



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: January 14, 2021

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: January 14, 2021

At its meeting on January 8, the TPB Steering Committee reviewed and approved the following resolutions to amend the FY 2021-2024 Transportation Improvement Program (TIP).

- SR6-2021: to include \$5 million in Highway Bridge Replacement and Rehabilitation Program (HBRRP) funds for the H Street over Railroad project, and \$19.3 million in Surface Transportation Block Grant (STBG) funds for the Cleveland Park Streetscape project, as requested by the District Department of Transportation (DDOT).
- SR7-2021: to include \$2 million in STBG funds for the MD 225 Mattawoman Creek Bridge Replacement project in Charles County, as requested by the Maryland Department of Transportation (MDOT).
- SR8-2021: to include \$556,000 in HBRRP and state matching funds for the Bowie Road Culvert Project in Prince George's County, as requested by MDOT on behalf of the Prince George's County Department of Public Works & Transportation.
- SR9-2021: to include funds for the following projects, as requested by the Virginia Department of Transportation:
 - \$58.6 million in Regional Surface Transportation Program (RSTP) funds and \$131.3 million in Northern Virginia Transportation Authority funds for the Richmond Highway Corridor Improvements project; and
 - \$47.2 million in Congestion Mitigation and Air Quality Improvement Program funds, \$69.9 million in High Priority Project funds, and \$11.8 million in state matching funds for the Long Bridge Phase I Alexandria 4th Track project; and
 - \$24.15 million in concession funds and \$3.6 million in RSTP funds for the I-95 SB Auxiliary Lane between Route 123 and Route 294 project; and
 - \$3.9 million in STBG funds for payments towards GARVEE Debt Service for the #SMART18 – Potomac Town Center Garage project.

Funding for these projects was included in the financial analysis of Visualize 2045 and they were either exempt from the air quality conformity requirement or were included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP.

The Steering Committee also approved resolution SR10-2021, approving the transfer of \$31,626 from a surplus of District of Columbia, FY 2021 federal Transportation Alternatives Set-Aside Program funds to the Curb Extensions with Ground Murals project.

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.”

Attachments

- Approved resolution SR6-2021 to amend the FY 21-24 TIP, requested by DDOT
- Approved resolution SR7-2021 to amend the FY 21-24 TIP, requested by MDOT
- Approved resolution SR8-2021 to amend the FY 21-24 TIP, requested by MDOT on behalf of Prince George’s County
- Approved resolution SR9-2021 to amend the FY 21-24 TIP, requested by DDOT
- Approved resolution SR10-2021 to approve the transfer of funds from the federal Transportation Alternatives Set-Aside Program for a project in the District of Columbia

TPB Steering Committee Attendance – January 8, 2021 (only voting members listed)

TPB Chair/ DC rep.:	Chris Laskowski (of Charles Allen’s office)
TPB Vice Chair/VA rep.:	Pamela Sebesky
TPB 2 nd Vice Chair/MD rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
Technical Committe chair:	Jason Groth
Previous TPB Chair:	Kelly Russell

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE H STREET BRIDSGE OVER
RAILROAD AND CLEVELAND PARK STREETScape IMPROVEMENTS PROJECTS, AS
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, in the attached letter of December 29, 2020, DDOT has requested an amendment to the FY 2021-2024 TIP to include the **H Street over Railroad project, (TIP ID 6039)** with \$5,000,000 in Highway Safety Improvement Program (HSIP) and local matching funds for construction in fiscal years 2022, 2023, and 2024, respectively; and to increase Surface Transportation Block Grant (STBG) and local matching funds by \$19,313,000 for the **Cleveland Park Streetscape project (TIP ID 6193)**, as described in the attached materials:

WHEREAS, full funding for these projects is included in the Visualize 2045 financial analysis; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include the **H Street over Railroad project, (TIP ID 6039)** with \$5,000,000 in HSIP and local matching funds for construction in fiscal years 2022, 2023, and 2024, respectively; and to increase STBG and local matching funds by \$19,313,000 for the **Cleveland Park Streetscape project (TIP ID 6193)**, as described in the attached materials.

TIP Action 21-15 (part 1 of 4): Approved by the TPB Steering Committee at its virtual meeting January 8, 2021.

Government of the District of Columbia

Department of Transportation



Administrative Administration

December 29, 2020

The Honorable Kelly Russell, Chairperson
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4290

Dear Chairperson Russell,

The District Department of Transportation (DDOT) requests that the FY 2021-2024 Transportation Improvement Program (TIP) be amended for two projects as detailed below:

1. **H Street Bridge over Railroad (TIP ID# 6039)** – Reinstate project and increase HSIP funding in for construction by \$5,000,000 in FYs 2022, 2023, and 2024, respectively.
2. **Cleveland Park Streetscape Improvements (TIP ID# 6193)** – Increase STBG funding in FY 2021 for construction by \$19,313,000.

The proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its January 8th meeting.

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

Sincerely,

Saesha Carlile

Saesha Carlile
Chief Administrative Officer, DDOT
Saesha.carlile@dc.gov

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action: 21-15
 Approved January 8, 2021**

<i>TIP ID</i>	6039	<i>Agency Project ID</i>	CD054A	<i>Total Cost</i>	\$211,205,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Study/Planning/Research	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	H Street Bridge over Railroad				
<i>Project Limits</i>	Bridge				

Description Conduct environmental assessments. Prepare concept designs, design plans and specifications and construct documents for bridge replacement/rehabilitation. Includes work on the H Street NE Bridge from North Capitol St. to 3rd St. NE. The bridge will be reconstructed to accommodate the H/Benning Streetcar Line, allow for Amtrak to increase its capacities in its Union Station rail yard, and allow for development of the air rights above the rail yard.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	National Highway Performance Program	\$800,000	-	-	-	-	-	\$800,000
PE	State or District Funding	\$9,200,000	-	-	-	-	-	\$9,200,000
<i>Total Preliminary Engineering</i>		\$10,000,000	-	-	-	-	-	\$10,000,000
CON	Highway Safety Improvement Program (STP)	-	-	\$4,000,000	\$4,000,000	\$4,000,000	-	\$12,000,000
CON	State or District Funding	\$14,250,000	-	\$1,000,000	\$1,000,000	\$1,000,000	-	\$17,250,000
<i>Total Construction</i>		\$14,250,000	-	\$5,000,000	\$5,000,000	\$5,000,000	-	\$29,250,000
<i>Total Programmed</i>		\$24,250,000	-	\$5,000,000	\$5,000,000	\$5,000,000	-	\$39,250,000

<i>TIP ID</i>	6193	<i>Agency Project ID</i>	PM0D7A	<i>Total Cost</i>	\$35,313,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Cleveland Park Improvements				
<i>Project Limits</i>	Various Locations				
<i>Description</i>	The objective of the this project is to address the local reoccurring flooding problem near the Cleveland Park Metro Station and to improve pedestrian safety, access and visibility at all intersections; and introduce public realm improvements along the corridor of Connecticut Avenue from Macomb Street to Quebec Street, NW. a. Cleveland Park Drainage and Watershed Improvements b. Cleveland Park Streetscape Improvements				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$200,000	-	-	-	-	\$200,000
PE	Surface Transportation Block Program	-	\$800,000	-	-	-	-	\$800,000
	<i>Total Preliminary Engineering</i>	-	\$1,000,000	-	-	-	-	\$1,000,000
CON	State or District Funding	-	\$3,862,600	-	-	\$15,000,000	-	\$18,862,600
CON	Surface Transportation Block Program	-	\$15,450,400	-	-	-	-	\$15,450,400
	<i>Total Construction</i>	-	\$19,313,000	-	-	\$15,000,000	-	\$34,313,000
	<i>Total Programmed</i>	-	\$20,313,000	-	-	\$15,000,000	-	\$35,313,000

Change Report for TIP Action 21-15
 DDOT Amendment Request Approved on January 8, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
6039	H Street Bridge over Railroad	-83	(\$196,205,000)	\$235,455,000	\$39,250,000	Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding ► Delete funds in FFY 20 in CON for \$13,541,000 - Decrease funds in FFY 24 in CON from \$21,764,000 to \$1,000,000 - Decrease funds in FFY 23 in CON from \$75,983,000 to \$1,000,000 - Decrease funds in FFY 22 in CON from \$66,795,000 to \$1,000,000 ► Delete funds in FFY 21 in CON for \$33,122,000 Highway Safety Improvement Program (STP) ► Add funds in FFY 22 in CON for \$4,000,000 ► Add funds in FFY 24 in CON for \$4,000,000 ► Add funds in FFY 23 in CON for \$4,000,000 <i>Total project cost decreased from \$235,455,000 to \$39,250,000</i>
6193	Cleveland Park Improvements	121	\$19,313,000	\$16,000,000	\$35,313,000	Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding ► Add funds in FFY 21 in CON for \$3,862,600 Surface Transportation Block Program + Increase funds in FFY 21 in CON from \$0 to \$15,450,400 <i>Total project cost increased from \$16,000,000 to \$35,313,000</i>

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE MD 225
MATTAWOMAN CREEK BRIDGE REPLACEMENT PROJECT, AS REQUESTED
BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, in the attached letter of December 28, 2020, MDOT has requested an amendment to the FY 2021-2024 TIP to include \$2,000,000 in Surface Transportation Block Grant (STBG) and state matching funds in fiscal years 2022 and 2023, respectively for the **MD 225 Mattawoman Creek Bridge Replacement project (TIP ID 6645)**, as described in the attached materials:

WHEREAS, full funding for this project is included in the Visualize 2045 financial analysis; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include \$2,000,000 in Surface Transportation Block Grant (STBG) and state matching funds in fiscal years 2022 and 2023, respectively for the **MD 225 Mattawoman Creek Bridge Replacement project (TIP ID 6645)**, as described in the attached materials.

