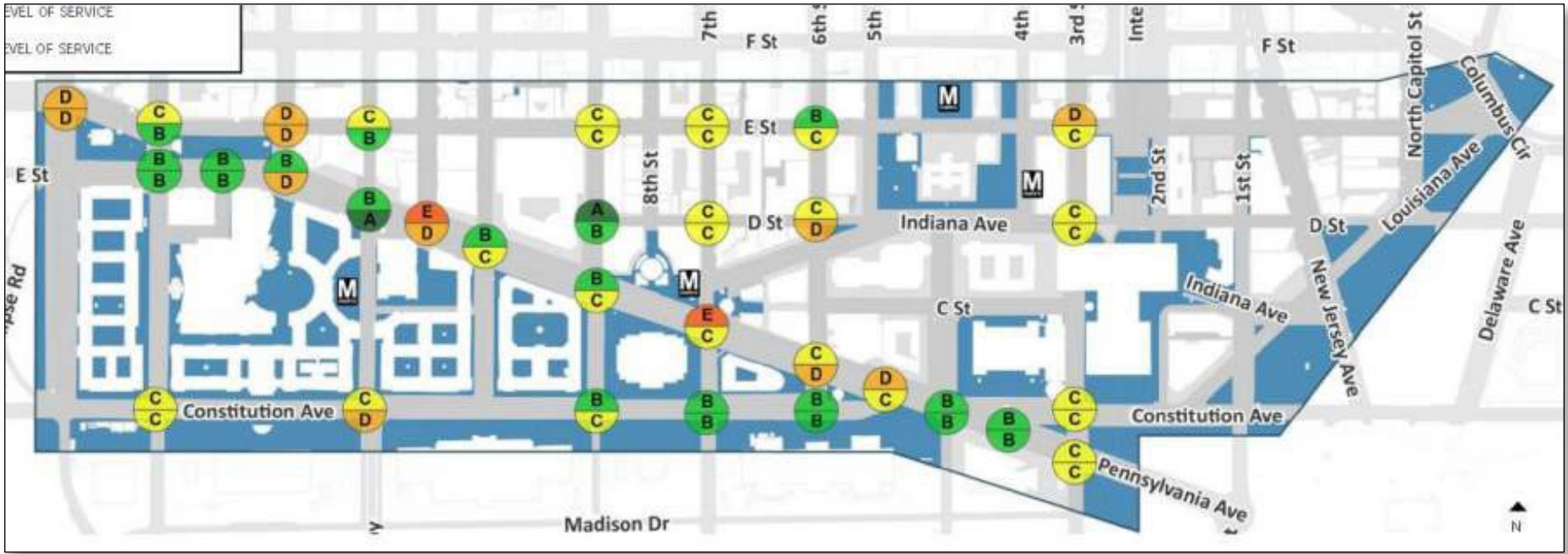
2018 Transportation Study



2020 Urban Land Institute Advisory Services Panel Report

Background

Pedestrian and Vehicular Circulation



Existing Vehicular Level of Service

The Vision

The Avenue
as a Venue



The Avenue as a *Venue*

- An Inclusive Venue and Economic Generator for the city,
- An Iconic, Inviting and Resilient Public Space for the nation.
- Create an *awe-inspiring public realm*.
- *Modernize the Infrastructure* for 21st Century needs.



The Vision



A Street for People

Prioritize space among pedestrians, bikes, transit and cars by:

- *Right-sizing the street and reallocating space*
- *Realigning the roadway*
- *Reconfiguring public space*

The Avenue as a *Venue*

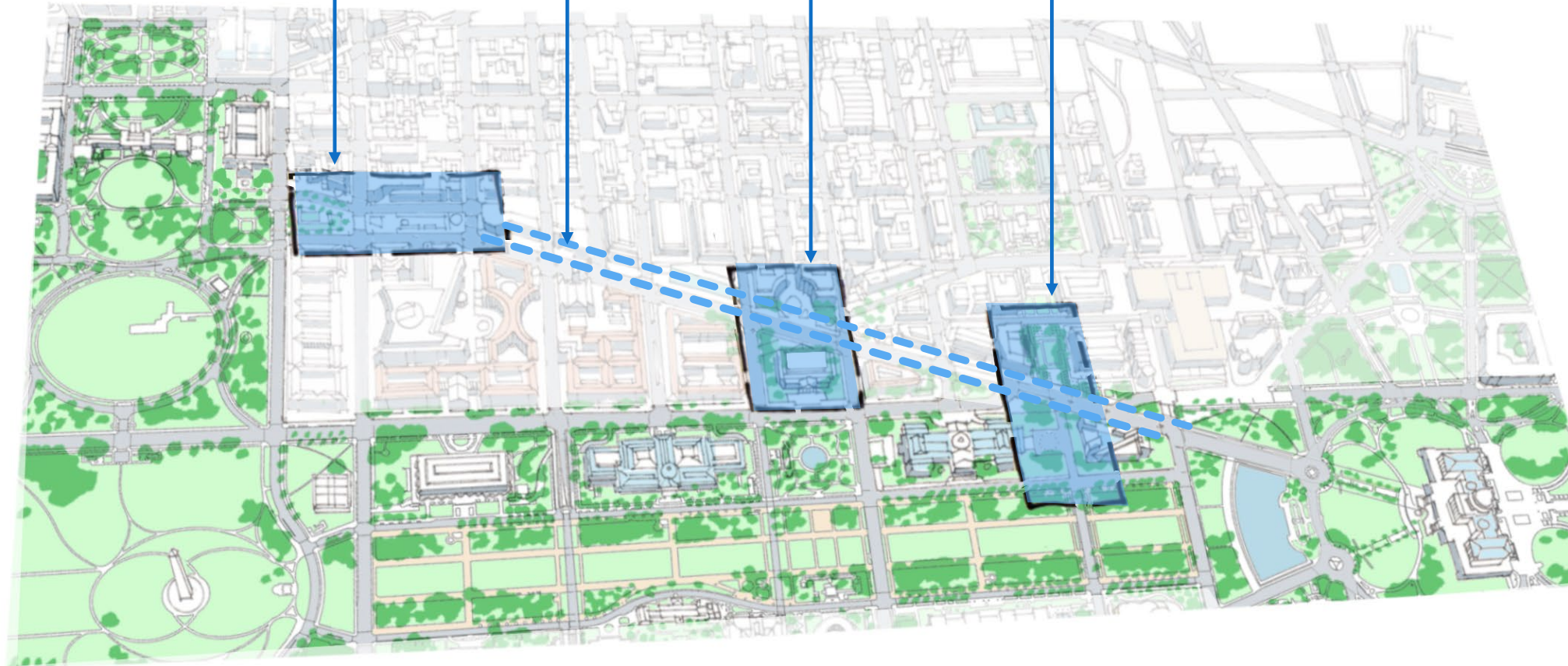
The Urban Rooms

The Western End:
Freedom Plaza and
Pershing Park

The Avenue:
The corridor links the
urban rooms as one
cohesive public space

Market Square:
U.S. Navy Memorial
and National Archives

The Eastern End:
Constitution Avenue,
4th Street, and
John Marshall Park



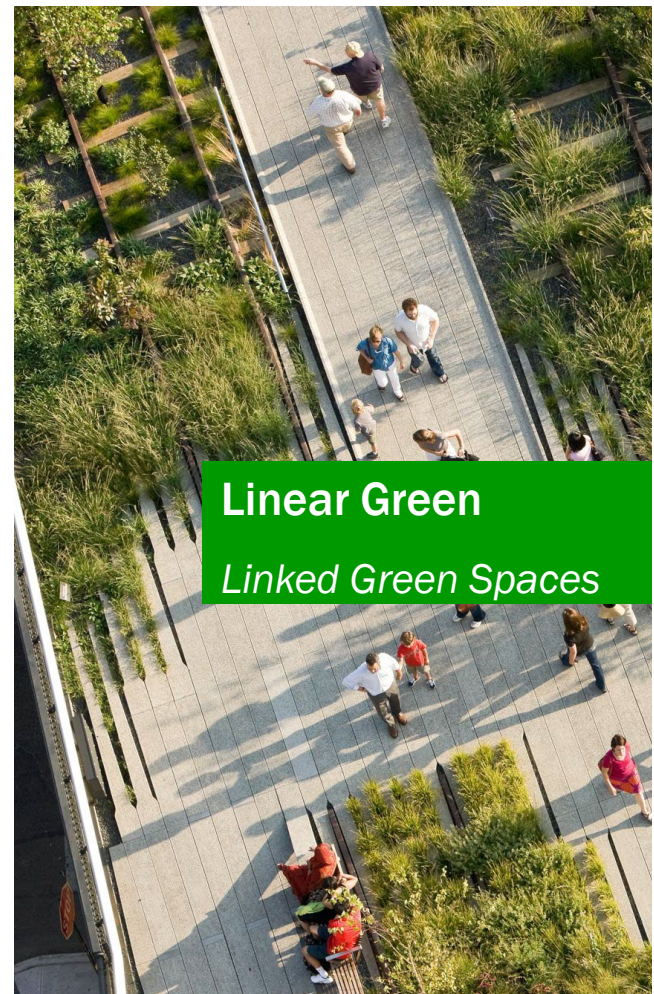
The Avenue *as a Venue*

Three Conceptual Approaches

Urban Capital Street
A complete street with comfort amenities and service that create a go-to place and respite for locals and tourists.



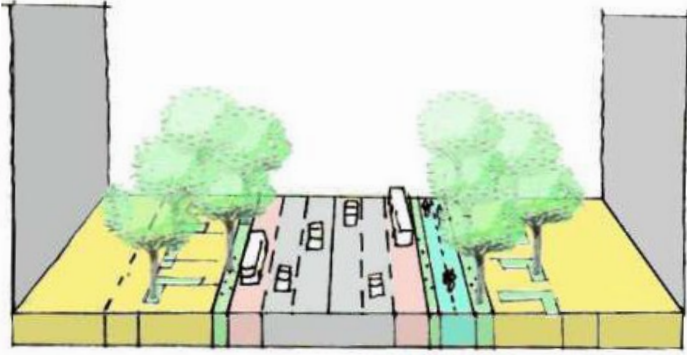
Linear Green
Prioritizes transit, people, and bikes, creating a unique destination for outdoor gatherings and connection to nature.



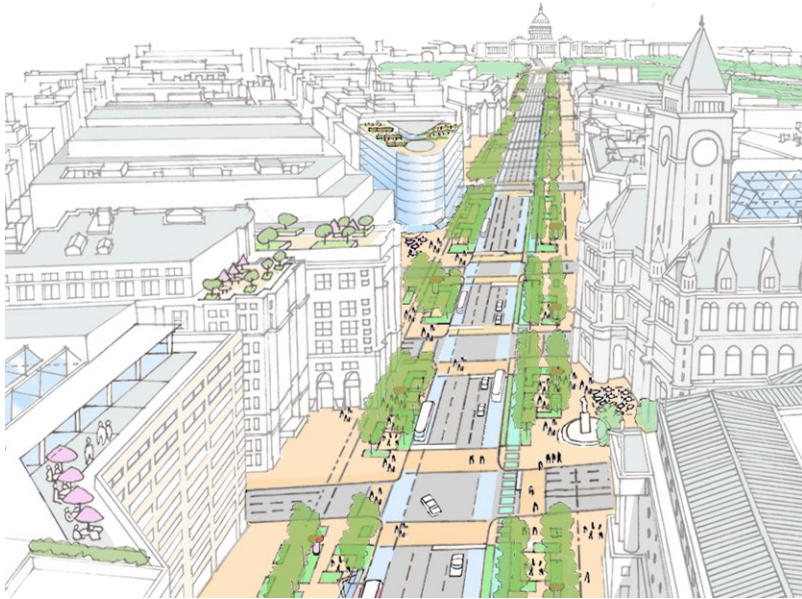
Civic Stage
Centers pedestrians within a large median promenade with flexible public spaces that create iconic venues for a range of national and international events.



