



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** May 9, 2024

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The attached materials include:

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** May 9, 2024

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At its meeting on Friday, May 3, the TPB Steering Committee adopted a resolution to update the Critical Urban Freight Corridors (CUFC) in suburban Maryland and two resolutions approving amendments to the FY 2023–2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement, as described below.

- TPB SR22-2024 – With changes enacted in the recent Infrastructure Investment and Jobs Act (IIJA) and collaboration of TPB and MDOT staff, TPB has an opportunity to update and expand CUFC designations within suburban Maryland. Andrew Meese on TPB’s staff gave a presentation on the proposed designation updates. Following the presentation, the committee adopted resolution SR22-2024 authorizing the updates, as described in the attached materials.
- TPB SR23-2024 – requested by Prince George’s County Department of Public Works and Transportation to add the Bridge Preservation Program, Phase 1 (T13607) with \$6.75 million programmed using BFP and local matching funds for the current TIP (FY 2023-2026) and an additional \$1.0 million for FY 2027 for a total project cost of \$7.75 million. This project is exempt from the air quality conformity requirement as defined in the Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012.
- TPB SR24-2024 – requested by VDRPT to add \$3.0 million using federal earmark, state, and local funds for the Envision Route 7 Bus Rapid Transit (BRT) Planning Study (T13608), and adds approximately \$49 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) and local matching funds for construction of the Crystal City Metro Station East Entrance project (T6670), bringing the revised total to cost \$146 million, as described in the attached materials. This project is also exempt from the air quality conformity requirement.

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

### Attachments:

- May 3, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR22-2024 approving updated CUFC designations in suburban Maryland
- Adopted resolution SR23-2024 approving an amendment to the TIP, as requested by PG DPW&T
- Adopted resolution SR24-2024 approving an amendment to the TIP, as requested by VDRPT

**TPB Steering Committee Attendance – May 3, 2024**  
(only voting members and alternates listed)

TPB Chair/DC rep.:	Christina Henderson
TPB Vice Chair/MD Rep.:	Neil Harris
TPB Vice Chair/VA Rep.:	James Walkinshaw
Tech. Committee Chair:	Amy Garbarini, VDRPT
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Amir Shahpar
	Maria Sinner
	Regina Moore
WMATA:	Mark Phillips

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

**RESOLUTION TO UPDATE THE CRITICAL URBAN FREIGHT CORRIDORS  
IN SUBURBAN MARYLAND**

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

**WHEREAS**, the provisions of the FAST Act enable the designation of Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC) as part of the National Highway Freight Network; and

**WHEREAS**, the provisions of the FAST Act authorize MPOs with a population greater than 500,000 (including the TPB) to designate public roads within its urbanized area as CUFCs in consultation with the relevant state(s); and

**WHEREAS**, CUFCs are important complements to the Primary Highway Freight System (PHFS) designated in the FAST Act, to provide Federal funding eligibility for a wide range of activities that support freight infrastructure including planning, engineering, and construction; and

**WHEREAS**, the TPB adopted Resolution R6-2018 on November 17, 2017, designating CUFCs in the District of Columbia, and Maryland and Virginia portions of the National Capital Region, in accordance with the FAST Act requirements and constraints; and

**WHEREAS**, the TPB has since amended the CUFC network in Northern Virginia and the District of Columbia in 2021 and 2023, respectively, through Resolutions SR4-2022 and SR6-2024; and

**WHEREAS**, the IIJA modified requirements and constraints for CUFC designation to include an increase in the mileage of roadways eligible to be designated as CUFCs in all states; and

**WHEREAS**, TPB staff has collaborated with the Maryland Department of Transportation (MDOT) staff to identify updates to its CUFC network as a result of the CUFC modifications of the IIJA; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board approves the changes to the designation of the Suburban Maryland public roads listed in the attached table as Critical Urban Freight Corridors, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, May 3, 2024.  
Final approval following review by the full board on Thursday, May 15, 2024.**