TIP Action 21-15 (part 2 of 4): Approved by the TPB Steering Committee at its virtual meeting January 8, 2021.

December 28, 2020

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

Dear Chairman Allen:

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) 2021-2024 Transportation Improvement Program (TIP) for one existing State Highway Administration (SHA) project as described below and in the attached memo.

This action reflects MDOT SHA's updated programmed expenditures from FY 2021 to FY 2024, and as this project does not add capacity, this action does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
6645	MD 225 Mattawoman Creek Bridge Replacement, Indian Head	\$2,000	Add new construction funds and shifting planning/design funds from state to federal for this bridge replacement.


MDOT requests that this amendment be approved by the TPB Steering Committee at its January 8, 2021 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.

The Honorable Charles Allen
Page Two

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,



Colleen Turner
Assistant Director
Office of Planning and Capital Programming

Attachment

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

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER KARI SNYDER

FROM: CHIEF MATT BAKER *MB*
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

SUBJECT: REQUEST TO AMEND THE FY 2021-2024 NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

DATE: DECEMBER 23, 2020

**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 amendment.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2021-2024 TPB TIP to reflect the following action.

TIP	PROJECT	PHASE	NEW FUNDING
6645 MC #19-61 06/02/2020	MD 225 Mattawoman Creek Bridge Replacement, Indian Head	PP/PE CO	\$0 \$2,000,000

ANALYSIS

MD 225 Mattawoman Creek Bridge Replacement (TPB 6645 MC #19-61 06/02/2020) – This requested amendment reflects the conversion of \$334,000 of already-programmed FY 2021-2024 TPB TIP planning/design funding for TPB 6645 MC #19-61 06/02/2020 from State funding to federal STBG funding; it neither adds nor subtracts planning/design funding to or from TPB 6645 MC #19-61 06/02/2020. In addition, this requested amendment reflects the addition of \$2,000,000 to FY 2021-2024 TPB TIP construction funding for TPB 6645 MC #19-61 06/02/2020. This amendment ensures the FY 2021-2024 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2021-2024. The project’s estimated total cost now is \$3.2 million. Design is underway, and MDOT SHA anticipates construction in 2023-2024.

Ms. Heather Murphy
Page Two

The attached Statewide TIP (STIP) report documents MDOT's requested modification with respect to funding for the above project. This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The modified funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2020-2025 Consolidated Transportation Program (<http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html>) and FY 2019-2022 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP.html).

Please be advised of this modification to the FY 2021-2024 TPB TIP and FY 2019-2022 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, MDOT SHA Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2021-2024 TPB TIP project 6645 MC #19-61 06/02/2020 report
- FY 2019-2022 Maryland STIP project TPB 6645 MC #19-61 06/02/2020 report

cc: Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Ms. Winstina Hughes, Assistant Regional Planner, RIPD, MDOT SHA
Kelly Nash, P.E., Deputy Director, Office of Structures, MDOT SHA
Mr. Yinka Olagoke, Team Leader, Structures Engineering Division, MDOT SHA
Erica Rigby, P.E., Acting District Engineer, District 3, MDOT SHA
Mr. David Rodgers, Regional Planner, RIPD, MDOT SHA

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8, 2021**

<i>TIP ID</i>	6645	<i>Agency Project ID</i>	CH1681	<i>Total Cost</i>	\$3,176,000
<i>Lead Agency</i>	MDOT/State Highway Administration	<i>Municipality</i>	Town of La Plata	<i>County</i>	Charles
<i>Project Type</i>	Bridge - Replace	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	MD 225 Mattawoman Creek Bridge Replacement				
<i>Project Limits</i>	Bridge 08021				
<i>Description</i>	Replacement of MD 225 bridge 08021 over Mattawoman Creek.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	State or District Funding	\$758,000	\$28,000	\$28,000	\$28,000	-	-	\$842,000
PE	Surface Transportation Block Grant Program - FHWA	-	\$112,000	\$111,000	\$111,000	-	-	\$334,000
<i>Total Preliminary Engineering</i>		\$758,000	\$140,000	\$139,000	\$139,000	-	-	\$1,176,000
CON	State or District Funding	-	-	\$228,000	\$172,000	-	-	\$400,000
CON	Surface Transportation Block Grant Program - FHWA	-	-	\$912,000	\$688,000	-	-	\$1,600,000
<i>Total Construction</i>		-	-	\$1,140,000	\$860,000	-	-	\$2,000,000
Total Programmed		\$758,000	\$140,000	\$1,279,000	\$999,000	-	-	\$3,176,000

Change Report for TIP Action 21-15
MDOT TIP Amendment Approved on for January 8, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
6645	MD 225 Mattawoman Creek Bridge Replacement	170	\$2,000,000	\$1,176,000	\$3,176,000	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: center;">State or District Funding</p> <ul style="list-style-type: none"> - Decrease funds in FFY 21 in PE from \$295,000 to \$28,000 ▶ Add funds in FFY 23 in PE for \$28,000 CON for \$172,000 - Decrease funds in FFY 22 in PE from \$123,000 to \$28,000 + Increase funds in FFY 22 in CON from \$0 to \$228,000 <p style="text-align: center;">Surface Transportation Block Grant Program - FHWA</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in PE for \$112,000 ▶ Add funds in FFY 23 in PE for \$111,000 CON for \$688,000 ▶ Add funds in FFY 22 in PE for \$111,000 CON for \$912,000 <p><i>Total project cost increased from \$1,176,000 to \$3,176,000</i></p>

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # TPB 6645 MC #19-61 06/02/2020

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 225 Mattawoman Creek Bridge Replacement (CH1681)	B	Nonattainment/TPB 1193	CE	\$ -	\$ 990	\$ 990
				Net Funding Change (000s)		
				Federal	State/Local	Total
	Administration	Area/MPO	CTP Page	\$ 912	\$ 228	\$ 1,140
	MDOT SHA	TPB	SHA-CH-1 FY 2020			

Description Replacement of MD 225 bridge 08021 over Mattawoman Creek.

Justification The existing structure, built in 1951, is rated poor.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2019		FY 2020		FY 2021		FY 2022		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 checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Total	\$ 277	\$ 295	\$ 295	\$ 123	\$ 295	\$ 123	\$ 295	\$ 123	\$ 990
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other	State/Local	\$ 277	\$ 295	\$ 295	\$ 123	\$ 295	\$ 123	\$ 295	\$ 123	\$ 990
Proposed		\$ 277	\$ 295	\$ 140	\$ 1,279	\$ 1,991	\$ 1,991	\$ 1,991	\$ 1,991	\$ 1,991
Change		\$ -	\$ -	\$ -	\$ 1,140	\$ 1,140	\$ 1,140	\$ 912	\$ 228	\$ 912
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 912	\$ 228	\$ 912
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228	\$ 228

PHASE DETAIL

Current		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP/PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ 277	\$ -	\$ 295	\$ -	\$ 295	\$ -	\$ 123	\$ -	\$ 990	\$ 990
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 277	\$ -	\$ 295	\$ -	\$ 295	\$ -	\$ 123	\$ -	\$ 990	\$ 990

Proposed		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP/PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ 112	\$ -	\$ 111	\$ -	\$ 223	\$ -	\$ 223
	State	\$ -	\$ 277	\$ -	\$ 295	\$ -	\$ 28	\$ -	\$ 28	\$ -	\$ 628	\$ 628
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 912	\$ -	\$ 912	\$ -	\$ 912
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228	\$ -	\$ 228	\$ 228
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 277	\$ -	\$ 295	\$ 112	\$ 28	\$ 1,023	\$ 256	\$ 1,135	\$ 856	\$ 1,991

Change		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP/PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 912	\$ -	\$ 912	\$ -	\$ 912
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228	\$ -	\$ 228	\$ 228
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 912	\$ 228	\$ 912	\$ 228	\$ 1,140

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # TPB 6645 MC #19-61 06/02/2020 (cont'd)

TOTAL PROJECT COST

Prior Cost (≤ FY 2018)		STIP Cost (FY 2019-2022)		Balance to Complete (≥ FY 2023)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,135	Federal	\$ 799	Federal	\$ 1,934
State/Local	\$ 186	State/Local	\$ 856	State/Local	\$ 200	State/Local	\$ 1,242
Total	\$ 186	Total	\$ 1,991	Total	\$ 999	Total	\$ 3,176

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE FUNDING FOR THE BOWIE ROAD CULVERT PROJECT, AS
REQUESTED BY MDOT ON BEHALF OF PRINCE GEORGE'S COUNTY**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, in the attached letter of December 29, 2020, Prince George's County has requested an amendment to the FY 2021-2024 TIP to include \$556,000 in Bridge Replacement and Rehabilitation Program (HBRRP) and state matching funds in FY 2021, for the **Bowie Road Culvert project (TIP ID 6685)**, as described in the attached materials; and

WHEREAS, full funding for this project is included in the Visualize 2045 financial analysis; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include \$556,000 in HBRRP and state matching funds in FY 2021 for the **Bowie Road Culvert project (TIP ID 6645)**, as described in the attached materials.

TIP Action 21-15 (part 3 of 4): Approved by the TPB Steering Committee at its virtual meeting January 8, 2021.



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Angela D. Alsobrooks
County Executive

Terry L. Bellamy
Director

December 29, 2020

The Honorable Charles Allen
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

RE: Amendment to National Capital Region Transportation Planning Board's (TPB)
FY 2021-2026 Transportation Improvement Program (TIP)

Dear Mr. Allen,

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the Prince George's County portion of the National Capital Region Transportation Planning Board's (TPB) FY 2021-2026 Transportation Improvement Program (TIP) for the County's existing Bridge Rehabilitation, Federal Aid Program (CLRP #2600):

Bowie Road Culvert Project: The project will rehabilitate an existing box culvert, which carries Bowie Road below an existing CSX railroad bridge. Design was completed in FY 2020. This amendment will be under TIP ID #6685 and the estimated cost is \$1,556,000.