Urban Capital

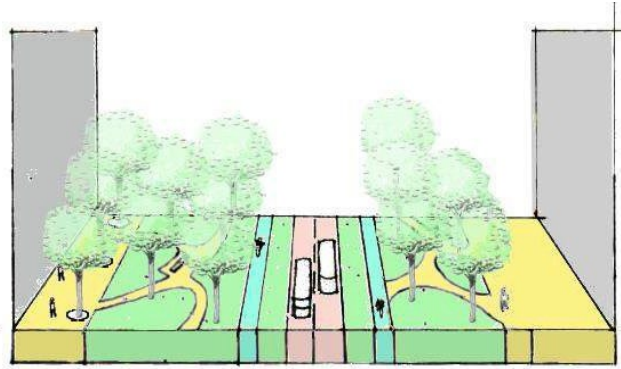


Expanded sidewalks provide room for unique and varied pedestrian “pockets” and places for activity and mobile commerce.

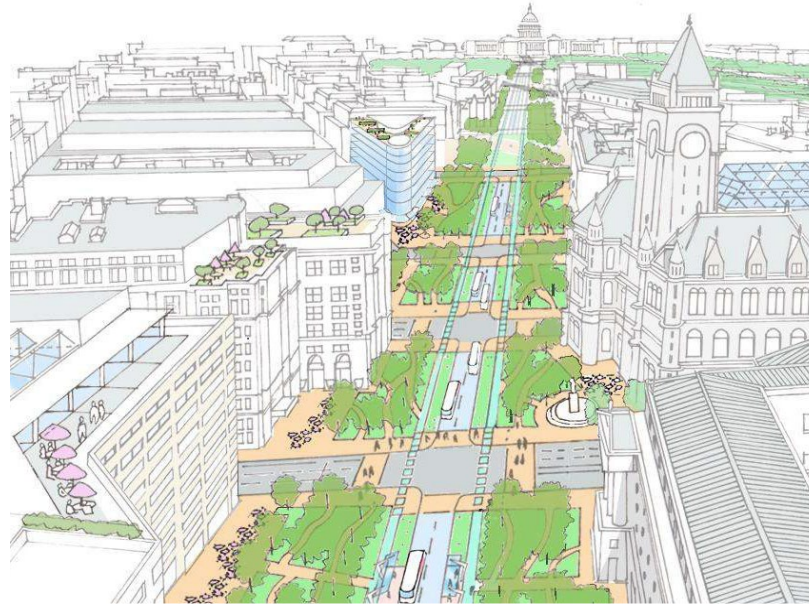


A Complete Street

Linear Green

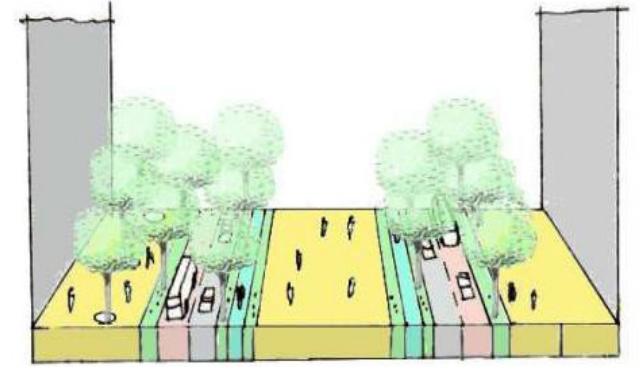


Pedestrian paths weave through the linear park landscape, creating informal areas for seating and recreation.

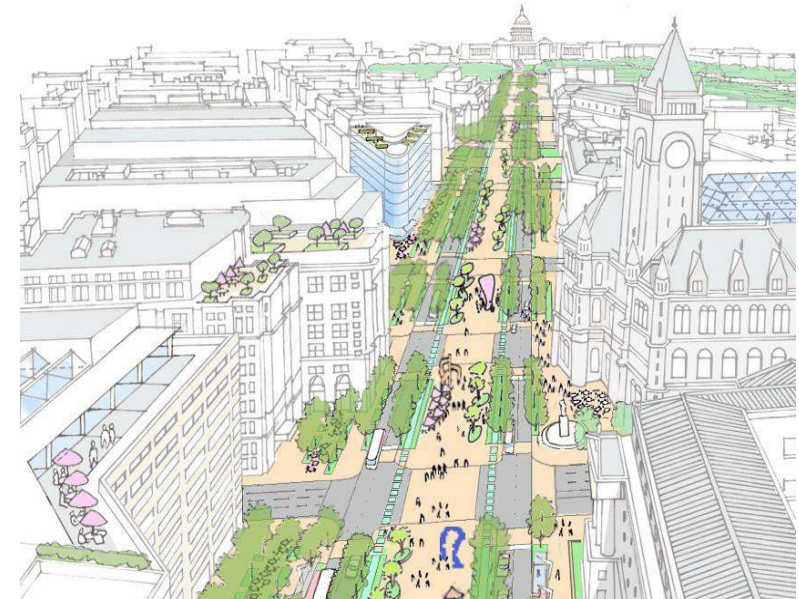


A Transit-Only Urban Park

Civic Stage



A grand promenade provides pedestrian space with Capitol views extending the length of the Avenue.

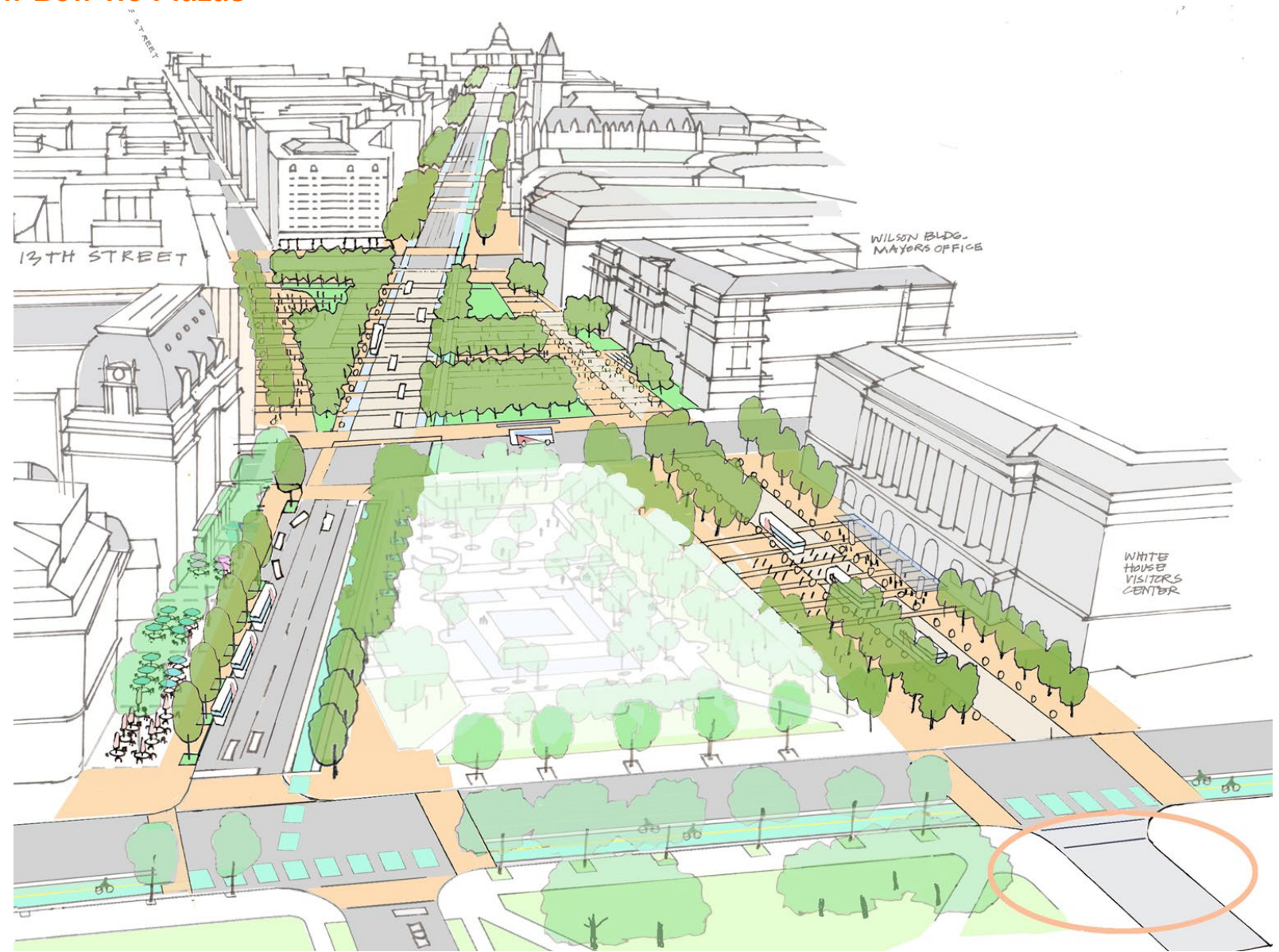


A Central Promenade



The Avenue as *a Venue*: The Western End

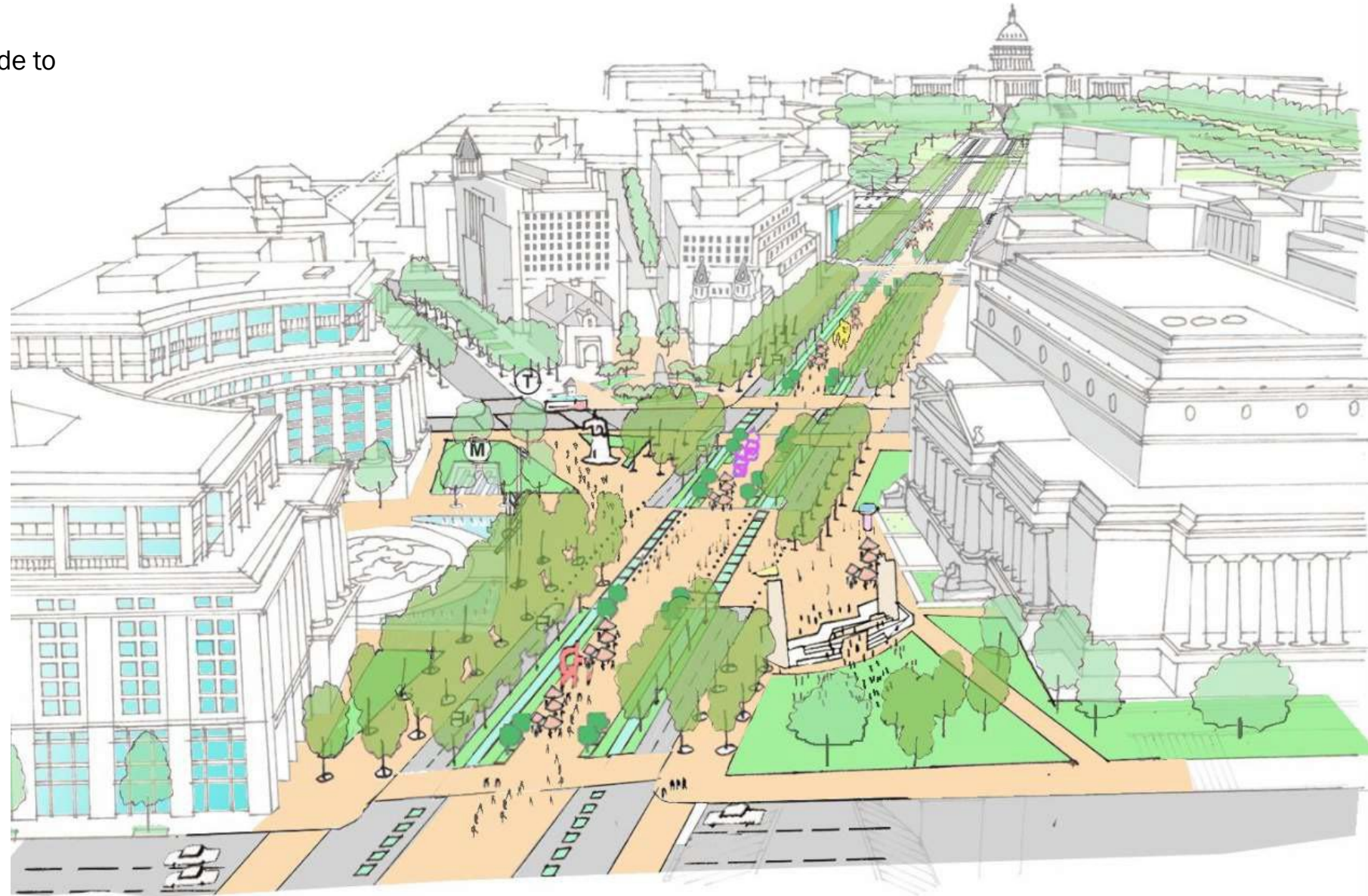
Restores historic alignment with a curbsless street with bow-tie open spaces (a new City Hall Plaza and National Theater Park) that together can easily expand for events.