**Table 1: Existing (2017) Suburban Maryland Critical Urban Freight Corridors Proposed to be Removed**

ID	Route	Start Point	End Point	Length (miles)
<b>Charles County</b>				
	<i>None</i>			
<b>Frederick County</b>				
A	US 15 Catoctin Mountain Hwy	Hayward Rd	MD 26 Liberty Rd	1.05
B	US 15 Catoctin Mountain Hwy	Mile Marker 10	Mt. Zion Rd	1.07
<b>Montgomery County</b>				
C	MD 185 Connecticut Ave	Manor Rd	MD 410 East-West Hwy	0.54
D	MD 198 Sandy Spring Rd	US 29 Old Columbia Pike	Dino Rd	0.49
<b>Prince George's County</b>				
E	US 50 John Hanson Hwy	MD 295 Baltimore Washington Pkwy	MD 410 Veterans Pkwy	3.55
F	MD 198 Sandy Spring Rd	Gunpowder Rd	I-95	1.25
G	MD 201 Kenilworth Ave	US 50 John Hanson Hwy	District of Columbia/ Maryland State line	0.46
<b>SUM</b>				<b>8.41</b>

**Table 2: Suburban Maryland Critical Urban Freight Corridors to be Added**

ID	Route	Start Point	End Point	Length (miles)
<b>Charles County</b>				
A	MD 5 Mattawoman Beantown Rd	MD 5 Leonardtown Rd / St. Charles Pkwy	US 301 Crain Hwy	3.21
B	US 301 Crain Hwy	MD 6 E Charles St	MD 225 E Hawthorne Dr	0.73
<b>Frederick County</b>				
C	MD 26 Liberty Rd	N Market St	MD 194 Woodsboro Pike	1.37
D	MD 85 Buckeystown Pike	English Muffin Way	Shockley Dr	1.38
E	MD 85 Buckeystown Pike	Shockley Dr	I-270	0.43
<b>Montgomery County</b>				
F	MD 28 Norbeck Rd	Carrolton Rd	MD 97 Georgia Ave	0.79
<b>Prince George's County</b>				
G	MD 4 Pennsylvania Ave	US 301 Crain Hwy	Patuxent River (Bridge)	1.43

H	MD 4 Southern Md Blvd	US 301 Crain Hwy	MD 4 Stephanie Roper Hwy (Bridge)	2.87
I	MD 193 Greenbelt Rd	MD 295 Baltimore Washington Pkwy S	Good Luck Rd	2.52
J	MD 210 Indian Head Hwy	Fort Washington Rd	Livingston Rd	2.64
K	US 301 Crain Hwy	Chew Rd	MD 4 Pennsylvania Ave	1.43
<b>ID</b>	<b>Route</b>	<b>Start Point</b>	<b>End Point</b>	<b>Length (miles)</b>
L	US 301 Crain Hwy	Mattawoman Creek	Short Cut Rd	2.55
M	US 301 Crain Hwy	MD 4 Pennsylvania Ave	MD 214 Central Ave	5.99
N	US 301 Crain Hwy	MD 5 Mattawoman Beantown Rd	Mattawoman Creek	0.13
O	US 301 Crain Hwy	MD 197 Collington Rd	US 50 John Hanson Hwy	0.86
P	US 301 Crain Hwy	MD 214 Central Ave	MD 197 Collington Rd	3.06
Q	US 301/MD 3 Crain Hwy	US 50 John Hanson Hwy	MD 450 Annapolis Rd	2.20
<b>SUM</b>				<b>33.59</b>

**Table 3: Existing (2017) Suburban Maryland Critical Urban Freight Corridors that Remain Unchanged from 2017 Designation**

ID	Route	Start Point	End Point	Length (miles)
<b>Charles County</b>				
A	US 301 Crain Hwy	Prince George's / Charles County line	Smallwood Dr	4.00
<b>Frederick County</b>				
B	US 15 Catoctin Mountain Hwy	I-70	Mile Marker 10	1.40
C	US 15 Catoctin Mountain Hwy	MD 26 Liberty Rd	US 40	3.21
D	US 40	US 15 Catoctin Mountain Hwy	I-70 / I-270	0.62
<b>Montgomery County</b>				
E	MD 185 Connecticut Ave	I-495	Manor Rd	0.67
F	MD 198 Sandy Spring Rd	Dino Dr	Gunpowder Rd	0.86
<b>Prince George's County</b>				
G	MD 4 Pennsylvania Ave	I-95	MD 337 Suitland Pkwy	0.91
H	MD 5 Branch Ave	Surratts Rd.	MD 373 Accokeek Rd	3.48
I	US 50 John Hanson Hwy	District of Columbia / Maryland State line	MD 295 Baltimore Washington Pkwy	0.50
<b>SUM</b>				<b>15.65</b>