The funding formula for the construction of the project is anticipated to be eighty percent (80%) federal aid and twenty percent (20%) local aid for the bridge construction. The planning and design for this project will be one hundred percent (100%) County-funded. These are sub-projects to an existing program within the financial element of Visualize 2045 and funds are already accounted for and do not represent new funds. Therefore, the plan and FY 2021-2026 TIP remain fiscally constrained and the air quality conformity analysis will not be impacted since neither project adds capacity.

Prince George's County requests these amendments be approved by the TPB Steering Committee at the January 8, 2021 meeting. We appreciate your cooperation in this

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

Maryland Relay 711

Charles Allen
December 29, 2020
Page 2

matter. If you have any questions or comments, please do not hesitate to contact Mr. Victor Weissberg at (301) 883-5604 or via email at vweissberg@co.pg.md.us.

Sincerely,



Terry L. Bellamy
Director

cc: Mr. Kanti Srikanth, Director of Transportation, Metropolitan Washington Council of Governments
Ms. Lyn Erickson, Director, Plan Development and Program Coordination, Metropolitan Washington Council of Governments
Mr. Andrew Austin, Transportation Planner IV, Metropolitan Washington Council of Governments
Ms. Gwendolyn T. Clerkley, Deputy Director, Prince George's County Department of Public Works and Transportation
Mr. Martin L. Harris, Deputy Director, Prince George's County Department of Public Works and Transportation
Ms. Kate Mazzara, Associate Director, Prince George's County Department of Public Works and Transportation
Mr. Erv Beckert, Chief, Highway and Bridge Design Division, Prince George's County Department of Public Works and Transportation
Mr. Victor Weissberg, Major Projects Manager, Prince George's County Department of Public Works and Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Ms. Kari Snyder, Office of Planning and Capital Programming, Maryland Department of Transportation

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8, 2021**

<i>TIP ID</i>	6685	<i>Agency Project ID</i>	<i>Total Cost</i>	\$1,556,000
<i>Lead Agency</i>	Prince Georges County	<i>Municipality</i>	<i>County</i>	Prince Georges
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		
<i>Project Name</i>	Bowie Road Culvert			
<i>Project Limits</i>	Bowie Road under CSX bridge from North side of CSX to South side of CSX			
<i>Description</i>	Rehabilitate existing box culvert which carries Bowie Road below an existing CSX railroad bridge. Initial design analysis resulted in a simplified rehabilitation that will realize significant savings in construction. Design was initiated in FY 2017			

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	Bridge Replacement and Rehabilitation Program	\$80,000	\$1,164,800	-	-	-	-	\$1,244,800
CON	Local	\$20,000	\$291,200	-	-	-	-	\$311,200
	<i>Total Construction</i>	\$100,000	\$1,456,000	-	-	-	-	\$1,556,000
	Total Programmed	\$100,000	\$1,456,000	-	-	-	-	\$1,556,000

Change Report for TI:P Action 21-15
 Prince George's County TIP Amendment
 Approved January 8, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
6685	Bowie Road Culvert	56	\$556,000	\$1,000,000	\$1,556,000	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Local + Increase funds in FFY 21 in CON from \$180,000 to \$291,200 Bridge Replacement and Rehabilitation Program + Increase funds in FFY 21 in CON from \$720,000 to \$1,164,800 <i>Total project cost increased from \$1,000,000 to \$1,556,000</i>

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR FOUR PROJECTS,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, Advanced Construction (AC) is the mechanism by which VDOT funds projects using state funding that will be reimbursed at a later time by the anticipated federal or other sources shown, and this reimbursement is called Advanced Construction Conversion/Payback (ACCP), which is not included in the project funding total; and

WHEREAS, in the attached letters of December 18, 2020, VDOT has requested amendments to the FY 2021-2024 TIP to the following four projects, as described in the attach materials:

- **Richmond Highway Corridor Improvements (TIP ID 6443)**: to update the project cost to \$414.9 million to \$ include \$8.15. million in Regional Surface Transportation Planning (RSTP) funds and \$2.03 million RSTP-AC funds (ACCP FY 2022) for PE in FY 2021, and \$131.3 million in Northern Virginia Transportation Authority (NVTA) funds and \$48.2 million in RSTP-AC funds (ACCP FY 2022) in FY 2021 for ROW Acquisition
- **Long Bridge Phase I Alexandria 4th Track Project (TIP ID 6673)**: to add \$39.77 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and \$7.45 million CMAQ-AC funds (ACCP FY 2021), \$69.88 million in High Priority Project (HPP)-AC funds (ACCP FY 2021), and \$11.8 million in state matching funds in FY 2021 for construction.

- **I-95 SB Auxiliary Lane between Route 123 and Route 294 (TIP ID 6682):** to add this project to the TIP with \$24.15 million in concession funds and \$3.6 million in RSTP-AC (ACCP FY21) in FY 2021 for construction.
- **#SMART18 – Potomac Town Center Garage – GARVEE Debt Service (provisional TIP ID 11270):** to include debt service payments with in \$275,032 in Surface Transportation Block Grant (STBG) funds and \$3.64 million in STBG-AC funds (ACCP FY2023-2037) in FY 2022.

WHEREAS, full funding for these projects is included in the Visualize 2045 financial analysis; and

WHEREAS, the first three projects are included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP and the debt service payments are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012,

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include the following four projects, as described in the attached materials.

- **Richmond Highway Corridor Improvements (TIP ID 6443):** to update the project cost to \$414.9 million, and to include \$8.15 million in RSTP funds and \$2.03 million RSTP-AC funds (ACCP FY 2022) for PE in FY 2021, and \$131.3 million in NVTAF funds, and \$48.2 million in RSTP-AC funds (ACCP FY 2022) in FY 2021 for ROW Acquisition.
- **Long Bridge Phase I Alexandria 4th Track Project (TIP ID 6673):** to add \$39.77 million in CMAQ funds and \$7.45 million CMAQ-AC funds (ACCP FY 2021), \$69.88 million in HPP-AC funds (ACCP FY 2021), and \$11.8 million in state matching funds in FY 2021 for construction.
- **I-95 SB Auxiliary Lane between Route 123 and Route 294 (TIP ID 6682):** to add this project to the TIP with \$24.15 million in concession funds and \$3.6 million in RSTP-AC funds (ACCP FY 2021) in FY 2021 for construction.
- **#SMART18 – Potomac Town Center Garage – GARVEE Debt Service (provisional TIP ID 11270):** to include debt service payments with in \$275,032 in STBG funds and \$3.64 million in STBG-AC funds (ACCP FY2023-2037) in FY 2022.

TIP Action 21-15 (part 4 of 4): Approved by the TPB Steering Committee at its virtual meeting January 8, 2021.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

December 18, 2020

The Honorable Kelly Russell, 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 2021-2024 Transportation Improvement Program Amendment for TIP# 6443, Richmond Highway Corridor Improvements, Fairfax Virginia

Dear Ms. Russell:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to add TIP # 6343, Richmond Highway Corridor Improvements. This project will relieve traffic congestion and improve safety by widening Richmond Highway from four lanes to six lanes between Sherwood Hall Lane & Jeff Todd Way (3.13 mi) in Fairfax, VA. Bicycle and pedestrian facilities are included.

The proposed amendment updates the total estimated cost to \$414,924,742 and adds \$10,177,896 to the PE phase in FY21, \$2,026,286 to the PE phase in FY22, \$179,519,048 to the ROW phase in FY21 and \$48,218,094 to the ROW phase in FY22.

This project is included in the Visualize 2045 Air Quality Conformity Analysis. This amendment reflects the latest estimates and planned obligations of the Commonwealth Transportation Board and will not change the Financial Constraint findings of the TIP or Visualize 2045. VDOT requests approval of the amendment by the Transportation Planning Board's Steering Committee at its meeting on January 8, 2021. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

Helen Cuervo, P.E.
District Administrator, Northern Virginia District, VDOT

Cc:

Ms. Maria Sinner, P.E., VDOT-NoVA,

Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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December 18, 2020

The Honorable Kelly Russell, 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 2021-2024 Transportation Improvement Program Amendment for TIP#6673, Long Bridge Phase 1 - Alexandria 4th Track; TIP#6682, I-95 SB Auxiliary Lane between VA 123 & VA 294; TIP# 11270, Potomac Town Center Garage - GARVEE Debt Service

Dear Chairman Russell:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2021-2024 Transportation Improvement Program (TIP) to revise the funding for the projects referenced below.

TIP#6673: for the construction of 6 miles of Fourth Track from Control Point AF in Alexandria to the RO interlocking near the south bank of the Potomac River in Arlington. This project is included in the Visualize 2045 Air Quality Conformity Analysis and the funding was anticipated in the Visualize 2045 Financial Plan. This amendment will do the following:

- Add \$49,713,301 of CMAQ & State matching (80-20) for the Construction phase in FY21
- Add \$9,306,740 of Advanced Construction (CMAQ0 & State matching (80-20) for the Construction phase in FY21
- Add \$69,879,956 of Advanced Construction (High Priority Projects) & State matching (80-20) for the Construction phase in FY21

TIP#6682: for construction of an auxiliary travel lane on Southbound Interstate 95, from the VA 123 entrance ramp, which will merge into an existing lane before the Prince William Parkway exit ramp. The length of the project is approximately 1.4 miles. This project is included in the Visualize 2045 Air Quality Conformity Analysis and the funding was anticipated in the Visualize 2045 Financial Plan, asking for the following:

- Addition of \$24,150,000 of Concession Funds for the Construction phase in FY21

TIP#11270 is for a debt service required to pay for the construction of a commuter garage and road improvements to support congestion mitigation in surrounding road network such as VA 123 & VA 234. This amendment is asking for the following:

- Addition of \$275,032 STP/STBG Funds \$3,640,993 AC-STP/STBG Funds for Preliminary Engineering in FY22

Hon. Kelly Russell
TIP 6673. 6682. 11270

Page 2

- Addition of \$431,274 ACC-STP/STBG Funds for Preliminary Engineering of FY23
- Addition of \$416,011 ACC-STP/STBG Funds for Preliminary Engineering of FY23.