The Avenue as *a Venue*: Market Square

A new generous mid-block pedestrian crossing joins with the center promenade to create a new central square.



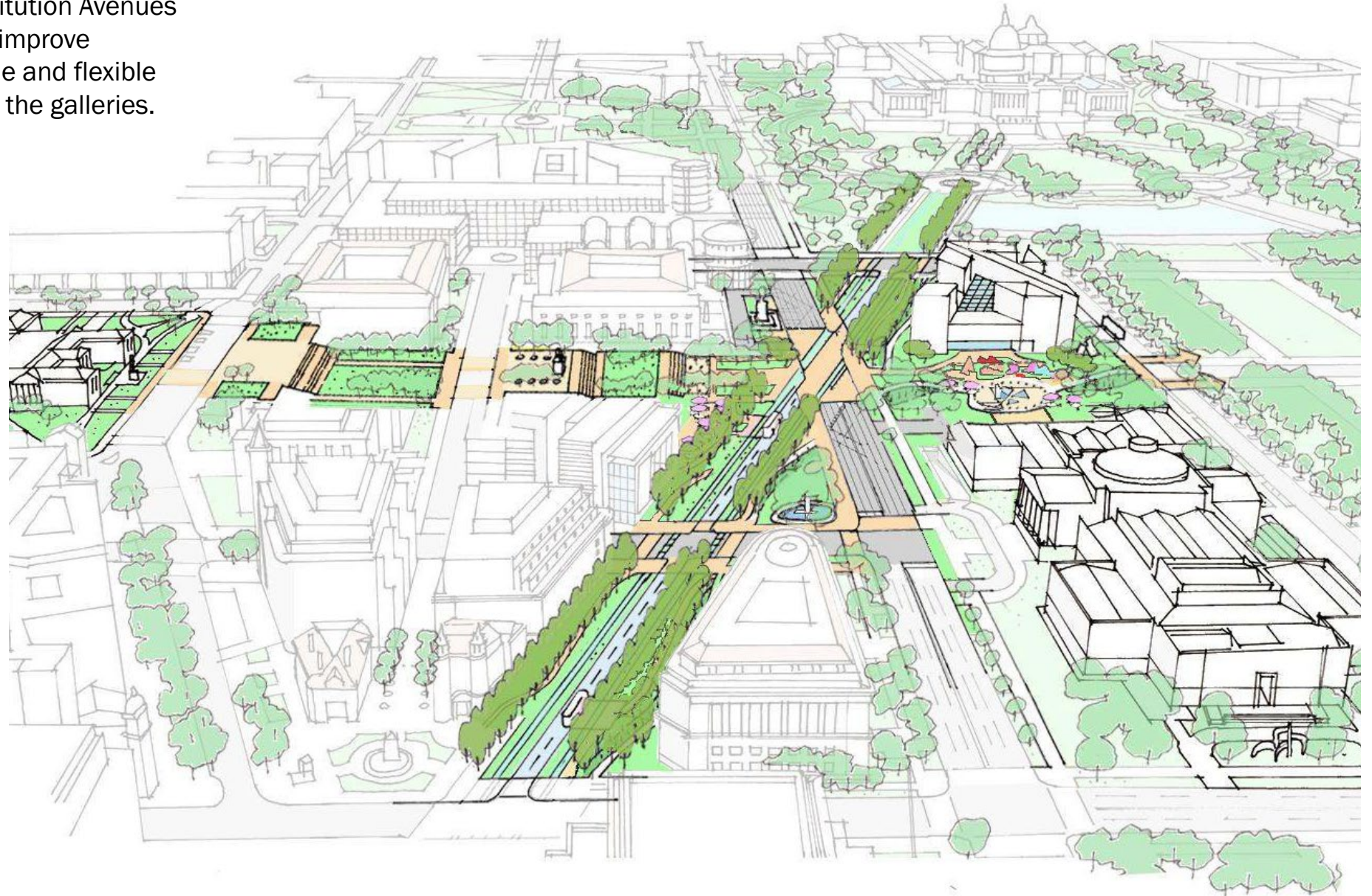


The Avenue as *a Venue*: The Eastern End

Linear Green

Connect to the National Mall

Realigns Pennsylvania and Constitution Avenues and permanently closes 4th St. to improve connections; create a more usable and flexible space; and active space between the galleries.

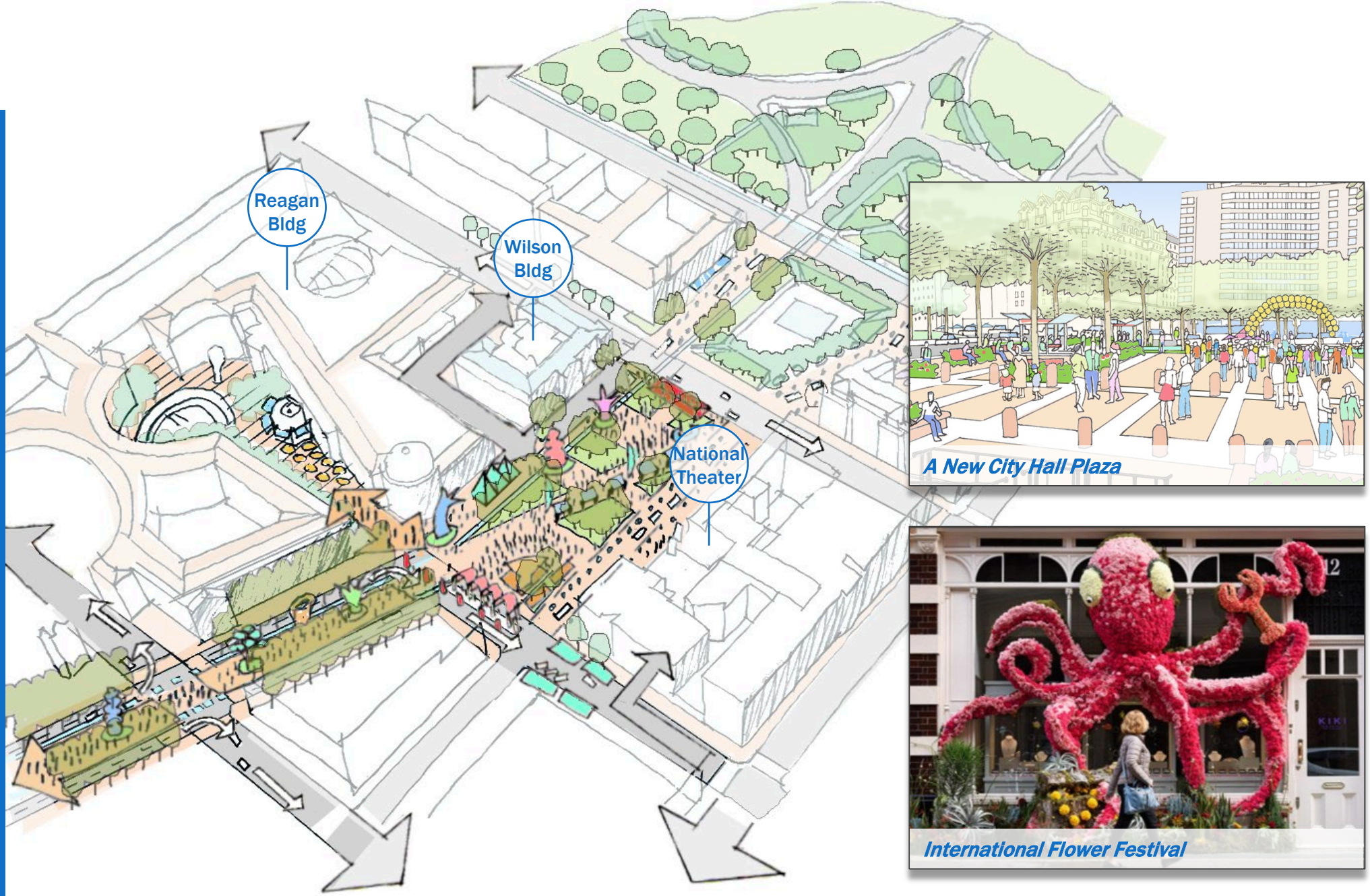




The Avenue as *a Venue*: The Entire Avenue

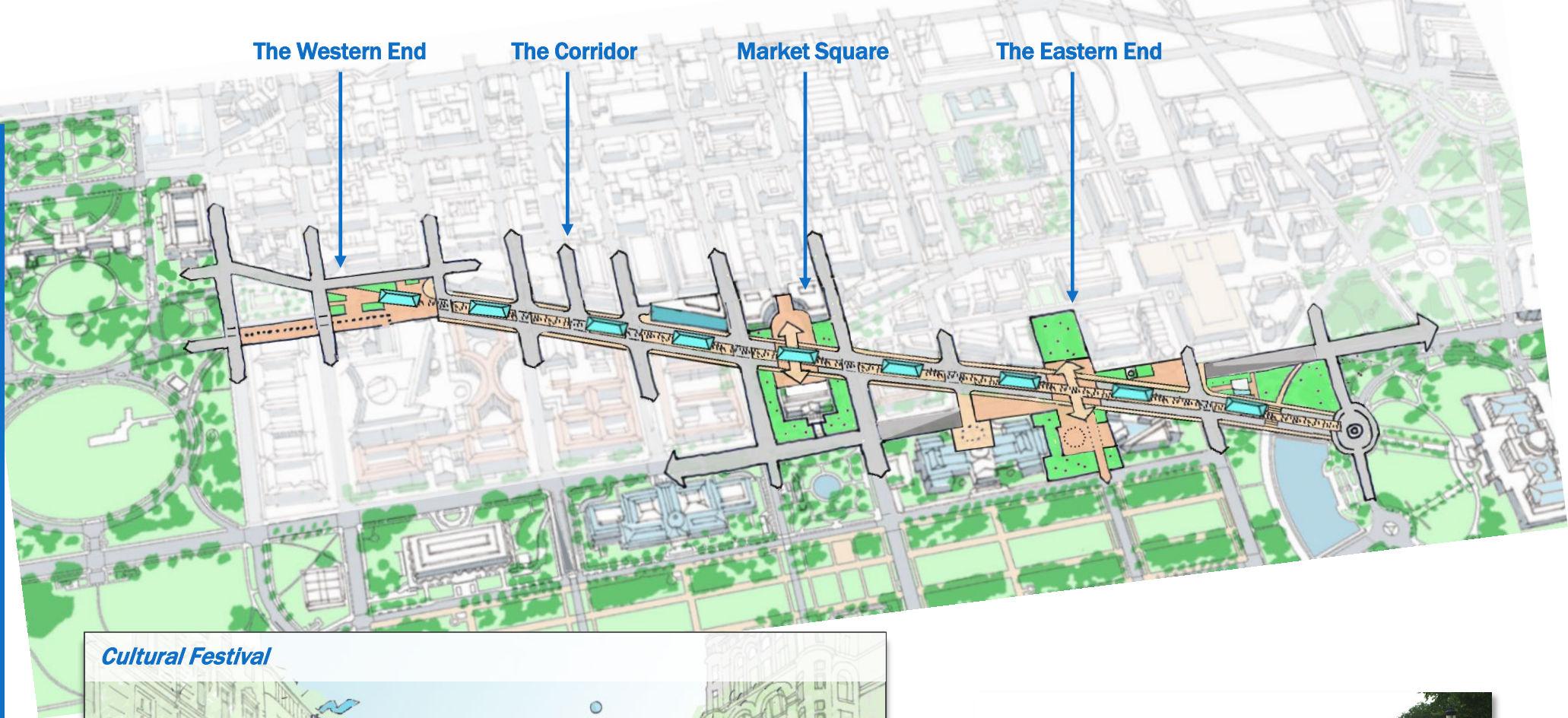
The Avenue as a *Venue*

The Western End



The Avenue as a *Venue*

The Entire Avenue



Public Outreach Activities

136 DAYS

Comment Period
March 16 - July 29, 2022

3

Public Meetings
(Virtual)

65+

Stakeholder
Briefings

450+

Public Comments
Received

8

Outreach
at Events

15+

Media Stories

Top 5 Topics from Public Comments

Freedom
Plaza



#bikedc



Traffic



Events





What's Next?