National Capital Region  
**Transportation Planning Board**

## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** Andrew Meese, TPB Systems Performance Planning Program Director  
 Janie Nham, TPB Transportation Planner  
**SUBJECT:** Proposed Critical Urban Freight Corridor (CUFC) Designation Updates for Suburban Maryland  
**DATE:** April 5, 2024

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This memorandum describes proposed updates to the Critical Urban Freight Corridor (CUFC) designations in the Maryland portion of the National Capital Region, originally approved by the Transportation Planning Board in November 2017. The 2021 Infrastructure Investment and Jobs Act (IIJA) increased the number of CUFC miles that a state or MPO can designate. Maryland Department of Transportation (MDOT) and TPB staff recently collaborated to develop recommended changes to its CUFC network under this new designation limit, described below in this memorandum and an accompanying PowerPoint presentation.

## BACKGROUND

The 2015 Fixing America's Surface Transportation (FAST) Act created a freight-specific formula grant funding program, the National Highway Freight Program (NHFP) (in addition to other freight discretionary grant funding programs) to ensure the condition and performance of highways deemed most critical to freight movement. The programs were established to increase U.S. competitiveness in the global economy, improve the efficiency and reliability of the freight network, and reduce the environmental impacts of freight.

Since 2016, between \$1.1 billion to \$1.5 billion<sup>1</sup> has been authorized annually for the NHFP to support the most critical portions of the national freight network. The FAST Act outlined requirements and constraints for identifying the subset of roadway segments to receive NHFP funding. Some of these provisions were subsequently amended under the IIJA.

### Designation Responsibility

The FAST Act directed NHFP funds towards roadway segments identified as part of the National Highway Freight Network (NHFN), a subsection of the total national freight network. The NHFN includes four subcategories of roadways:

- Primary Highway Freight System (PHFS) – the most critical Interstate and highway segments of the U.S. freight transportation system based on national data.
- Other Interstate portions not on the PHFS (non-PHFS) – Interstate roads not included in the PHFS that provide important continuity and access to freight transportation facilities.

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<sup>1</sup> Federal Highway Administration (FHWA) FAST Act and Bipartisan Infrastructure Law Fact Sheets.

- Critical Rural Freight Corridors (CRFCs) - public roads not in an urbanized area that provide access to and connection between the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- Critical Urban Freight Corridors (CUFCs) - public roads in an urbanized area that provide access to and connection between the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

The first two components (PHFS and other interstate portions not on the PHFS) were designated within the FAST Act itself. The last two components (Critical Rural Freight Corridors and Critical Urban Freight Corridors) would be designated by either state Departments of Transportation (DOT) or by Metropolitan Planning Organizations (MPO) depending on the type of corridor (CRFC or CUFC) and the size of the MPO. In all cases, the FAST Act required DOTs and MPOs to coordinate on CRFC and CUFC designations as shown in Table 1. Moreover, CRFC and CUFC designations could be made on a rolling basis. Based on the population of the National Capital Region, the TPB is responsible for designating CUFCs, which will be the focus of this memorandum.

**Table 1: MPO Role in Designating CUFCs and CRFCs**

Corridor Type	State DOT role	MPO role
CRFC	Designates all CRFC's – must coordinate with MPOs	Coordinates with state DOTs
CUFC	Designates CUFCs in MPOs with less than 500,000 population – must coordinate with MPOs	<b>Designates CUFCs in MPOs with greater than 500,000 population – must coordinate with state DOTs</b>

It should be noted that CUFCs and CRFCs do not represent the totality of state-designated truck routes nor of truck-allowing facilities in the region and may not be contiguous from an operational standpoint. Rather, CUFCs and CRFCs are subsets of these truck-allowing facilities that are identified for the purpose of ensuring eligibility for the aforementioned special federal grants. States and MPOs generally prioritize the limited miles available under federal law for CUFCs and CRFCs for road segments that have anticipated improvement needs. Identified segments may not be contiguous and may later change once improvements have been implemented.