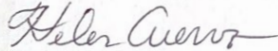
Including:

- \$275,032 Garvee Debt Service Interests for FY22
- \$431,274 Garvee Debt Service Interests for FY23
- \$416,011 Garvee Debt Service Interests for FY24
- \$2,793,708 Garvee Debt Service Interests for FY25-FY37

VDOT asks for approval of the amendments by the Transportation Planning Board's Steering Committee at its meeting on January 8, 2021. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,



Helen Cuervo, P.E.
District Administrator, Northern Virginia District, VDOT

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA,
Mr. Norman Whitaker, AICP, VDOT-NoVA

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8 ,2021**

<i>TIP ID</i>	6443	<i>Agency Project ID</i>	107187	<i>Total Cost</i>	\$414,924,742
<i>Lead Agency</i>	VDOT	<i>Municipality</i>		<i>County</i>	Fairfax
<i>Project Type</i>	Road - Add Capacity/Widening	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS				
<i>Project Limits</i>					
<i>Description</i>	Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	RSTP	-	\$8,151,610	-	-	-	-	\$8,151,610
PE	RSTP (AC)	-	\$2,026,286	-	-	-	-	\$2,026,286
PE	RSTP(ACCP)	-	-	\$2,026,286	-	-	-	\$2,026,286
<i>Total Preliminary Engineering</i>		-	\$10,177,896	\$2,026,286	-	-	-	\$12,204,182
ROW	Northern Virginia Transportation Authority	-	\$131,300,954	-	-	-	-	\$131,300,954
ROW	Regional Surface Transportation Planning (AC)	-	\$48,218,094	-	-	-	-	\$48,218,094
ROW	Regional Surface Transportation Planning (ACCP)	-	-	\$48,218,094	-	-	-	\$48,218,094
<i>Total Right of Way</i>		-	\$179,519,048	\$48,218,094	-	-	-	\$227,737,142
<i>Total Programmed</i>		-	\$189,696,944	\$50,244,380	-	-	-	\$239,941,324

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8 ,2021**

<i>TIP ID</i>	6673	<i>Agency Project ID</i>	T23436	<i>Total Cost</i>	\$140,000,000
<i>Lead Agency</i>	VDOT	<i>Municipality</i>	City of Alexandria	<i>County</i>	Arlington
<i>Project Type</i>	Transit - Other	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Long Bridge Phase 1 Alexandria 4th Track Project				
<i>Project Limits</i>					
<i>Description</i>	Construct 6 miles of fourth track from Control Point AF in Alexandria to the RO Interlocking near the south bank of the Potomac River in Arlington				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	CMAQ	\$8,880,000	-	-	-	-	-	\$8,880,000
PE	State	\$2,220,000	-	-	-	-	-	\$2,220,000
<i>Total Preliminary Engineering</i>		\$11,100,000	-	-	-	-	-	\$11,100,000
CON	CMAQ	-	\$39,770,400	-	-	-	-	\$39,770,400
CON	CMAQ (AC)	-	\$7,445,600	-	-	-	-	\$7,445,600
CON	CMAQ (ACCP)	-	\$7,445,600	-	-	-	-	\$7,445,600
CON	High Priority Project (AC)	-	\$69,880,000	-	-	-	-	\$69,880,000
CON	High Priority Project (ACCP)	-	\$69,880,000	-	-	-	-	\$69,880,000
CON	State	-	\$11,804,000	-	-	-	-	\$11,804,000
		-	\$206,225,600	-	-	-	-	\$206,225,600
Total Programmed		\$11,100,000	\$206,225,600	-	-	-	-	\$217,325,600

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8, 2021**

<i>TIP ID</i>	6682	<i>Agency Project ID</i>	115999	<i>Total Cost</i>	\$32,000,001
<i>Lead Agency</i>	VDOT	<i>Municipality</i>		<i>County</i>	Prince William
<i>Project Type</i>	Road - Add Capacity/Widening	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294				
<i>Project Limits</i>					

Description This project includes adding an auxiliary travel lane on Southbound Interstate 95, from the Route 123 entrance ramp, which will merge into an existing lane before the Prince William Parkway exit ramp. The length of the project is approximately 1.4 miles.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Public-Private Partnership	\$3,350,000	-	-	-	-	-	\$3,350,000
	<i>Total Preliminary Engineering</i>	\$3,350,000	-	-	-	-	-	\$3,350,000
CON	Concession Funds	-	\$24,150,000	-	-	-	-	\$24,150,000
CON	Regional Surface Transportation Planning (AC)	-	\$3,600,000	-	-	-	-	\$3,600,000
CON	Regional Surface Transportation Planning (ACCP)	-	\$3,600,000	-	-	-	-	\$3,600,000
	<i>Total Construction</i>	-	\$31,350,000	-	-	-	-	\$31,350,000
	<i>Total Programmed</i>	\$3,350,000	\$31,350,000	-	-	-	-	\$34,700,000

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Amendment Report for TIP Action 21-15
 Approved on January 8 ,2021**

TIP ID 11270 | *Agency Project ID* 111985
Lead Agency VDOT | *Municipality*
Project Type Debt Service | *Completion Date*
Project Name #SMART18 - POTOMAC TOWN CENTER GARAGE - GARVEE DEBT SERVICE
Project Limits
Description Debt Service Required for CN UPC 111485

Total Cost \$3,916,025
County Prince William
TCM

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	RSTP	-	-	\$275,032	-	-	-	\$275,032
PE	RSTP (AC)	-	-	\$3,640,993	-	-	-	\$3,640,993
PE	RSTP ACCP))	-	-	-	\$431,274	\$416,011	-	\$847,285
<i>Total Preliminary Engineering</i>		-	-	\$3,916,025	\$431,274	\$416,011	-	\$4,763,310
<i>Total Programmed</i>		-	-	\$3,916,025	\$431,274	\$416,011	-	\$4,763,310

Change Report for TIP Action 21-15
 VDOT Amendment Request Approved on January 8, 2021

TIP ID	PROJECT TITLE	%	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
6443	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS	-49	(\$185,884,056)	\$375,581,000	\$189,696,944	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Private Developer ▶ Delete funds in FFY 22 in ROW for \$126,298,000 ▶ Delete funds in FFY 24 in CON for \$21,702,000 *Advanced Construction ▶ Delete funds in FFY 22 in ROW for \$15,664,800 ▶ Delete funds in FFY 24 in CON for \$177,322,000 State Funding ▶ Delete funds in FFY 22 in ROW for \$6,135,600 ▶ Delete funds in FFY 24 in ROW for \$2,116,200 ▶ Delete funds in FFY 23 in ROW for \$1,800,000 *Advanced Construction Conversion ▶ Delete funds in FFY 23 in ROW for \$7,200,000 ▶ Delete funds in FFY 24 in ROW for \$8,464,800 *Advanced Construction Conversion (ACCP) ▶ Delete funds in FFY 22 in ROW for \$15,664,800 ▶ Delete funds in FFY 24 in CON for \$177,322,000 Regional Surface Transportation Planning ▶ Add funds in FFY 21 in PE for \$10,177,896 ROW for \$48,218,094 ▶ Delete funds in FFY 22 in ROW for \$8,877,600 Northern Virginia Transportation Authority ▶ Add funds in FFY 21 in ROW for \$131,300,954 Regional Surface Transportation Planning (ACCP) ▶ Add funds in FFY 22 in PE for \$2,026,286 ROW for \$48,218,094 Total project cost decreased from \$568,567,800 to \$239,941,324 * ACCP is not part of the Total
6682	I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294	-51	(\$33,017,000)	\$64,117,000	\$31,100,000	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): *Advanced Construction ▶ Delete funds in FFY 21 in PE for \$2,680,000 CON for \$22,920,000 State Funding ▶ Delete funds in FFY 21 in PE for \$670,000 CON for \$5,730,000 ▶ Delete funds in FFY 23 in PE for \$670,000 CON for \$253,400 *Advanced Construction Conversion ▶ Delete funds in FFY 23 in PE for \$2,680,000 CON for \$1,013,600 *Advanced Construction Conversion (ACCP) ▶ Delete funds in FFY 21 in PE for \$2,680,000 CON for \$22,920,000 Regional Surface Transportation Planning ▶ Add funds in FFY 21 in CON for \$3,600,000 Regional Surface Transportation Planning (ACCP) ▶ Add funds in FFY 21 in CON for \$3,600,000 Total project cost decreased from \$89,717,000 to \$34,700,000 * ACCP is not part of the Total
11270	#SMART18 - POTOMAC TOWN CENTER GARAGE - GARVEE DEBT SERVICE	0	\$3,916,025	\$0	\$3,916,025	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): Surface Transportation Block Grant Program - FHWA ▶ Add funds in FFY 22 in PE for \$3,916,025 Surface Transportation Block Grant Program - FHWA (ACCP) ▶ Add funds in FFY 23 in PE for \$431,274 ▶ Add funds in FFY 24 in PE for \$416,011 Total project cost \$4,763,310 * ACCP is not part of the Total
6673	Long Bridge Phase 1 Alexandria 4th Track Project	0	\$0	\$140,000,000	\$140,000,000	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Changed MAP21 GOALS: - from "BLANK" to "Arlington" Changed Dist.: - from "" to "City of Alexandria" Changed Project Type: - from "Bridge - Rehab + Add Capacity" to "Transit - Other" High Priority Project ▶ Add funds in FFY 21 in CON for \$69,880,000 *Advanced Construction ▶ Delete funds in FFY 21 in CON for \$77,325,600 High Priority Project (ACCP) ▶ Add funds in FFY 21 in CON for \$69,880,000 *Advanced Construction Conversion (ACCP) ▶ Delete funds in FFY 21 in CON for \$77,325,600 Congestion Mitigation and Air Quality Improvement Program + Increase funds in FFY 21 in CON from \$39,770,400 to \$47,216,000 Congestion Mitigation and Air Quality Improvement Program (ACCP) ▶ Add funds in FFY 21 in CON for \$7,445,600 Total project cost stays the same \$217,325,600 * ACCP is not part of the Total