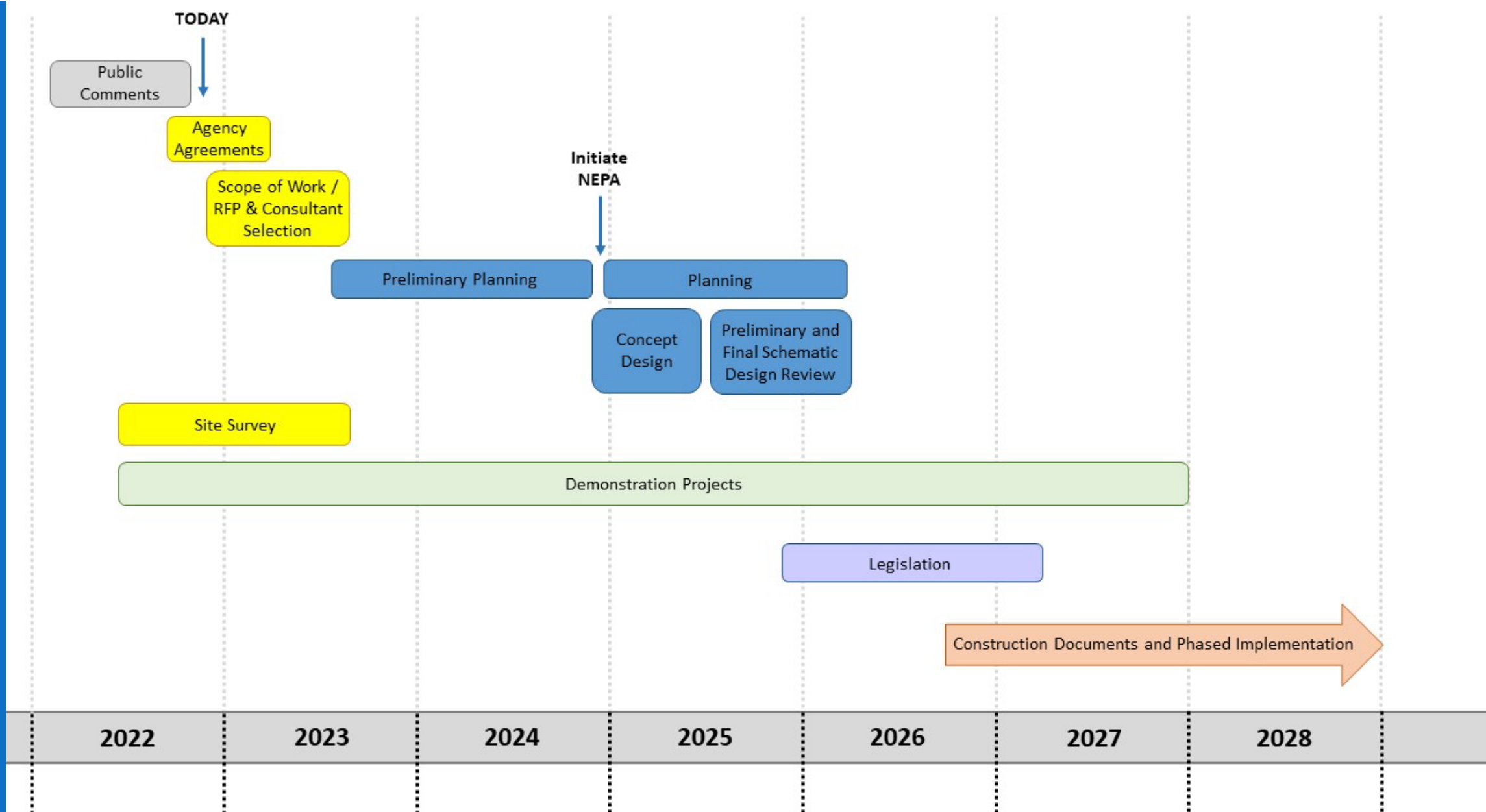




A New Pennsylvania Avenue Plan

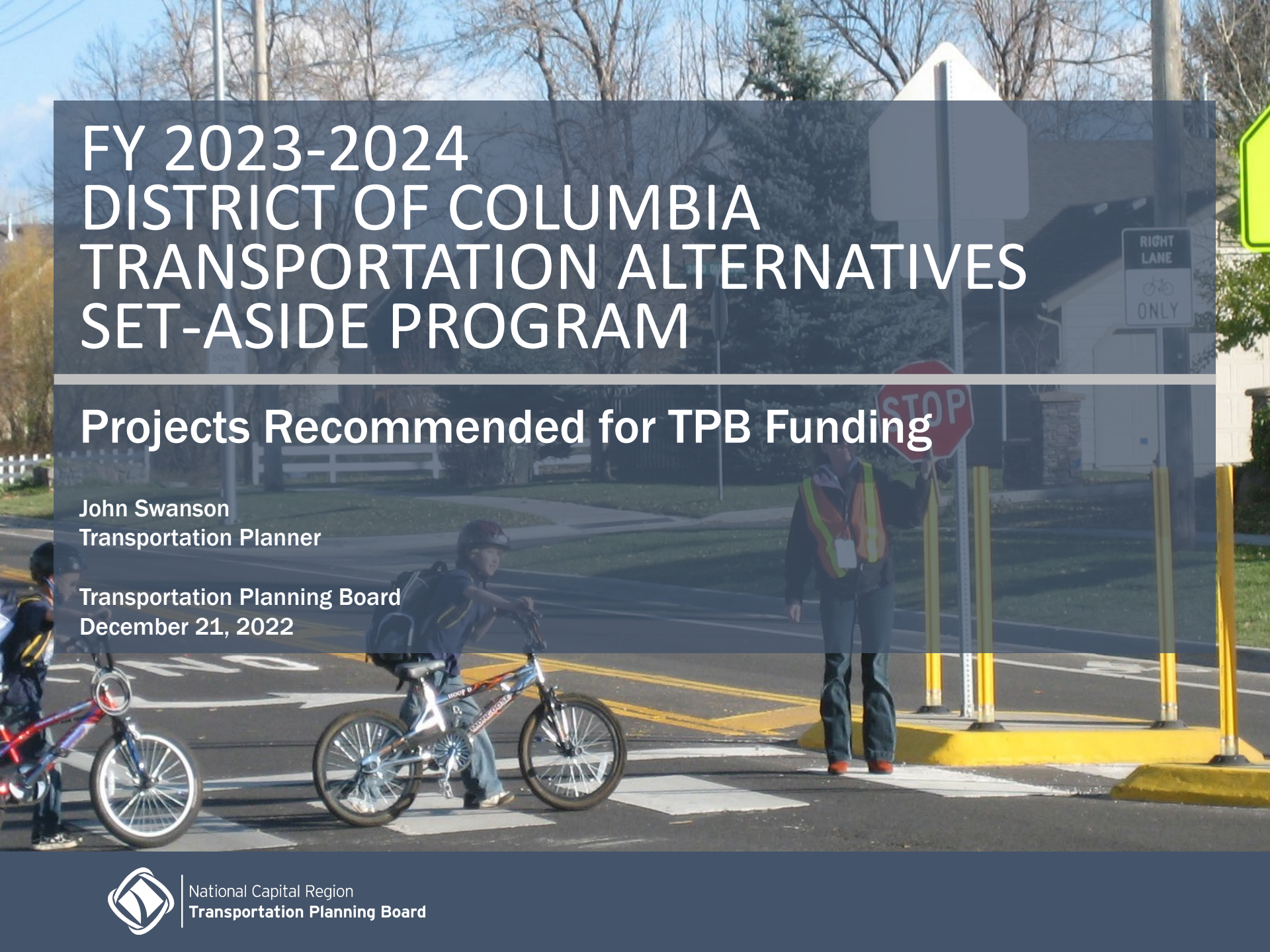
- **Public Space Plan (schematic design)**
 - Right sizing, realigning, and improving the ROW and public spaces
 - Infrastructure
- **Implementation Program Recommendations**
 - Operations
 - Maintenance
 - Administration

General Timeline



Thank You



The background image shows a street scene. In the foreground, a worker in a high-visibility vest and blue pants is holding a red octagonal stop sign. To the left, two cyclists are riding past. One is on a blue and red bicycle, and the other is on a red and blue bicycle. The street has yellow painted curbs and a white crosswalk. In the background, there are trees, a building, and a sign that says "RIGHT LANE ONLY" with a bicycle symbol. The sky is clear and blue.

FY 2023-2024 DISTRICT OF COLUMBIA TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Projects Recommended for TPB Funding

John Swanson
Transportation Planner

Transportation Planning Board
December 21, 2022



National Capital Region
Transportation Planning Board

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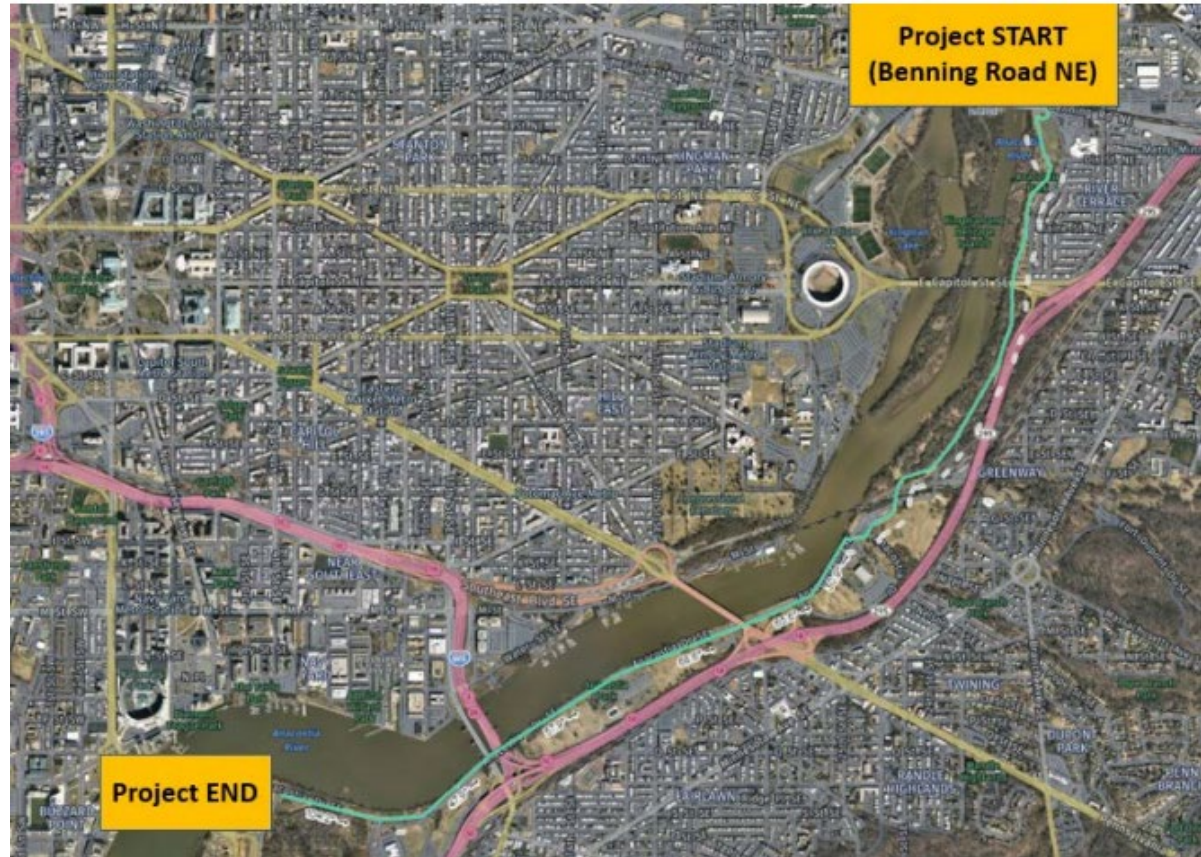
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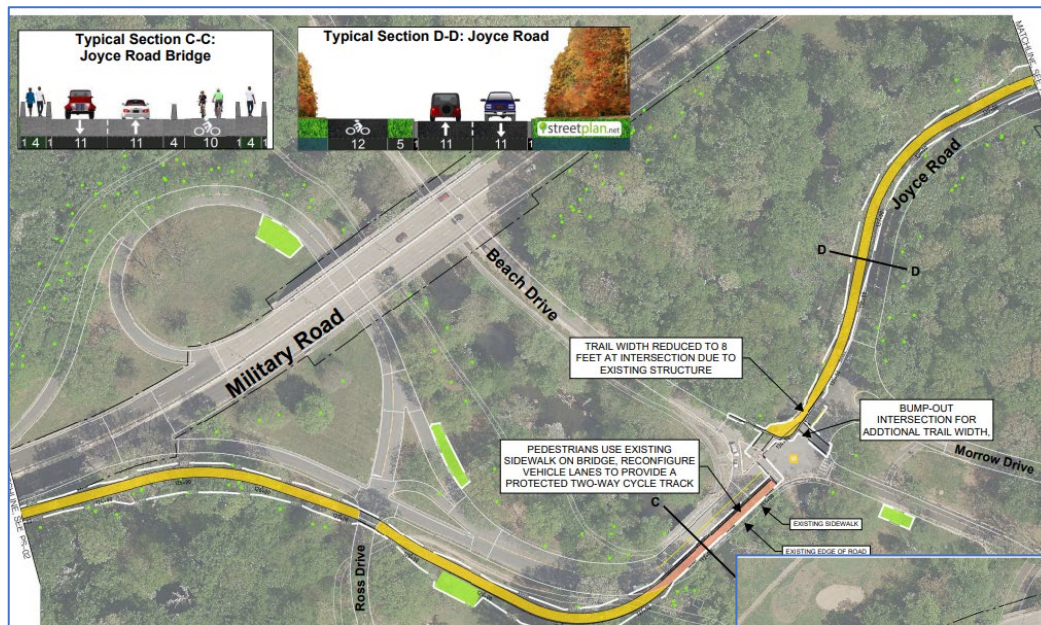