#### Requirements for Candidate Critical Urban Freight Corridors

To be designated as a Critical Urban Freight Corridor, candidate public roadways must be located within an urbanized area and meet at least one of the following criteria:

- Connects an intermodal facility to the Primary Highway Freight System (PHFS) or the Interstate System;
- Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement;
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land; or
- Is important to the movement of freight within the region, as determined by the MPO or the State.



### Mileage Limitations

The FAST Act limited the number of CUFC miles that a state or MPO could designate to 75 miles of highway or 10 percent of the PHFS mileage in the state, whichever was greater.

### IIJA Amendments<sup>2</sup>

The IIJA continued all provisions that applied to CUFCs under the FAST Act, except for the mileage limitation. The IIJA increased the total amount of CUFC mileage that could be designated by states and MPOs to 150 miles of highway or 10 percent of the PHFS mileage in the state, whichever is greater. As a result of this change, up to 150 CUFC miles can be designated in Maryland, a portion of which is being allocated to the National Capital Region portion of Maryland.

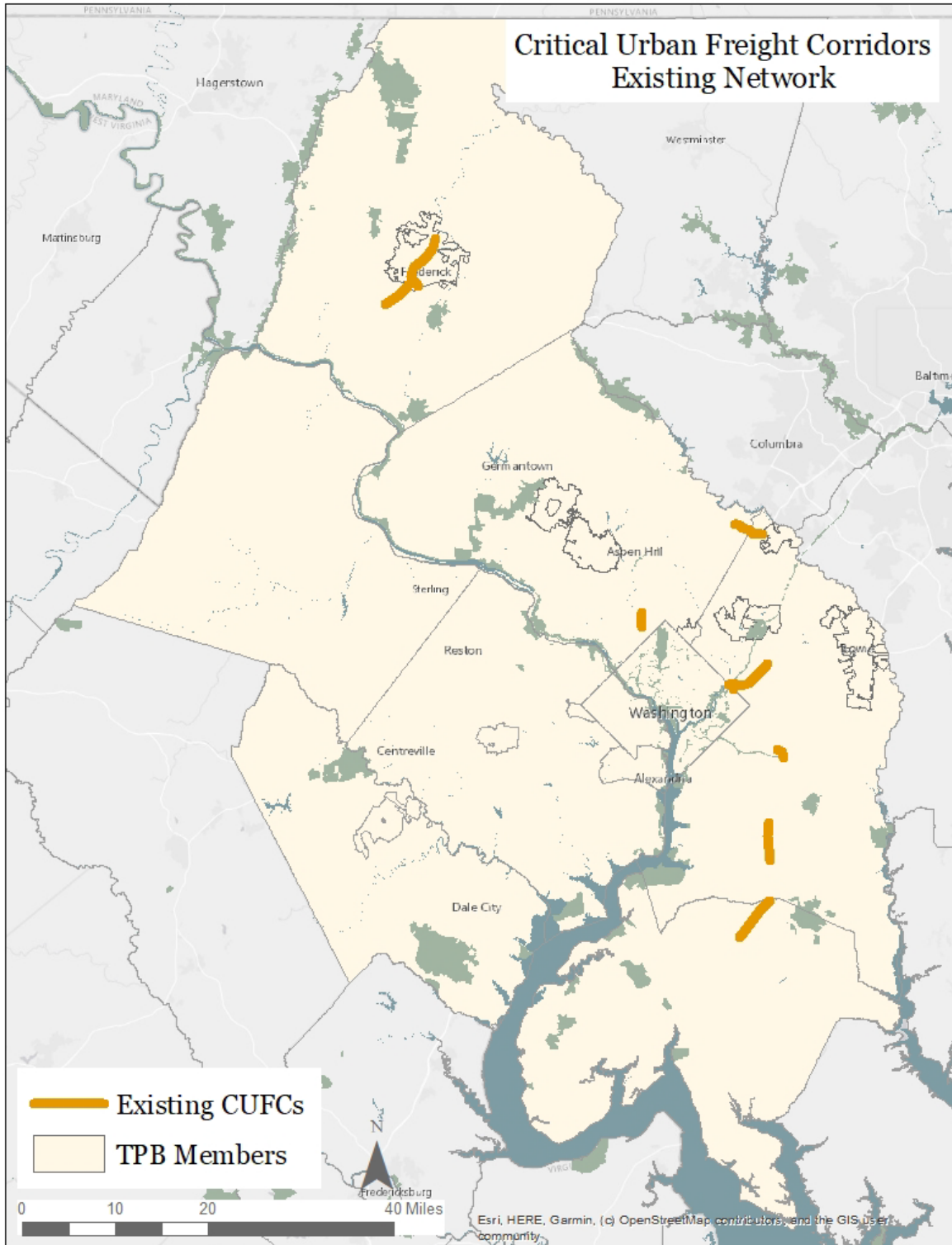
## **CRITICAL URBAN FREIGHT CORRIDORS FOR SUBURBAN MARYLAND**

The TPB adopted [Resolution R6-2018](#) on November 15, 2017, which established the Critical Urban Freight Corridors for the National Capital Region. The 2017 designation included 24.1 corridor miles for Suburban Maryland, which are illustrated in Figure 1. Following the increase mileage allowed under the IIJA, this allocation is anticipated to increase to nearly 50 miles for Suburban Maryland.

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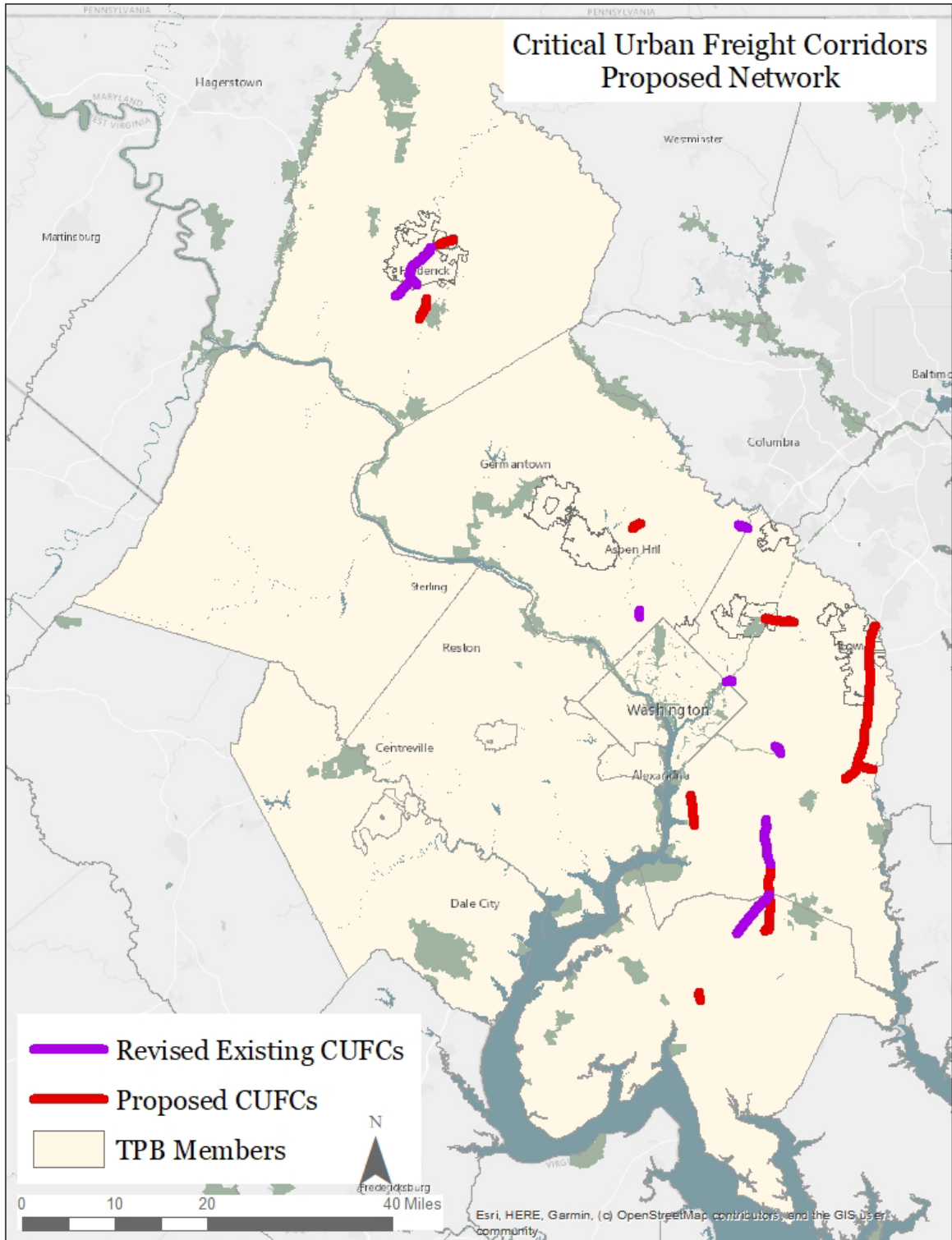
<sup>2</sup> This paragraph only discusses the IIJA amendments concerning CUFCs. For a summary of all IIJA amendments that apply to the NHFP, see the FHWA's Bipartisan Infrastructure Law Fact Sheet for the NHFP, available at: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm>.