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

**RESOLUTION TO APPROVE THE TRANSFER OF FUNDS
FROM THE FEDERAL TRANSPORTATION ALTERNATIVES SET ASIDE
PROGRAM FOR A PROJECT IN THE DISTRICT OF COLUMBIA**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing American’s Surface Transportation Act (FAST Act) 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 and in 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; and

WHEREAS, the TA Set Aside is a complementary component of the TPB’s Transportation Land-Use Connections (TLC) Program, which supports planning-related projects and events of TPB member jurisdictions; and

WHEREAS, a surplus of \$422,839 exists in the account of funds sub-allocated in FY 2021 to the TPB for the District of Columbia; and

WHEREAS, on November 18, 2020, the TPB approved Resolution R9-2021, which awarded funding for a package of TA Set Aside projects for FY 2021 in the District of Columbia, including the project called “Curb Extensions with Ground Murals”; and

WHEREAS, DDOT has determined the Curb Extensions with Ground Murals project is in need of additional federal funding; and

WHEREAS, DDOT has requested that funding be transferred from the TPB’s TA Set-Aside surplus to this project; and

WHEREAS, on July 12, 2019, the TPB approved Resolution SR1-2020 which established a policy for off-cycle fund transfers of TA Set-Aside funding, including the transfer of funds to previously awarded projects from unspent program allocations to the TPB that were not fully awarded to projects; and

WHEREAS, the transfer requested by DDOT is consistent with the policy established through Resolution SR1-2020;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the following transfer of federal TA Set Aside funds as described in the attached material and as listed below:

- \$31,626.40 – Curb Extensions with Ground Murals

Approved by the TPB Steering Committee at its virtual meeting January 8, 2021.



MEMORANDUM

TO: TPB Steering Committee
FROM: John Swanson, Principal Transportation Planner
SUBJECT: Request for transfer of Transportation Alternatives Set-Aside Program (TAP) funding for a project in the District of Columbia
DATE: January 4, 2021

The TPB Steering Committee on January 8, 2021 will be asked to approve a transfer of Transportation Alternatives Set-Aside Program (TAP) funds, which has been requested by the District Department of Transportation (DDOT).

The transfer will use funding from a surplus in the TPB's FY 2021 TAP sub-allocation for the District of Columbia. The transferred funds will be added to a project titled "Curbs Extensions with Ground Murals," which the TPB originally provided with \$20,000 in TAP funding as part of a package of seven TAP projects in D.C. approved on November 18, 2020.

The projects approved in November were funded for a total of \$727,161 in TAP funding. However, the TPB's FY 2021 sub-allocation of \$1.15 million for D.C. was not fully expended, leaving a surplus of \$422,839.

Since that action in November, DDOT has discovered that additional funding is needed to complete the Curb Extensions project. As described in the attachment, DDOT has determined that a total of \$64,533 will be needed. With a 20% local match of \$12,906.60, the full request for federal TAP funding is now \$51,626.40. Taking into account the previously approved \$20,000 in TAP funding for the project, DDOT is now requesting an additional \$31,626.40 in transferred TAP funding.

TPB staff have confirmed that this request is allowable under the TAP transfer policy approved by the Steering Committee in July of 2019. That policy, among other potential actions, permits the Steering Committee to transfer funds to previously awarded projects from unspent TAP sub-allocations that were not fully awarded to projects.

For more information about this request, please contact Kelsey Bridges at DDOT (kelsey.bridges@dc.gov) or John Swanson at COG/TPB (jswanson@mwcog.org).

Curb Extensions with Murals
Scope of Work

1. Purpose of Project

According to the National Highway Traffic Safety Administration (NHTSA), 2018 saw the highest number of pedestrian fatalities since 1990, despite a substantial decrease in overall traffic fatalities. Our existing pedestrian infrastructure is not providing people with a safe means of transportation. This project will add curb extensions at five (5) intersections throughout DC to increase pedestrian visibility and safety:

- Blair Road at 5th Street NW / Dahlia Street *Rock Creek East I*
- New Mexico Avenue NW at Cathedral Ave NW *Rock Creek Far West*
- Texas Avenue SE at Chaplin St / E Street *Far Southeast III*
- Georgia Avenue NW at Alaska Avenue NW / Kalmia Road *Rock Creek East I*
- Nebraska Avenue NW at 45th Street / Newark Street *Rock Creek Far West*

These locations have been previously identified by the community through DDOT’s Livability Study program as locations with pedestrian safety concerns that could benefit from curb extensions. During implementation, each of the curb extensions will contain a ground mural designed by a local artist. DDOT plans to go through community outreach and coordination to select the artist and develop the artwork for the curb extensions. These will help visually delineate the curb extension from the remainder of the roadway while also engaging local community members in the process.

2. Study Area & Map

See attached map for locations of proposed curb extension projects.

3. Scope

TASK	DESCRIPTION	RESPONSIBLE PARTY	DURATION
1	<i>Evaluate traffic impacts of proposed intersection changes</i>	<i>DDOT</i>	<i>Weeks 1 - 4</i>
2	<i>Select Artist for Installation</i>	<i>DDOT</i>	<i>Weeks 2 -4</i>
3	<i>Design Creation – Round 1</i>	<i>Artist</i>	<i>Week 5</i>
4	<i>Community Engagement – Round 1</i>	<i>DDOT & Artist</i>	<i>Week 6</i>
5	<i>Design Creation – Round 2</i>	<i>Artist</i>	<i>Weeks 7 – 8</i>
6	<i>Community Engagement – Round 2</i>	<i>DDOT & Artist</i>	<i>Week 9</i>
7	<i>Permitting</i>	<i>DDOT</i>	<i>Weeks 10 – 11</i>
8	<i>Installation</i>	<i>DDOT & Artist</i>	<i>Weeks 12 – 13</i>

4. Deliverables

- Curb Extension Engineering Drawing & Notice of Intent – Week 4
- Draft Design for Closed Roadway – Week 5

- Final Design for Closed Roadway – Week 8
- Installation of Curb Extensions – Week 13

5. Budget Estimate

DDOT Staff Time is not included in Budget Estimate

PHASES	
<i>Planning</i>	\$10,500
<i>Construction</i>	\$49,800
Estimate Total	\$60,300
<i>Construction Contingency (8.5%)</i>	\$4,233
Total	\$64,533

INTERSECTION ESTIMATES	
<i>Blair Road at 5th Street NW</i>	\$7,800
<i>New Mexico Avenue NW at Cathedral Ave NW</i>	\$17,100
<i>Texas Avenue SE at Chaplin St SE</i>	\$8,100
<i>Georgia Avenue NW at Alaska Avenue NW</i>	\$13,500
<i>Nebraska Avenue NW at 45th Street</i>	\$13,800
Estimate Total	\$60,300
<i>Construction Contingency (8.5%)</i>	\$4,233
Total	\$64,533

Intersection Estimates - Breakdown

Blair Road at 5th Street NW – 800 Square Feet	
<i>Traffic Analysis & Engineering (Planning)</i>	\$1,000
<i>Community Outreach (Planning)</i>	\$500
<i>Design Creation (Planning)</i>	\$600
<i>Curb Extension Installation (Construction)</i>	\$2,500
<i>Mural Installation (Construction)</i>	\$3,200
Total	\$7,800

New Mexico Avenue NW at Cathedral Ave NW – 2,500 Square Feet	
<i>Traffic Analysis & Engineering</i>	\$1,000
<i>Community Outreach</i>	\$500
<i>Design Creation</i>	\$600
<i>Curb Extension Installation</i>	\$5,000
<i>Mural Installation</i>	\$10,000
Total	\$17,100

Texas Avenue SE at Chaplin St / E Street – 1,000 Square Feet	
<i>Traffic Analysis & Engineering</i>	\$1,000
<i>Community Outreach</i>	\$500
<i>Design Creation</i>	\$600
<i>Curb Extension Installation</i>	\$2,000
<i>Mural Installation</i>	\$4,000
Total	\$8,100

Georgia Avenue NW at Alaska Avenue NW / Kalmia Road – 1,500 Square Feet	
<i>Traffic Analysis & Engineering</i>	\$1,000
<i>Community Outreach</i>	\$500
<i>Design Creation</i>	\$600
<i>Curb Extension Installation</i>	\$5,400
<i>Mural Installation</i>	\$6,000
Total	\$13,500

Nebraska Avenue NW at 45th Street / Newark Street – 1,600 Square Feet	
<i>Traffic Analysis & Engineering</i>	\$1,000
<i>Community Outreach</i>	\$500
<i>Design Creation</i>	\$600
<i>Curb Extension Installation</i>	\$5,300
<i>Mural Installation</i>	\$6,400
Total	\$13,800



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: January 14, 2021

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

December 22, 2020

Mr. Kanti Srikanth, Transportation Planning Director
Metropolitan Washington Council of Governments
National Capital Region Transportation Planning Board
777 North Capitol Street NE
Washington, DC 20002

Mr. Srikanth:

At the December 16th meeting of the National Capital Region Transportation Planning Board (TPB), there was discussion and a recommendation for approval of the Technical Inputs Solicitation Submission Guide (Guide) for projects proposed for the 2022 update of TPB's Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). The updated Technical Inputs Solicitation included, among other things, a requirement that member agencies prioritize investments on projects, programs, and policies to reduce greenhouse gas (GHG) emissions, prioritize the aspirational strategies, and achieve the Metropolitan Washington Council of Government's land use and equity goals.