Anacostia River Trail

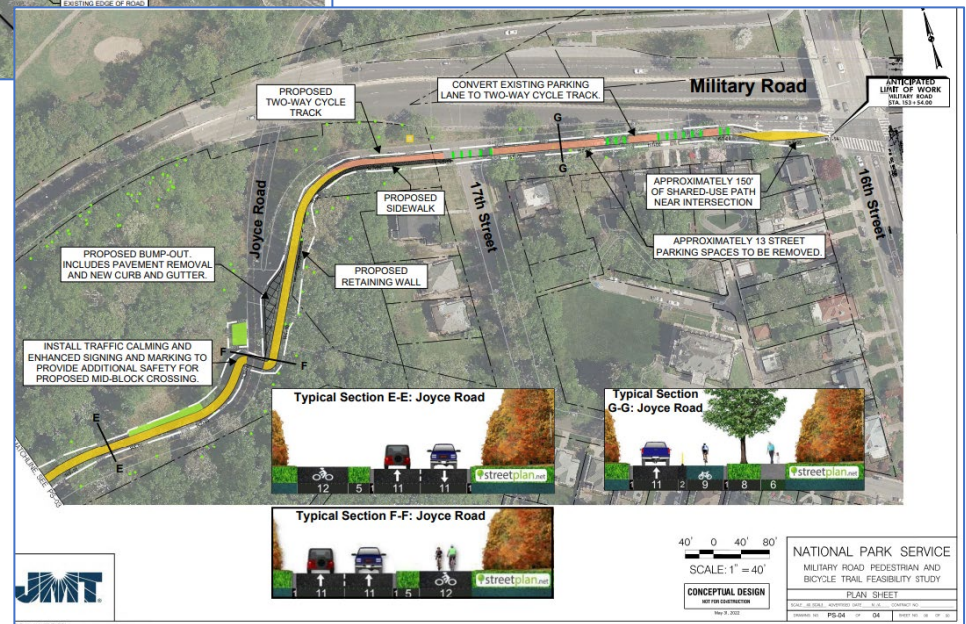
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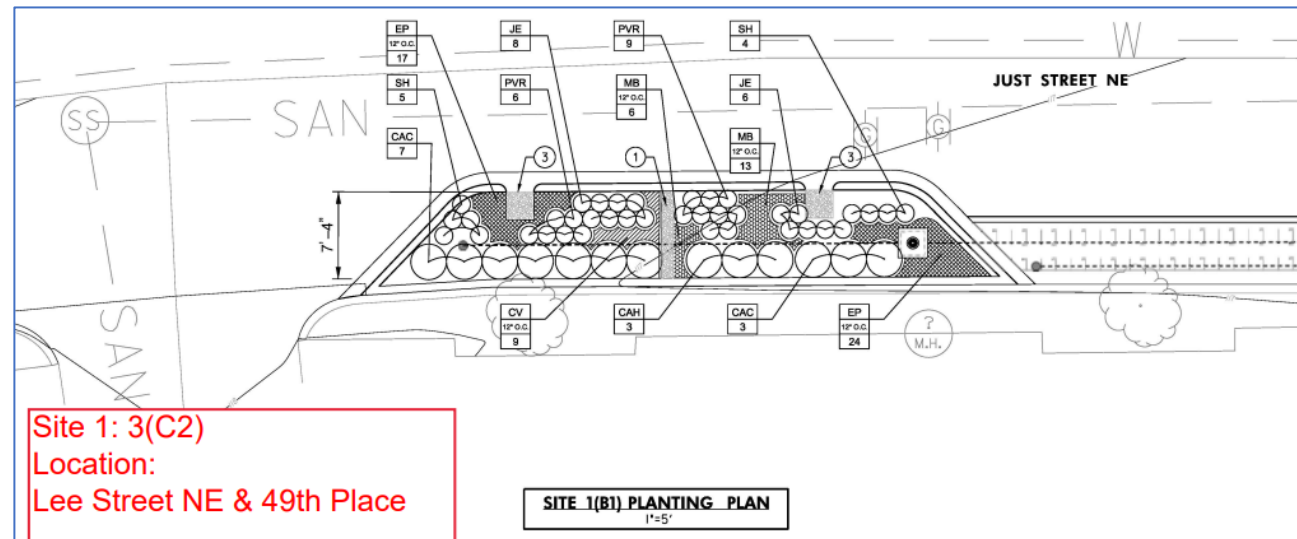
- \$651,000 – Designs for two multi-use trails at Rock Creek Park
- Components of Military Road trail



Green Infrastructure Pilot & Remote Monitoring

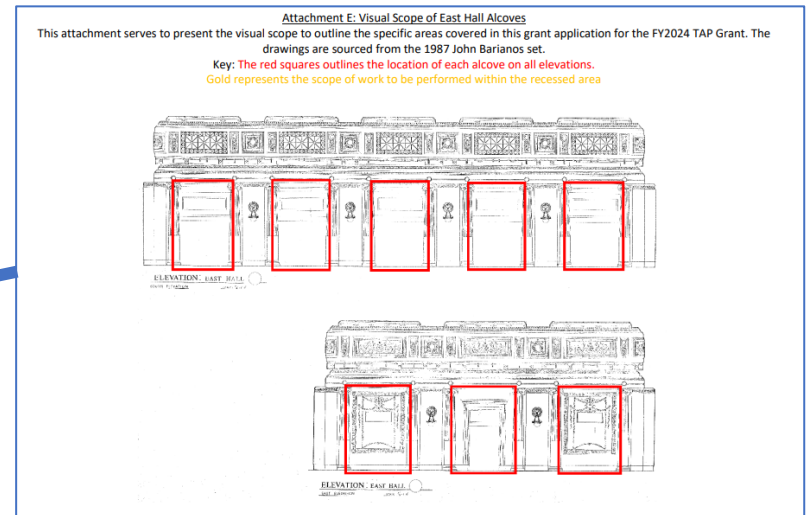
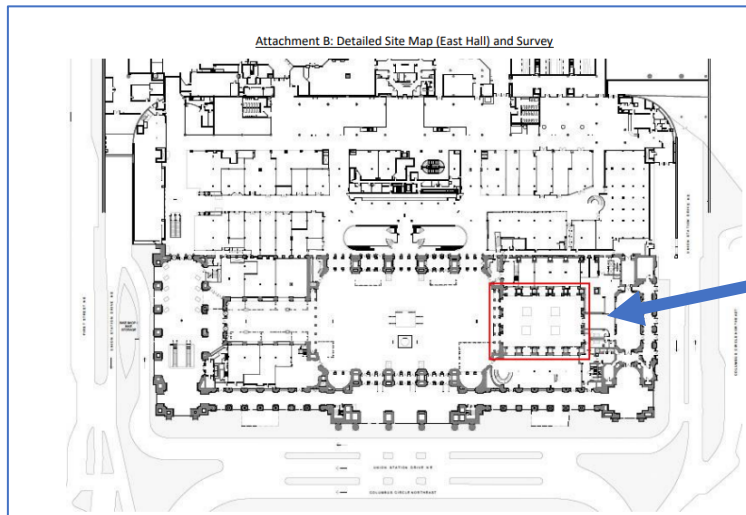


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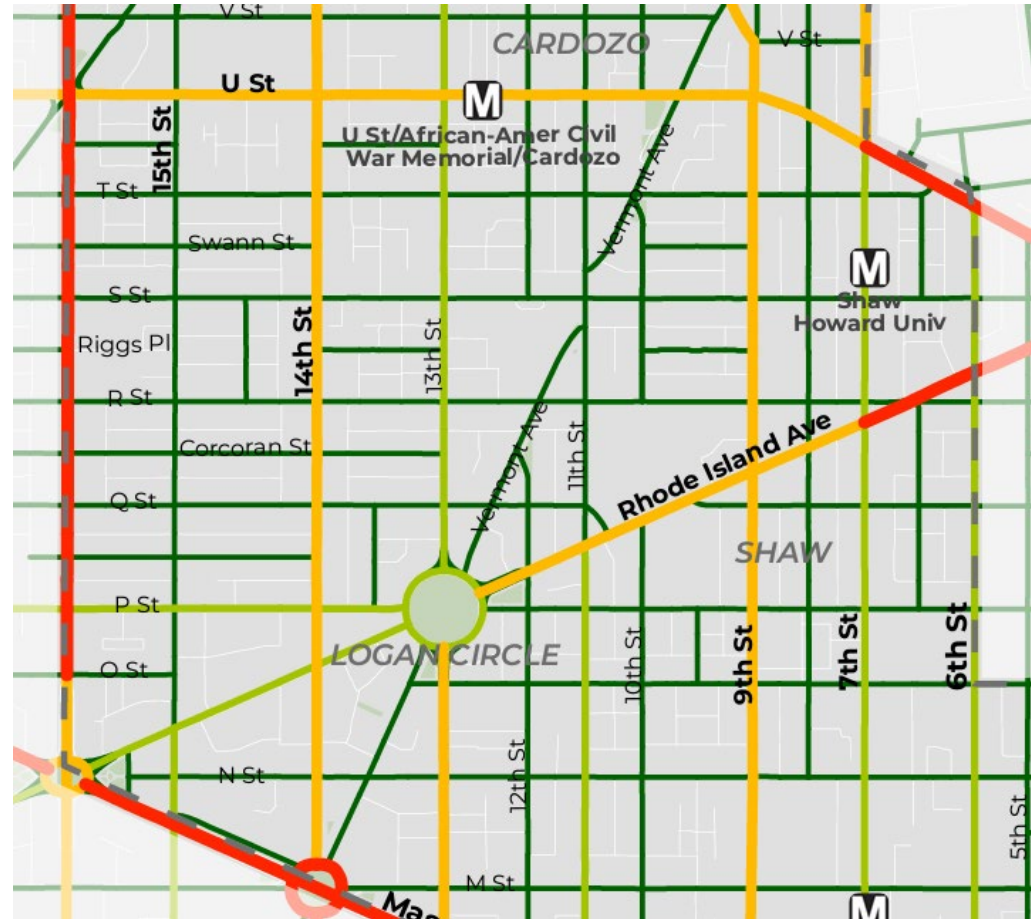
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- Needed for construction
- The intersections are large and encourage speeding and quick turns
- Project is adding bike infrastructure and improving pedestrian safety through shortened crossings and improved visibility