Figure 1: Map of Existing CUFC Designations in Suburban Maryland



As a result of the CUFC mileage increase provided through the IJJA, MDOT and TPB staff have identified potential updates to the District's CUFC designations. The proposed changes include the removal of approximately eight miles of roadway segments and the addition of roughly 34 miles of corridors, for a proposed new designation of 49.24 CUFC miles. The recommended new network is illustrated in Figure 2, and a detailed listing of the segments within the new CUFC network is provided as an appendix.

Figure 2: Map of Proposed CUFC Network in Suburban Maryland



## Designation Methodology

Maryland's CUFC designations represent a subset of the truck and bus route network and other truck allowable segments in its portion of the region. To identify additional recommended CUFC segments, MDOT and TPB staff assessed the roadway network and freight facilities in Suburban Maryland to select the most important candidate segments for CUFC designation. This included analysis of high truck traffic corridors, connections to freight generators and commercial districts, locations of planned investments, and pavement and bridge condition. Stakeholder feedback was additionally solicited through the TPB Freight Subcommittee.

## **NEXT STEPS**

TPB staff will present these recommendations for the CUFC network updates to the TPB Technical Committee on April 5 for technical review and comment. On May 3, 2024, the TPB Steering Committee will be asked to approve the proposed changes, which has been the forum for amendments to the Virginia CUFCs in 2021 and the District of Columbia CUFCs in 2023. Upon approval, TPB Staff will submit the updated CUFC designations to the Federal Highway Administration (FHWA).

TPB staff continues to coordinate with the Virginia Department of Transportation (VDOT) regarding identifying appropriate modifications for their CUFC network and anticipates following this same process once necessary information becomes available for their designation update.

## APPENDIX

**Table 1: Existing (2017) Suburban Maryland Critical Urban Freight Corridors Proposed to be Maintained**

<b>Route</b>	<b>Start Point</b>	<b>End Point</b>	<b>Length (miles)</b>
US 15 Catoclin Mountain Hwy	MD 26 Liberty Rd	US 40	3.21
US 40	US 15 Catoclin Mountain Hwy	I-70 / I-270	0.62
US 15 Catoclin Mountain Hwy	I-70	Mile Marker 10	1.40
US 301 Crain Hwy	Prince George's / Charles County line	Smallwood Dr	4.00
US 50 John Hanson Hwy	District of Columbia / Maryland State line	MD 295 Baltimore Washington Pkwy	0.50
MD 198 Sandy Spring Rd	Dino Dr	Gunpowder Rd	0.86
MD 4 Pennsylvania Ave	I-95	MD 337 Suitland Pkwy	0.91
MD 185 Connecticut Ave	I-495	Manor Rd	0.67
MD 5 Branch Ave	Surratts Rd.	MD 373 Accokeek Rd	3.48
<b>SUM</b>			<b>15.65</b>