It has come to my attention that our VDOT representative voted against approval of the Technical Inputs Solicitation due, in part, to confusion over wording changes proposed at the meeting. Regardless of the reason, I am writing to assure you that the vote as recorded does not reflect the position of the agency nor the Northam Administration. VDOT is fully supportive of the goals and aspirations included within the Guide, including those pertaining to reductions in GHG emissions. Our agency recognizes that the transportation sector is among the largest contributors to the region's overall carbon emissions, and VDOT and the Administration remain committed to advancing projects that aim to reduce GHG emissions and improve the region's carbon footprint. In addition to clarifying VDOT's position I am hopeful there is provision in TPB's bylaws that would allow VDOT to change its vote on this matter for the record.

Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in blue ink that reads "Stephen C. Brich".

Stephen C. Brich, P.E.
Commissioner



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: January 14, 2021

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



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
SUBJECT: FY 2022 Solicitation for TLC Applications
DATE: January 14, 2021

The solicitation for the FY 2022 Transportation Land-Use Connections (TLC) Program technical assistance applications opened on Friday, January 8. The deadline for applications is March 8. The deadline for submitting abstracts for proposed projects, which is an optional step, is January 26.

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 between \$30,000 and \$60,000 in technical assistance for planning projects and up to \$80,000 for design projects. TLC projects typically last 6-8 months.

As in past years, TLC projects may provide a range of services, such as:

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

The TPB encourages applications that address TPB priorities, including support for multimodal transportation options, land use enhancements in Activity Centers and near high-capacity transit, and access for low-income and minority communities. This year, we are particularly interested in applications that support walking and biking improvements in Transit Access Focus Areas (TAFAs) as well as projects to plan and design missing links in the National Capital Trail Network (NCTN). The TPB approved the TAFAs and NCTN in July.

The TPB is scheduled to approve a slate of recommended projects in April. The projects will begin this fall.

For more information, contact John Swanson (jswanson@mwkog.org) or Nick Suarez (nsuarez@mwkog.org).



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, TPB Systems Performance Analysis Manager
SUBJECT: Regional Safety Program
DATE: January 14, 2021

This document describes the structure and timeline of the Transportation Planning Board (TPB) Regional Safety Program (Program). The Program was formally established by the TPB as part of Resolution R3-2021 adopted on July 22, 2020.

DESCRIPTION

The Regional Safety Program provides short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious injury crashes on the region's roadways. The program provides consultant assistance of up to \$60,000 for studies or planning projects, and up to \$80,000 for design or preliminary engineering projects.

FUNDING

The Regional Safety Program is funded at \$250,000 for fiscal year 2021. It is anticipated that similar levels of funding will be provided in future fiscal years.

APPLICATION PROCESS

Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply. Projects are eligible to receive up to \$60,000 in assistance for studies or planning projects and up to \$80,000 for design or preliminary engineering projects. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2021 application period is open between January 19, 2021 and March 22, 2021. Potential applicants may also submit an optional abstract by February 12, 2021. TPB staff will provide feedback on the abstracts approximately one week after their submittal.

A panel of consisting of safety experts will review the application submissions and recommend projects to the TPB for funding. The panel's recommendations will represent a cross-section of jurisdictions throughout the region. The TPB is anticipated to approve the applications in May or June of 2021.

Selection Panel Composition

The selection panel will consist of one TPB staff member, one Federal Highway Administration (FHWA) safety representative, and a safety representative from each member state.

FUNDING PRIORITIES

The TPB encourages applications that address one or more of these regional safety priorities at the community level:

SAFETY IMPROVEMENTS FOR LOW-INCOME AND MINORITY COMMUNITIES

The TPB has identified Equity Emphasis Areas with concentrations of low-income and minority populations. The Regional Safety Program encourages applications focused on reducing roadway fatalities and serious injuries in these areas.

IMPROVING ROAD USER BEHAVIOR

The Regional Safety Program seeks projects that increase seat belt use among motor vehicle occupants, reduce unsafe vehicle speeds, reduce impaired and distracted driving, and otherwise improve road user behavior.

IDENTIFYING AND DESIGNING SAFETY COUNTERMEASURES

The Regional Safety Program seeks projects that and design applicable countermeasures especially those outlined in TPB Resolution R3-2021, as appropriate and on a case by case basis.

UNDERSTANDING SAFETY DATA

The Regional Safety Program seeks projects to analyze crash data to better understand jurisdictional- or community-level roadway safety issues and identify behavioral and/or infrastructure countermeasures to address them.

CROSS JURISDICTIONAL SAFETY IMPROVEMENTS

The Regional Safety Program encourages cross jurisdictional and multi-agency cooperation to improve roadway safety.

STUDIES AND PLANNING PROJECTS (UP TO \$60,000 IN FUNDING)

The TPB encourages planning projects that lead to reductions in fatal and serious injury crashes, improved jurisdictional safety planning capacity, and support the goals outlined in the regional safety resolution R3-2021. Projects may include (but are not limited to):

- Support for local roadway safety plans
- Road Safety Audits
- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program
- Identification of jurisdictional “high injury networks”

DESIGN (UP TO \$80,000 IN FUNDING)

Design projects can cover any of the planning project categories and should have undergone a local planning process. Projects should be ready for focused design or preliminary engineering work. Regional Safety Program funds can help projects reach up to 30 percent design completion or make progress toward that phase of project development. Project categories may include (but are not limited to):

- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure

CONTRACTING

To minimize the time required to get consultants under contract, TPB staff, with the COG contracts office, will develop master contracts with select consultant firms. The intent is to prequalify a set of consultant firms to do the work coming out of the Program. Once projects are approved by the TPB the preapproved consultants would submit proposals. The selected firm, who would already be under a master contract, would be authorized to execute the project as a task order.

FIRST YEAR (PILOT) TIMELINE

- Solicit applications: January 19, 2021 through March 22, 2021
- Optional abstracts due: February 12, 2021
- Selection panel recommendations: April-May 2021
- TPB approves projects: May or June 2021
- Consultant selection: June-July 2021
- Contract award: June-July 2021

DRAFT FUTURE YEAR (REGULAR PROGRAM) TIMELINE

- Solicit applications: April through May
- Selection panel recommendations: June-July
- TPB approves projects: July or September
- Consultant selection: August-October
- Contract award: Fall



MEMORANDUM

TO: Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: TPB/MWAQC Comment on EPA Actions Related to After-Market Catalytic Converters
DATE: January 14, 2021

The USA EPA published a policy related to emissions from on-road vehicles, specifically regarding after-market catalytic converters and emissions defeat devices in automobiles. TPB and MWAQC staff will work together to develop comments on this notice that affects mobile source emissions. Comments on this proposed policy are due by February 12, 2021.

On December 14, 2020 the EPA published a [Notice of Availability of EPA Tampering Policy and Request for Information Regarding 1986 Catalyst Policy](#). The Federal Register provides background information on these after-market catalytic converters or catalysts and notes

A catalyst is a device installed in the exhaust system of a vehicle. It treats and eliminates harmful pollution produced in the vehicle's engine, and is a type of device commonly referred to as an "after-treatment system." Automakers install catalysts in their new vehicles to meet tailpipe emissions standards (commonly referred to as "OEM catalysts", which stands for original equipment manufacturer). The manufacture, sale, offering for sale, and installation of an OEM catalyst, or an identical catalyst, would not be a violation of the Act. However, manufacture, sale, offering for sale, and installation of a less effective catalyst may be a violation and, in the absence of any applicable EPA enforcement policy, subject to investigation and potential enforcement action.

The Federal Register asserts that the EPA Tampering Policy is not rulemaking and it creates no obligations on regulated parties. It states that the notice is a restatement of currently applicable enforcement policies. The new policy also specifically indicates that it would not replace a 1986 catalyst policy which is still in place and is specific to the replacement of catalytic converters on light-duty gasoline motor vehicles that are beyond their emissions warranty. In the 1986 catalyst policy, the EPA stated that the agency would generally take no enforcement action for the manufacture, sale, or installation of a replacement catalyst, even if that catalyst was less effective than the catalysts required for new vehicles to meet tailpipe emissions standards, so long as it met certain criteria. EPA is asking for comment on whether it should make a future decision to withdraw or replace the 1986 policy. Further, EPA specifically requests information relevant to the five following policy considerations:

1. Whether the agency has accomplished the goals of the 1986 catalyst policy, namely, supporting fledgling state and local vehicle inspection programs by encouraging them to require their citizens to replace catalysts that were missing, lead-poisoned, or otherwise ineffective; and encouraging the development of inexpensive, multiple application catalysts, and to confirm the effectiveness of these products.

2. Whether EPA should establish a consistent enforcement policy for all types of replacement after-treatment systems for vehicles and engines.
3. Whether and how the 1986 catalyst policy affects the market for aftermarket catalysts.
4. On the effect of EPA enforcement policy on catalyst costs.
5. Regarding an appropriate timeline for an orderly transition to a new enforcement policy in the event the EPA replaces the 1986 catalyst policy.

The EPA is accepting comments through February 12, 2021. Since this is an issue relating to automobile emissions, TPB and MWAQC staff will work together to understand the implications of the notice and request for comment by the EPA, and then will draft a comment letter for review by the TPB Technical Committee and the MWAQC Technical Advisory Committee. Because of the scheduled comment period timeframe, the TPB Steering Committee and the MWAQC Executive Committee will be asked to approve this letter in order to meet the February 12 deadline.