Recommendation

- Adopt Resolution R6-2023 to fund six projects in the District of Columbia for \$2.3 million



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National Capital Region
Transportation Planning Board

DC TA Set Aside
December 21, 2022

NEVI & ZEEVIC

Transportation Planning Board

R. Earl Lewis, Jr. – Deputy Secretary

Maryland Department of Transportation

December 21, 2022

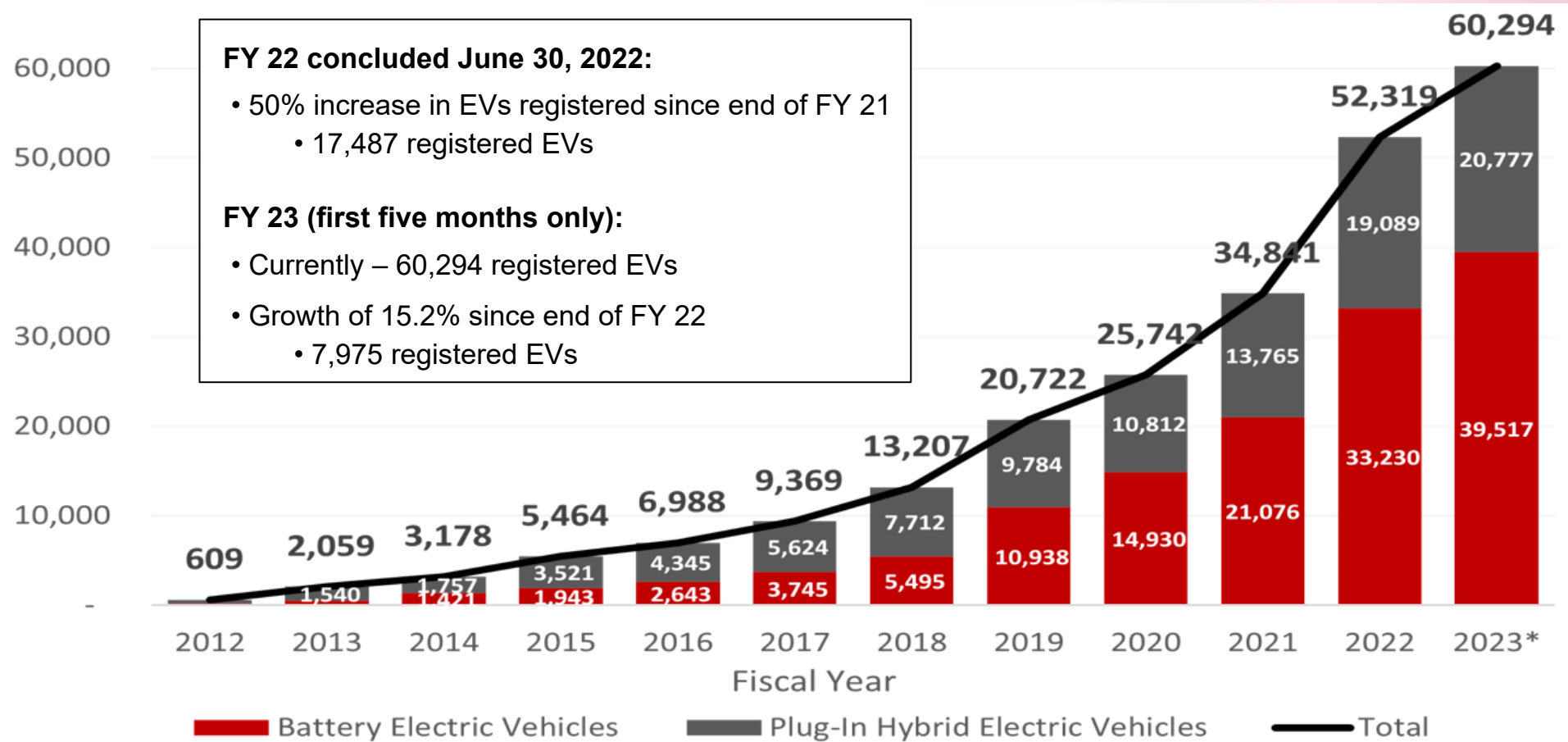


NEVI & ZEEVIC Update

- EV Registrations in Maryland
- IIJA & NEVI
- MDOT's NEVI Plan
- Other EV Charging Programs
- ZEVs
- Equity
- ZEEVIC
- Other Partnerships

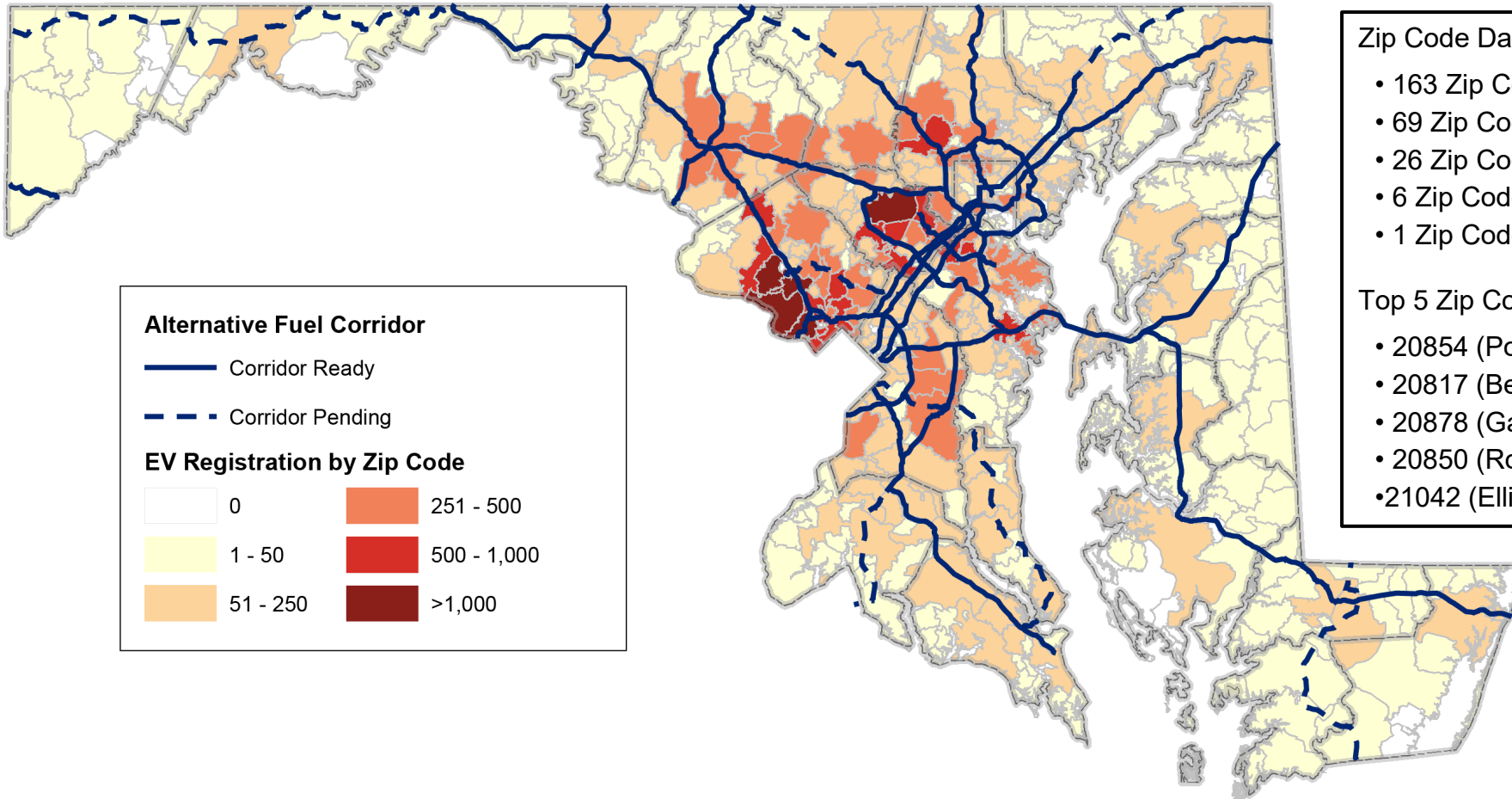


Registered EVs at the Close of Fiscal Year



*The end of FY is June 30th. FY 2023 total reflects EV registration as of November 30, 2022.

Registration by Zip Code



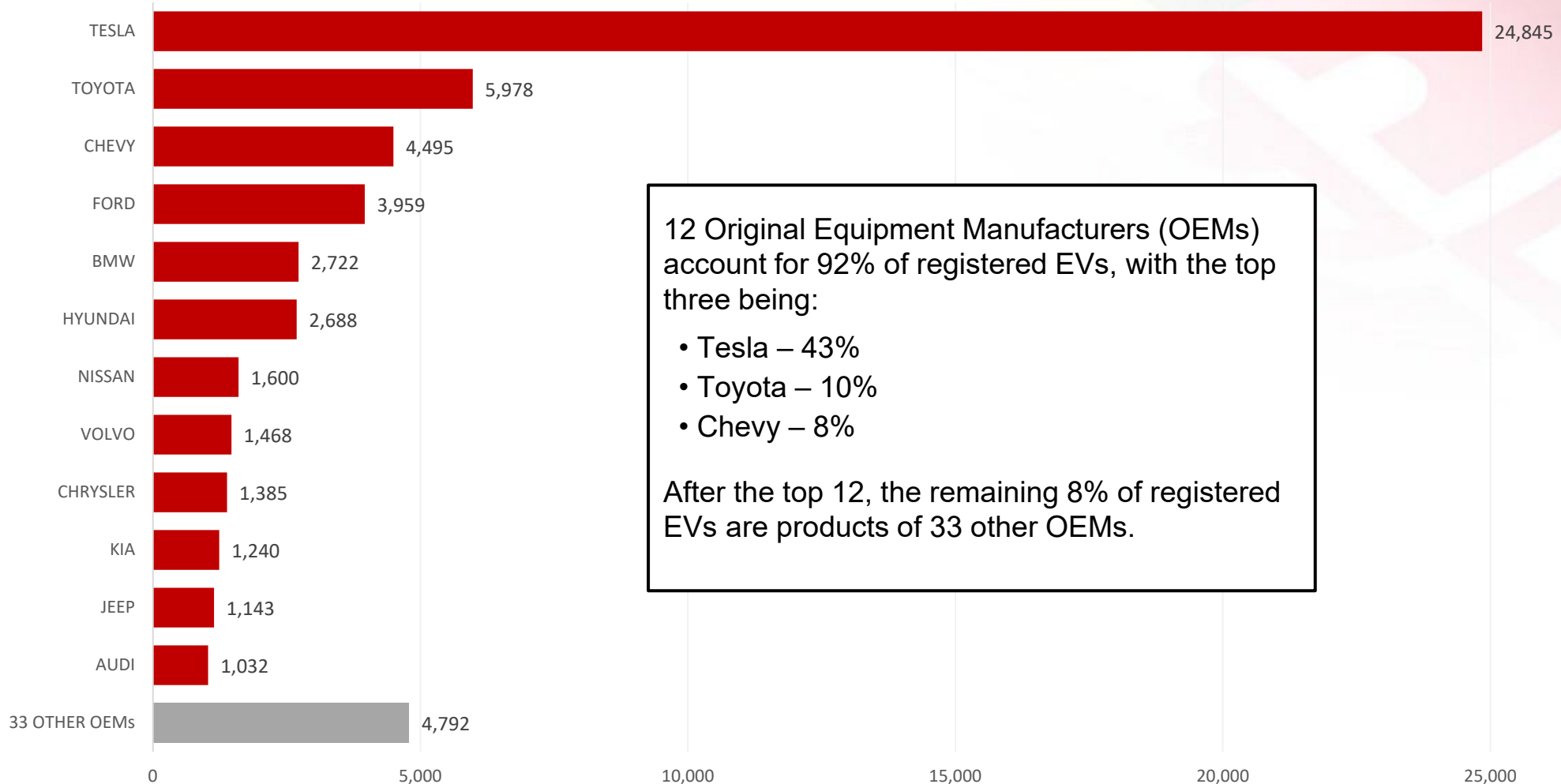
Zip Code Data:

- 163 Zip Codes > 100 EVs
- 69 Zip Codes > 250 EVs
- 26 Zip Codes > 500 EVs
- 6 Zip Codes > 1,000 EVs
- 1 Zip Codes > 2,000 EVs

Top 5 Zip Codes:

- 20854 (Potomac) – 2,097 EVs
- 20817 (Bethesda) – 1,581 EVs
- 20878 (Gaithersburg) – 1,518 EVs
- 20850 (Rockville) – 1,505 EVs
- 21042 (Ellicott City) – 1,125 EVs

Makes Registered



12 Original Equipment Manufacturers (OEMs) account for 92% of registered EVs, with the top three being:

- Tesla – 43%
- Toyota – 10%
- Chevy – 8%

After the top 12, the remaining 8% of registered EVs are products of 33 other OEMs.