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Transportation and Climate Initiative (TCI): Memorandum of Understanding released
DATE: January 14, 2021

On December 21, 2020, the [Transportation and Climate Initiative](#) (TCI) released its [Memorandum of Understanding](#) (MOU) for the Transportation and Climate Initiative Program (TCI-P), a multi-state cap-and-invest program to cap carbon dioxide emissions from transportation fuels and invest revenue from the program into programs and policies to further reduce greenhouse gas emissions from on-road vehicles. The MOU is attached. The TPB received a [briefing](#) on TCI at the TPB Work Session on Climate Change Planning held prior to its October 2020 meeting.

TCI [announced](#) that three states (Massachusetts, Connecticut, and Rhode Island) and the District of Columbia signed the MOU to participate in the TCI-P. Through this MOU, the Signatory Jurisdictions express a commitment to establish a multijurisdictional program, TCI-P, consistent with the MOU.

The MOU establishes five goals for the TCI-P:

- reducing carbon dioxide (CO₂) emissions from the transportation sector
- improving air quality and public health, increasing resilience to the impacts of climate change, and providing more affordable access to clean transportation choices
- promoting local economic opportunity and creating high-quality jobs
- maximizing the efficiency of the multijurisdictional program to ensure greater benefits
- advancing equity for communities overburdened by pollution and underserved by the transportation system

The MOU requires the Signatory Jurisdictions to release a coordinated final Model Rule after providing for a public review and input period on a draft model rule. Additionally, each Signatory Jurisdiction commits to pursue any legal processes within its jurisdiction required to implement its individual program consistent with the Model Rule.

According to TCI's [announcement](#), the TCI-P will work by

requiring large gasoline and diesel fuel suppliers to purchase 'allowances' for the pollution caused by the combustion of fuels they sell in participating jurisdictions. Auctioning those allowances would generate \$300 million every year among the jurisdictions for investments in equitable, less polluting, and more resilient transportation. The total number of emission allowances would decline each year, resulting in less transportation pollution. Jurisdictions will independently decide how to invest program proceeds.

The MOU includes a commitment to dedicate a minimum of 35% of each jurisdiction's proceeds to

ensure that communities underserved by the transportation system and overburdened by pollution will benefit equitably from clean transportation projects and programs. To make sure those investments deliver on the equity and environmental justice goals of the program, each jurisdiction will designate an advisory body to identify underserved and overburdened communities, provide guidance for investments, and define goals and metrics for measuring progress. A majority of the members of each advisory body will be people from or representing underserved and overburdened communities.

The TCI-P could begin as early as January 2022. The [modeling results](#) indicate that the TCI-P could reduce CO2 emissions from 2022-2032 by 26% in the participating jurisdictions. If all of the TCI jurisdictions participate in the TCI-P, up to \$2 billion in annual revenue could be generated by 2032.

In an accompanying [statement](#), TCI noted that eight other states (Maryland, Virginia, Delaware, New Jersey, New York, North Carolina, Pennsylvania, and Vermont) will continue to collaborate with TCI, including working with the four Signatory Jurisdictions to develop the model rule for the TCI-P. Those states can choose to join the TCI-P at any time. This statement also notes that all TCI jurisdictions will continue to:

- collaborate through TCI, including working with the TCI-P Signatory Jurisdictions to help develop a model rule and other clean transportation and emissions reduction program elements that could be implemented within each jurisdiction
- analyze the long-term impacts of COVID-19 on transportation and pollution and ensure the TCI-P is designed to boost our economic recovery and facilitate the future of work in a post-pandemic world
- conduct continued public outreach within their respective jurisdictions to ensure that emissions reductions, as well as the economic and public health benefits from future clean transportation investments, achieve equitable outcomes and directly benefit overburdened and underserved communities

TRANSPORTATION AND CLIMATE INITIATIVE PROGRAM

Memorandum of Understanding

WHEREAS, there is scientific consensus that Earth's climate is now changing faster than at any point in the history of modern civilization, primarily as a result of greenhouse gas (GHG) emissions from human activities; climate change has resulted in the increased frequency and severity of extreme weather events that have adversely impacted each Signatory Jurisdiction; and climate change poses a clear, present, and increasingly dangerous and costly threat to the health, safety, and welfare of the residents of every Signatory Jurisdiction; and

WHEREAS, the Signatory Jurisdictions have statutory obligations or otherwise have committed to mitigate the risks of climate change through strategies intended to reduce GHG emissions across all sectors; and the transportation sector is a significant contributor to GHG emissions in each Signatory Jurisdiction and accounts for approximately 42 percent of GHG emissions in the Signatory Jurisdictions; and

WHEREAS, the Transportation and Climate Initiative was founded in 2010 as a collaboration of states and the District of Columbia to develop strategies to reduce GHG emissions from the transportation sector; and more recently, these jurisdictions have been developing a multijurisdictional program to address the urgent need to reduce GHG emissions and other harmful pollutants generated by the transportation sector; and

WHEREAS, the Signatory Jurisdictions are committed to working with communities, businesses and labor to accelerate the transition to an equitable, safe, and affordable low-carbon transportation sector that will improve public health, create new economic opportunities, and provide enhanced mobility options for communities in each Signatory Jurisdiction; and

WHEREAS, the Signatory Jurisdictions recognize and are committed to working with and investing in communities that are overburdened by air pollution, vulnerable to the impacts of a changing climate, underserved by the existing transportation system, and disproportionately impacted by the COVID-19 pandemic.

NOW, THEREFORE BE IT RESOLVED, that the undersigned Signatory Jurisdictions, through this Memorandum of Understanding (MOU), express our mutual understanding and commitment to establish a multijurisdictional program consistent with this MOU, to be known as the Transportation and Climate Initiative Program (TCI-P), to achieve the goals described in this MOU; and

BE IT FURTHER RESOLVED, that the goals of TCI-P include:

- reducing carbon dioxide (CO₂) emissions from the transportation sector;
- improving air quality and public health, increasing resilience to the impacts of climate change, and providing more affordable access to clean transportation choices;
- promoting local economic opportunity and creating high quality jobs;
- maximizing the efficiency of the multijurisdictional program to ensure greater benefits;
- advancing equity for communities overburdened by pollution and underserved by the transportation system; and

BE IT FURTHER RESOLVED, that the Signatory Jurisdictions will seek to implement TCI-P as outlined herein.

1. TCI-P PROGRAM DESIGN AND SCHEDULE

A. Program Design. TCI-P is a multijurisdictional cap-and-invest program, consisting of individual programs adopted and implemented under the independent legal authority of each Signatory Jurisdiction, designed to ensure reductions in CO₂ emissions from the transportation sector. Each Signatory Jurisdiction, in its discretion, will seek to invest strategically in lower carbon transportation options and other investments to further the goals described in this MOU.

B. Program Schedule. The Signatory Jurisdictions will release a coordinated final Model Rule after providing for a public review and input period on a draft model rule. Each Signatory Jurisdiction commits to pursue any legal processes within its jurisdiction required to implement its individual program consistent with the Model Rule. The Signatory Jurisdictions intend that the first reporting period of TCI-P will commence as early as January 1, 2022, and the first compliance period of TCI-P will commence January 1, 2023 or at such later time as at least three jurisdictions have completed the legal processes required to implement their individual programs. The Signatory Jurisdictions intend to conduct one or more early CO₂ allowance auctions in 2022.

2. MODEL RULE FOR THE ESTABLISHMENT OF TCI-P

A. TCI-P Emissions Cap and TCI-P Participating Jurisdiction Emissions Budgets. The Model Rule shall establish a multijurisdictional base annual CO₂ emissions cap for TCI-P starting in 2023, which will be equal to the sum of the TCI-P participating jurisdictions' CO₂ emissions budgets. Beginning with the initial base annual CO₂ emissions budgets for 2023, the base annual CO₂ emissions budgets shall decline by 30 percent by 2032, by equal amounts each year. The 2023 base annual CO₂ emissions budgets shall be as follows:

Connecticut:	13,497,957 metric tons
District of Columbia:	877,715 metric tons
Massachusetts:	24,467,216 metric tons
Rhode Island:	3,291,658 metric tons

B. Affected Fuel and Compliance Entities. "Affected Fuel" shall include the fossil fuel components of motor gasoline and on-road diesel fuel delivered for final sale or consumption in a TCI-P participating jurisdiction. "State Fuel Suppliers" shall be required to obtain allowances to cover CO₂ emissions from the combustion of Affected Fuel and report such emissions. The primary regulated parties shall be Position Holders, namely those owners of Affected Fuel at fuel terminals. Other entities that deliver Affected Fuel will be regulated as State Fuel Suppliers only as necessary to ensure that all Affected Fuel is subject to an allowance holding obligation. State Fuel Suppliers and other fuel supply market participants may have other reporting or recordkeeping obligations.

C. Allowances, Allowance Auctions, and Market Stability Mechanisms. Each TCI-P participating jurisdiction shall originate CO₂ allowances and shall offer all such allowances for sale at auction, but may set aside or retire allowances to be used to achieve other TCI-P goals. The Model Rule shall include a cost containment reserve, an emissions containment reserve, and a minimum auction reserve price below which allowances will not be sold. Unless otherwise provided in this MOU, TCI-P participating jurisdictions shall accept for compliance with their individual programs allowances originated by other TCI-P participating jurisdictions.

D. Compliance and Flexibility Mechanisms. TCI-P shall include three-year compliance periods, allow for unlimited banking of CO₂ allowances for use in future compliance periods, and provide compliance alternatives, including the limited use of offsets to the extent consistent with applicable law.

3. INVESTMENTS, EQUITY, AND COMPLEMENTARY POLICIES

A. Investment of Proceeds from Auction of Allowances. Each TCI-P participating jurisdiction, in its discretion, will seek to invest the proceeds from the auction of CO₂ allowances to achieve TCI-P goals. Each Signatory Jurisdiction is committed to working collaboratively within its jurisdiction to invest, in a manner that reflects the population of overburdened and underserved communities, no less than 35 percent of the proceeds from the auction of allowances to ensure that overburdened and underserved communities benefit equitably from clean transportation projects and programs.