NEVI Program

- Goal of **500,000** charging stations nationwide
 - **4 fast chargers** every **50 miles** and within **1 mile** of corridors
- **\$60 million** for Maryland over five years
- Also available is **\$2.5 billion** in discretionary grants through other programs:
 - Corridor Charging grants = **\$1.25 billion**
 - Community Charging grants = **\$1.25 billion**

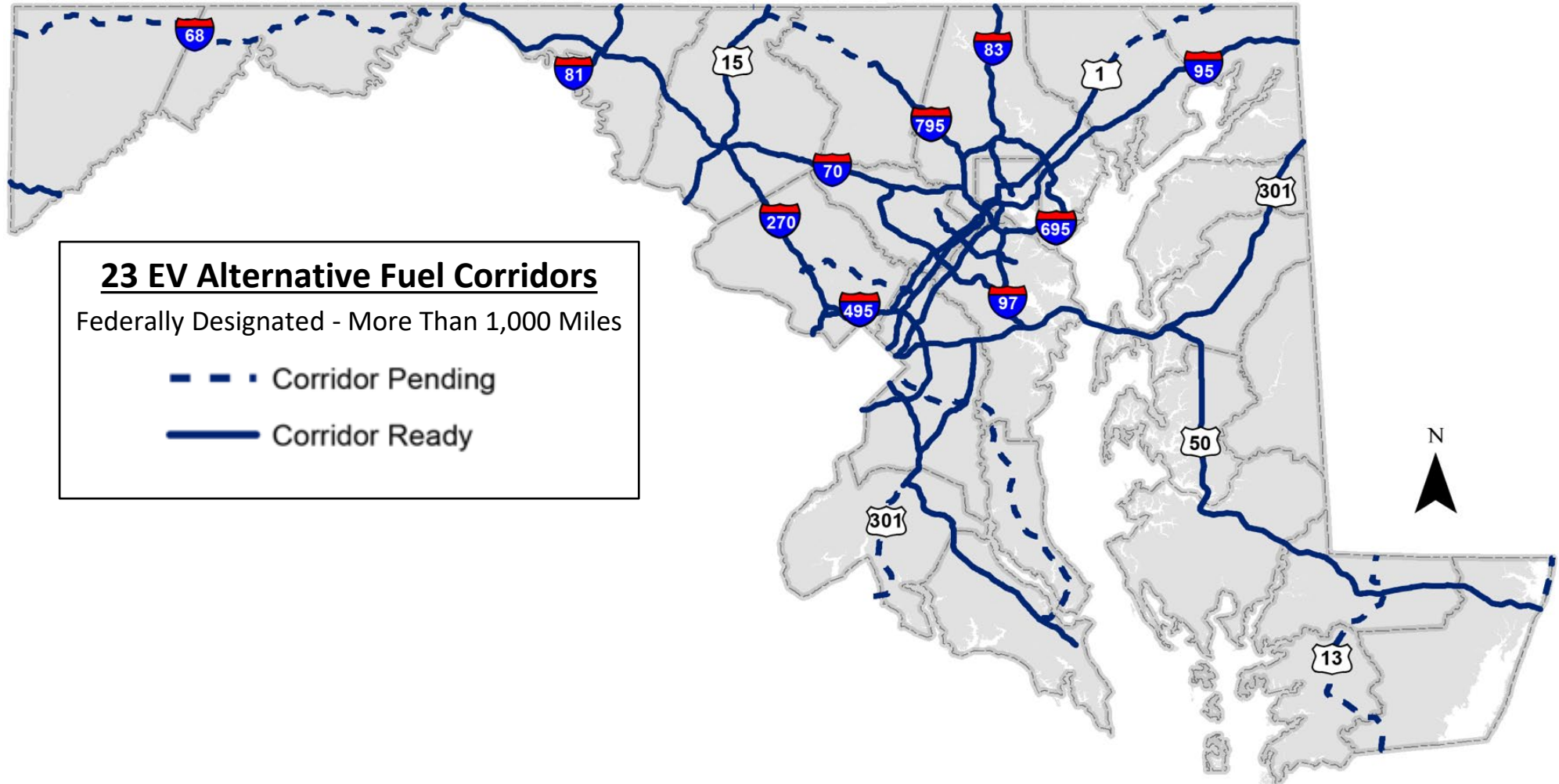


MDOT's NEVI Program

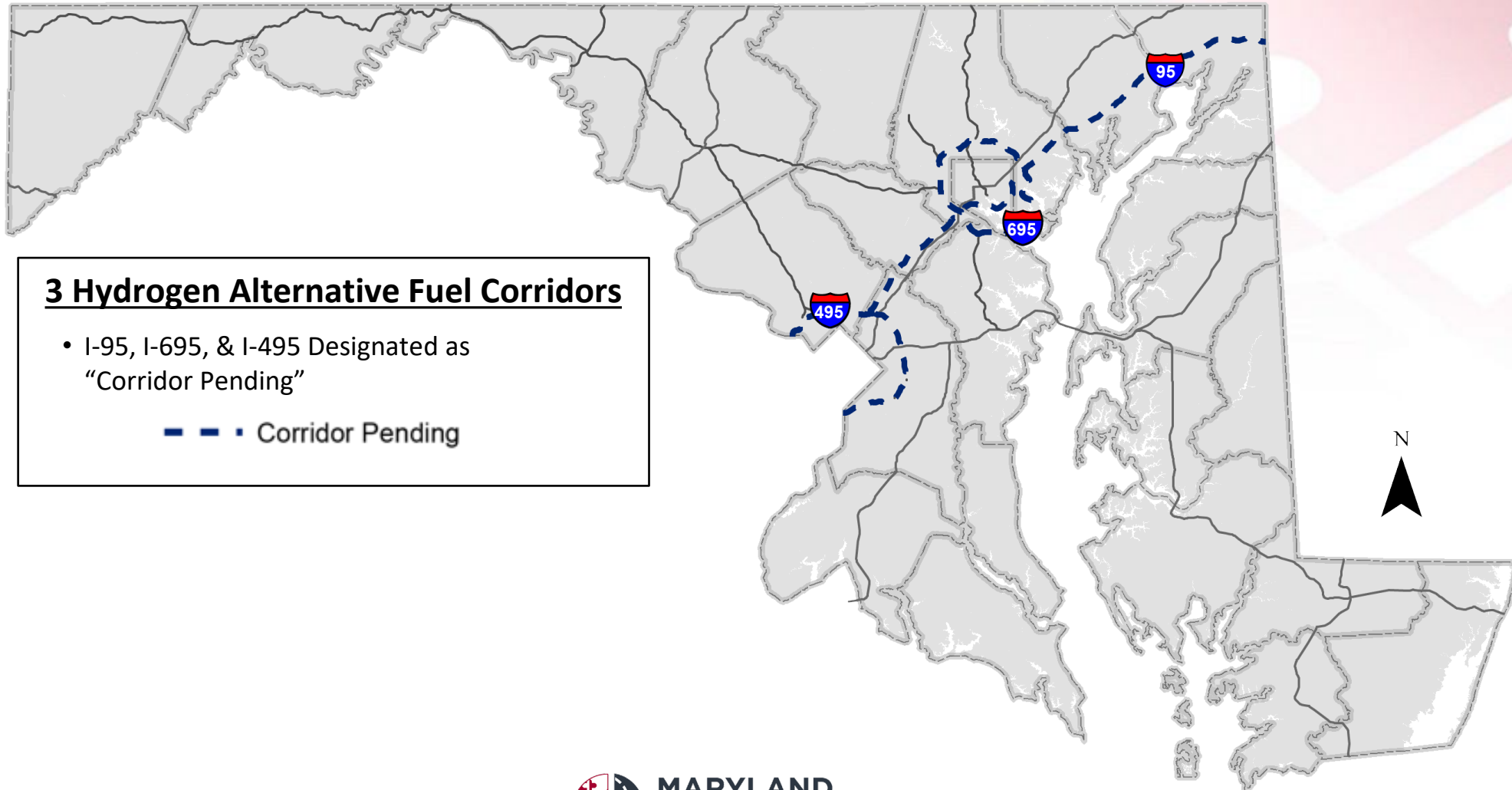
- MDOT one of the first to submit plan on **July 15**
- Among first group of states approved **September 14**
- **23 Alternative Fuel Corridors**
 - Including **3 designated as pending hydrogen fuel corridors**



23 EV Alternative Fuel Corridors






Hydrogen Alternative Fuel Corridor

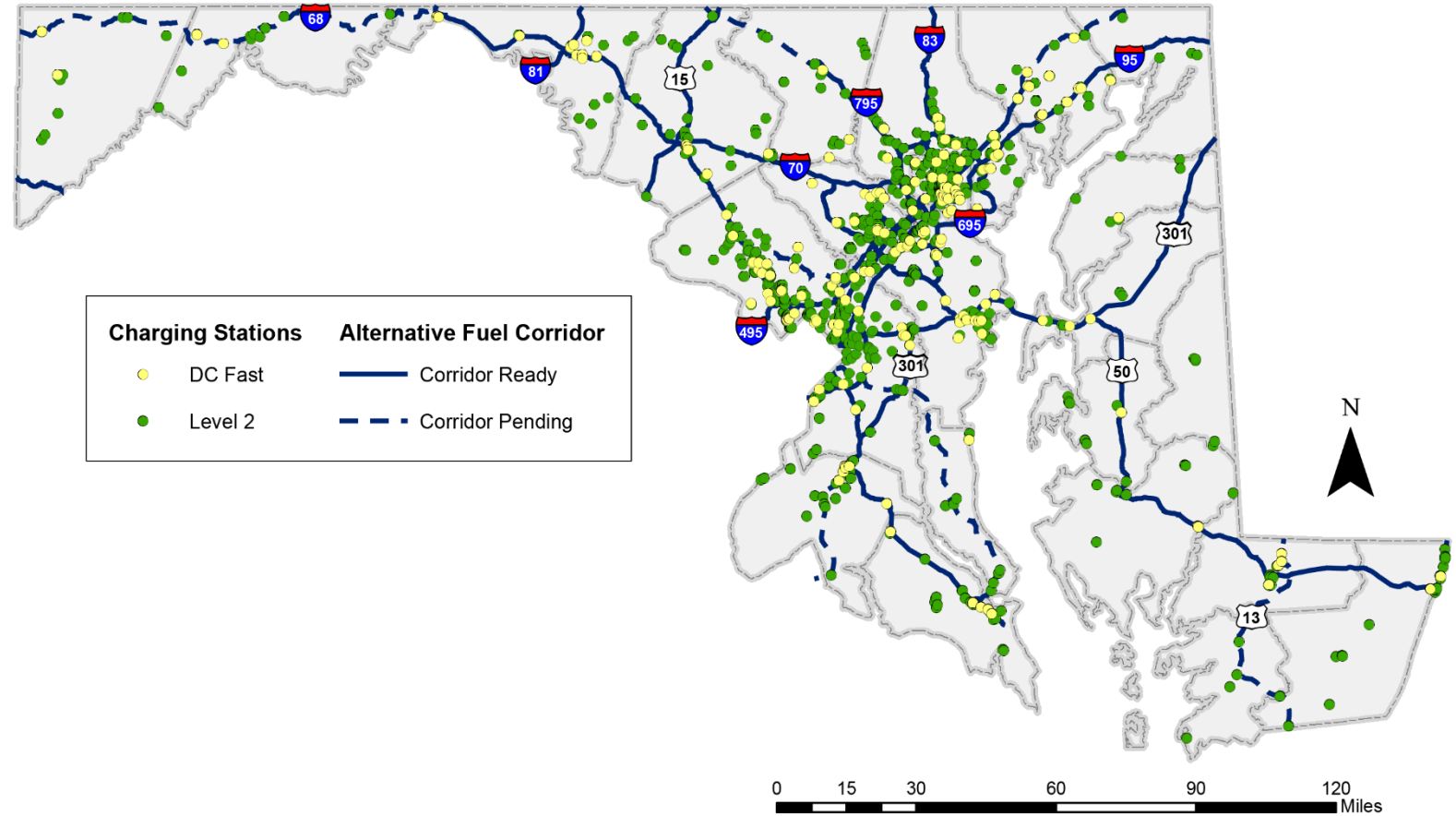


Charging Station Locations in Maryland

Maryland by the Numbers*:

-  **60,294** Registered EVs
-  **1,188** Charging Stations
3,398 Outlets
-  **23** Alt. Fuel Corridors

*As of November 30, 2022



Other EV Charging Programs

Maryland Public Service Commission

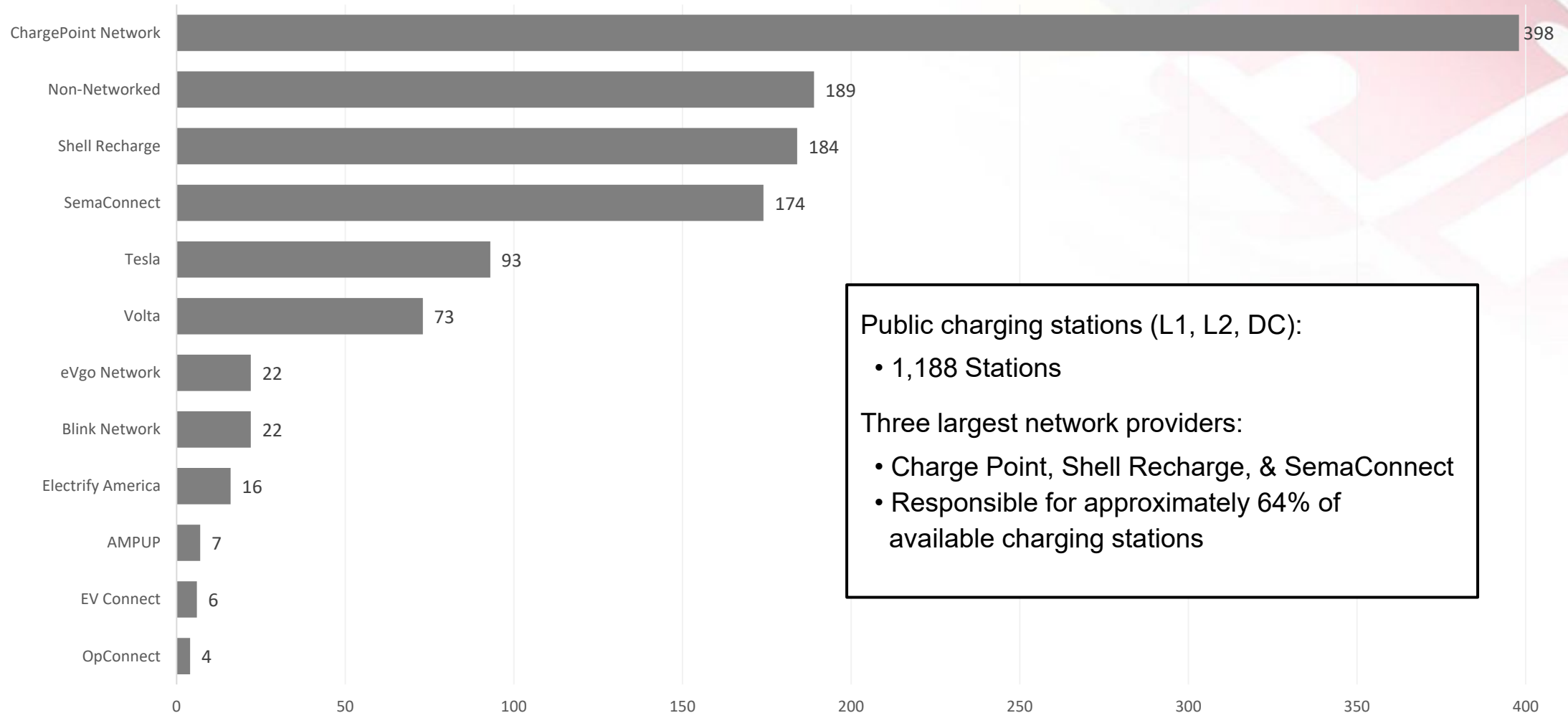
- 900 public charging stations
- Subsidies for at-home charging equipment
- Public chargers at state park and ride locations

BGE & Lyft Partnership

- Public chargers at BWI Thurgood Marshall Airport



Charging Networks – All Stations



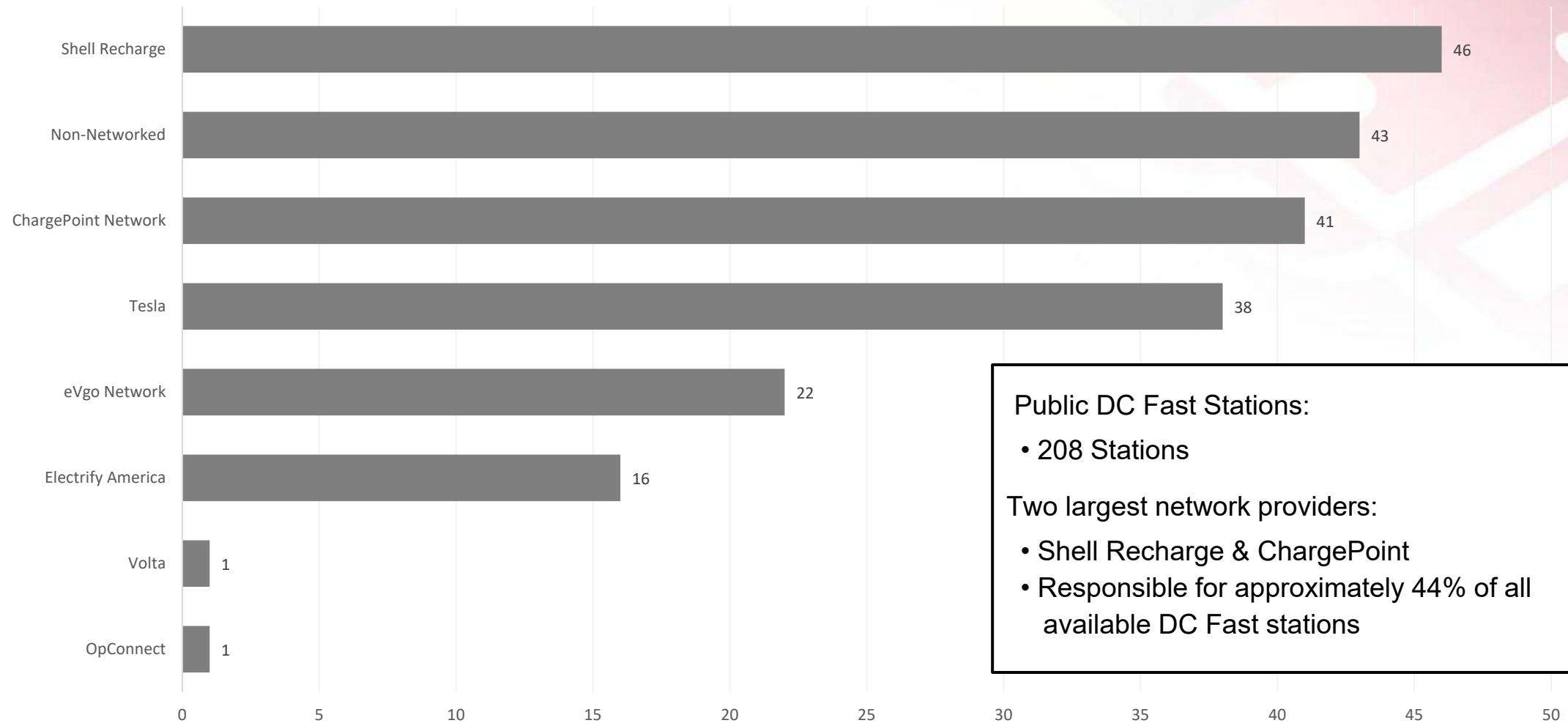
Public charging stations (L1, L2, DC):

- 1,188 Stations

Three largest network providers:

- Charge Point, Shell Recharge, & SemaConnect
- Responsible for approximately 64% of available charging stations

Charging Networks – DC Fast



Public DC Fast Stations:

- 208 Stations

Two largest network providers:

- Shell Recharge & ChargePoint
- Responsible for approximately 44% of all available DC Fast stations

Addressing Equity



ACCESSIBILITY

Ensuring all Marylanders and Visitors Have Access to Reliable EV Charging

Geographic Diversity

Rural/Urban

Corridors/Communities

Multi-Lingual Graphic User Interfaces

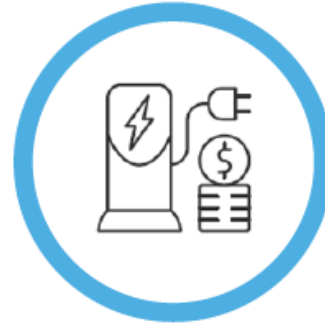
ADA Compliance

Multi-Unit Dwellings

Employment Centers

Safety While Charging

Grid Reliability



AFFORDABILITY

Creating Incentives, Innovations, and Systems that Increase Affordability of EV Ownership and Charging

Leveraging state, local, federal, and private funding

Cost of Vehicles

Cost of Charging

Mobility Hubs

Carshare

Rideshare

ZEV Transit



COMMUNICATION

Meeting People where they are, Listening, and Educating

Multi-Lingual Materials

Events

Webinars

Surveys and Polls

Geofencing

Website

Social Media

Calculators

ZEEVIC

2011

Electric Vehicle Infrastructure Council (EVIC)
established by MD State Legislature

2019

Membership, responsibilities and reporting requirement expanded:

- Zero emission vehicles (ZEVs)
- Fuel cell electric vehicles (FCEVs)

Renamed Zero Emission Electric Vehicle Infrastructure Council

2020

Membership expanded further
Sunset date extended to 2026



EVs & ZEVs

- 25% of passenger vehicle purchases for state fleet must now be ZEVs
- MTA aggressively transitioning towards zero-emission bus fleet
 - Investing more than \$436 million
 - First buses expected to arrive mid-2023
- MTA will convert 50% of its transit bus fleet to ZEVs by 2030
 - That's 350 buses out of a 700-bus fleet
- MAA planning to replace parking lot shuttle buses at BWI Airport with electric models



Multi-State Agreements

- **Mid-Atlantic Electrification Partnership**
 - D.C., West Virginia, and Virginia
- **Multi-State ZEV Action Plan**
 - California, Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island and Vermont
- **Multi-State ZEV Task Force**
 - California, Colorado, Connecticut, Hawaii, Maine, Maryland, Massachusetts, Nevada, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Vermont, Virginia, Washington and Washington, D.C.
- **Mid-Atlantic Electric School Bus Experience (MEEP)**
 - Maryland, New Jersey, Pennsylvania, Virginia and Washington, D.C.



Thank You!



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AUTHORITY



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