B. Equitable Processes. Each TCI-P participating jurisdiction will ensure that overburdened and underserved communities are able to provide meaningful input into decision making processes. Each Signatory Jurisdiction will establish and support an Equity Advisory Body (or bodies) composed of diverse stakeholder groups, with a majority of members being representatives of overburdened and underserved communities or populations, or designate an existing body that meets this description, to advise on decision making and equitable outcomes for TCI-P. The roles of an Equity Advisory Body include:

- (1) Developing criteria for defining overburdened and underserved communities, building on existing criteria and definitions, where applicable;
- (2) Providing recommendations for equitable investments of program proceeds and complementary policies that would achieve the requisite benefits for overburdened and underserved communities; and
- (3) Developing metrics for evaluating how investments of program proceeds demonstrably provide direct and meaningful benefits for overburdened and underserved communities.

C. Transparency. TCI-P participating jurisdictions will annually review and report the impacts of each jurisdiction's individual program, including with respect to equity. Each Signatory Jurisdiction will work with communities and with its Equity Advisory Body to assess the equity impacts of the program on an ongoing basis, including by monitoring air quality in communities overburdened by air pollution to ensure the effectiveness of policies and investments. Annual reports will specify how TCI-P proceeds are spent by each TCI-P participating jurisdiction and

include lists of projects and programs supported by TCI-P proceeds and the levels of investment received by each.

D. Complementary Policies. The Signatory Jurisdictions recognize that achieving long-term reductions in pollution from transportation will require a combination of policy approaches. Each Signatory Jurisdiction will consider a range of complementary policies to achieve additional emissions reductions, particularly in overburdened and underserved communities.

4. PROGRAM ADMINISTRATION AND REVIEW

A. Administrative Organization. The Signatory Jurisdictions will establish an Administrative Organization to provide administrative support and technical assistance to TCI-P participating jurisdictions. The Administrative Organization shall have no authority to adopt, implement, or enforce the requirements of any TCI-P participating jurisdiction's individual program. The Administrative Organization will be funded by TCI-P participating jurisdictions proportionally to their budgets subject to applicable appropriations processes.

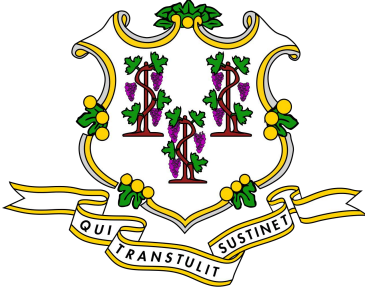
B. Program Review. Within three years after program launch and regularly thereafter, the TCI-P participating jurisdictions will commence a comprehensive review of TCI-P to determine its effectiveness. As part of these reviews, TCI-P participating jurisdictions will consider additional reductions before or after 2032.

5. ADDITION OR WITHDRAWAL OF JURISDICTIONS


The Signatory Jurisdictions will work together to encourage other jurisdictions to participate in TCI-P with the goal of expanding the impact of the program. Any jurisdiction may withdraw at any time from TCI-P in a manner consistent with maintaining the integrity of the program.

[Signatures on following pages]

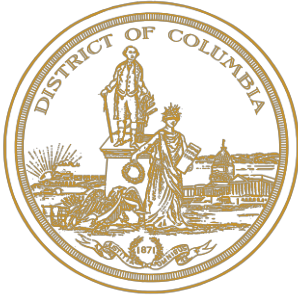
This Memorandum of Understanding of the Transportation and Climate Initiative Program signed as of this 21st day of December 2020.



THE STATE OF CONNECTICUT

By: 
Ned Lamont
Governor

This Memorandum of Understanding of the Transportation and Climate Initiative Program signed as of this 17th day of December 2020.



THE DISTRICT OF COLUMBIA

By:

Muriel Bowser
Mayor

A handwritten signature in black ink, appearing to read "Muriel Bowser", is written over a horizontal line.

The Seal of the District of Columbia is hereby affixed, and this certificate is endorsed this seventeenth day of December in the year two-thousand twenty.

»

This Memorandum of Understanding of the Transportation and Climate Initiative Program signed as of this 21st day of December 2020.



THE COMMONWEALTH OF MASSACHUSETTS

By: *Charles D. Baker*
Charles D. Baker
Governor

This Memorandum of Understanding of the Transportation and Climate Initiative Program signed as of this 21st day of December 2020.

THE STATE OF RHODE ISLAND

By: 
Gina M. Raimondo
Governor





MEMORANDUM

TO: Transportation Planning Board
FROM: Karen Armendariz, Transportation Planner
SUBJECT: 2021 Focus Groups
DATE: January 14, 2021

As part of the public involvement efforts for the update to Visualize 2045, TPB staff is conducting 10 focus groups with residents of the region. The focus groups are exploring the topics of transportation equity, safety, and climate change.

BACKGROUND

Public engagement for the Visualize 2045 update began last fall with a public opinion survey that received more than 2,400 responses. The results of that survey, called Voices of the Region, are expected to be presented at the February TPB meeting. Staff is now conducting qualitative public opinion research through focus groups, which are described below. This summer, staff plans to conduct open public engagement activities that will provide opportunities for all residents and stakeholders to learn about the plan update and submit input.

PURPOSE

The three primary purposes for these focus groups are the following:

- 1) Supplement the quantitative data from the Voices of the Region public opinion survey.
- 2) Understand the issues of transportation equity, safety, and climate change through the perspective of different population groups in the region.
- 3) Incorporate Equity considerations by oversampling members from underrepresented community groups, thereby contextualizing the quantitative data received through the survey with narratives about the lived experiences of participants.

LOGISTICS

The 10 focus groups are being virtually conducted January 5 - February 7, 2021. All sessions will be held via Zoom and will last 90 minutes. Participants for three of the ten focus groups were selected based on geographic subregions – the core, inner suburbs, and outer suburbs. The other seven sessions were formed based on participant demographics including age, race and ethnicity, income and Spanish language.

TPB staff partnered with ICF, a consultant research firm, to recruit approximately 120 participants via social media. ICF conducted two weeks of recruitment that resulted in more than 700 people signing up to participate in these focus groups.

If you have any questions, please contact Karen Armendariz at karmendariz@mwkog.org.

TRANSPORTATION PLANNING BOARD

PLANNING AREAS AND ACTIVITIES



The National Capital Region [Transportation Planning Board](#) (TPB) prepares multimodal plans and programs that the federal government must approve for the region to receive federal funds. These include the [long-range transportation plan](#) (LRTP) and [Transportation Improvement Program](#) (TIP). Always using an equity lens, the TPB works with partners to conduct research, analysis, and to develop transportation strategies to address its goals and to meet federal planning requirements.

Planning & Research

Board Priorities

Through planning, coordination, and research, TPB staff respond to Board priorities and direction. Examples of staff activities include conducting analysis and coordination to support implementation of the [Aspirational Initiatives](#), address [climate change](#), advance [transit oriented communities](#), improve [safety](#), and consider and improve [equity](#) in transportation.



The TPB assembles and analyzes data to identify trends over time. Staff also conduct surveys to determine how people are traveling, for what purpose, and how far. The TPB performs [regional forecasting](#) to develop estimates about current or future travel conditions. TPB staff develop these forecasts based on projected [population](#) and job growth, and data about planned or potential improvements in the transportation system to provide insights about future travel demand.

Forecasts & Trends

Travel Demand Management

[Travel Demand Management](#) (TDM) is an approach of using strategies to improve mobility, accessibility, improve safety and air quality by making more efficient use of the transportation system. TDM strategies include reducing single occupant vehicular travel by carpooling, using public transportation, walking, bicycling and teleworking. TPB implements a regional TDM program called [Commuter Connections](#) that promotes these strategies by offering commuters various incentives and assistance.



TRANSPORTATION PLANNING BOARD

PLANNING AREAS AND ACTIVITIES



Through [air quality conformity](#) analysis, the TPB coordinates with its partners to meet federal planning requirements for established pollutants in the air known to be harmful to people's health. TPB staff forecast emission levels of these pollutants from vehicles to ensure that the LRTP and TIP comply with the region's plan to meet national air quality standards. The TPB also partners with COG and its members on issues of [environmental mitigation](#) and works to address [climate change](#) by identifying and evaluating strategies to reduce roadway [greenhouse gas](#) emissions and to ensure resiliency of the transportation system.

Environmental Planning

Funding Opportunities & Technical Assistance

TPB offers [Technical Assistance](#) to assist its members with the preliminary planning of projects, programs or policy evaluations. TPB's [Transportation and Land Use Connections](#) (TLC) program provides consultant services for small projects and its new safety program advances initiatives that improve transportation safety. Partnering with its member states, TPB implements the [Enhanced Mobility](#) program that provides matching grant funds to help transportation for people with disabilities and older adults, and the [Transportation Alternatives Set-Aside](#) program that funds activities that enhance the intermodal transportation system.



Every metropolitan planning organization (MPO) is federally required to have a [Participation Plan](#). This plan articulates the TPB's commitment to transparent communications and engagement with the public and relevant public agencies to support the regional transportation planning process. The [Community Leadership Institute](#) (CLI), is an educational opportunity that invites local leaders to get involved in the transportation planning process. Participants learn how, where, and when transportation decisions are made in the region.

Public Engagement

Committees & Coordination

The TPB's [committees](#) and subcommittees include a wide network of policy, technical, and advisory committees to advance TPB's vision and goals. The committees address topics related to bicycling and walking, public transportation, safety, freight, management and operations coordination, travel forecasting, and more. Public officials and experts come together to learn about the latest trends and data, share best practices, and develop solutions to the region's major transportation challenges.