**Table 2: Existing (2017) Suburban Maryland Critical Urban Freight Corridors Proposed to be Removed**

<b>Route</b>	<b>Start Point</b>	<b>End Point</b>	<b>Length (miles)</b>
US 15 Catoclin Mountain Hwy	Mile Marker 10	Mt. Zion Rd	1.07
US 15 Catoclin Mountain Hwy	Hayward Rd	MD 26 Liberty Rd	1.05
US 50 John Hanson Hwy	MD 295 Baltimore Washington Pkwy	MD 410 Veterans Pkwy	3.55
MD 198 Sandy Spring Rd	US 29 Old Columbia Pike	Dino Rd	0.49
MD 198 Sandy Spring Rd	Gunpowder Rd	I-95	1.25
MD 201 Kenilworth Ave	US 50 John Hanson Hwy	District of Columbia / Maryland State line	0.46
MD 185 Connecticut Ave	Manor Rd	MD 410 East-West Hwy	0.54
<b>SUM</b>			<b>8.41</b>

**Table 2: Suburban Maryland Critical Urban Freight Corridors Proposed Additions**

<b>Route</b>	<b>Start Point</b>	<b>End Point</b>	<b>Length (miles)</b>
US 301 Crain Hwy	Chew Rd	MD 4 Pennsylvania Ave	1.43
MD 4 Southern Md Blvd	US 301 Crain Hwy	MD 4 Stephanie Roper Hwy (Bridge)	2.87
US 301 Crain Hwy	MD 6 E Charles St	MD 225 E Hawthorne Dr	0.73
MD 85 Buckeystown Pike	English Muffin Way	Shockley Dr	1.38
US 301 Crain Hwy	Mattawoman Creek	Short Cut Rd	2.55
US 301 Crain Hwy	MD 197 Collington Rd	US 50 John Hanson Hwy	0.86
MD 26 Liberty Rd	N Market St	MD 194 Woodsboro Pike	1.37
MD 28 Norbeck Rd	Carrolton Rd	MD 97 Georgia Ave	0.79
MD 210 Indian Head Hwy	Fort Washington Rd	Livingston Rd	2.64
US 301 Crain Hwy	MD 214 Central Ave	MD 197 Collington Rd	3.06
US 301 Crain Hwy	MD 4 Pennsylvania Ave	MD 214 Central Ave	5.99
US 301 Crain Hwy	MD 5 Mattawoman Beantown Rd	Mattawoman Creek	0.13
US 301/MD 3 Crain Hwy	US 50 John Hanson Hwy	MD 450 Annapolis Rd	2.20
MD 5 Mattawoman Beantown Rd	MD 5 Leonardtown Rd / St. Charles Pkwy	US 301 Crain Hwy	3.21
MD 4 Pennsylvania Ave	US 301 Crain Hwy	Patuxent River (Bridge)	1.43
MD 193 Greenbelt Rd	MD 295 Baltimore Washington Pkwy S	Good Luck Rd	2.52
MD 85 Buckeystown Pike	Shockley Dr	I-270	0.43
<b>SUM</b>			<b>33.59</b>

# SUBURBAN MARYLAND CRITICAL URBAN FREIGHT CORRIDORS UPDATE

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Andrew Meese  
TPB Systems Performance Planning Program Director

Youngmin Choi  
Maryland Department of Transportation (MDOT) Freight Program Manager

TPB Technical Committee  
April 5, 2024



# Background

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- The 2015 Fixing America’s Surface Transportation (FAST) Act created a freight-specific formula grant funding program, the National Highway Freight Program (NHFP) to ensure the condition and performance of highways deemed most critical to freight movement
- The FAST Act directed NHFP funds towards roadway segments identified as part of the National Highway Freight Network (NHFN)
- One subcategory of roads on the NHFN is of concern to the TPB – **Critical Urban Freight Corridors**
  - CUFCs are subsets of state-designated truck-allowing facilities which are identified for the purpose of ensuring eligibility for NHFP funding
  - They do not represent the totality of state-designated truck routes nor of truck-allowing facilities in the region, and may not be contiguous



# CUFC Mileage Limitations

- The FAST Act capped the number of CUFC miles a state or MPO could designate
- The Infrastructure Investment and Jobs Act (IIJA) subsequently increased the limit

Legislation	Mileage Limitation
2015 FAST Act	Up to 75 miles of highway or 10 percent of the PHFS mileage in the state, whichever was greater
2021 IIJA	Up to 150 miles of highway or 10 percent of the PHFS mileage in the state, whichever is greater

- MDOT and TPB staff recently collaborated to develop recommended changes to Suburban Maryland’s CUFC network under this new designation limit



# National Capital Region CUFCs

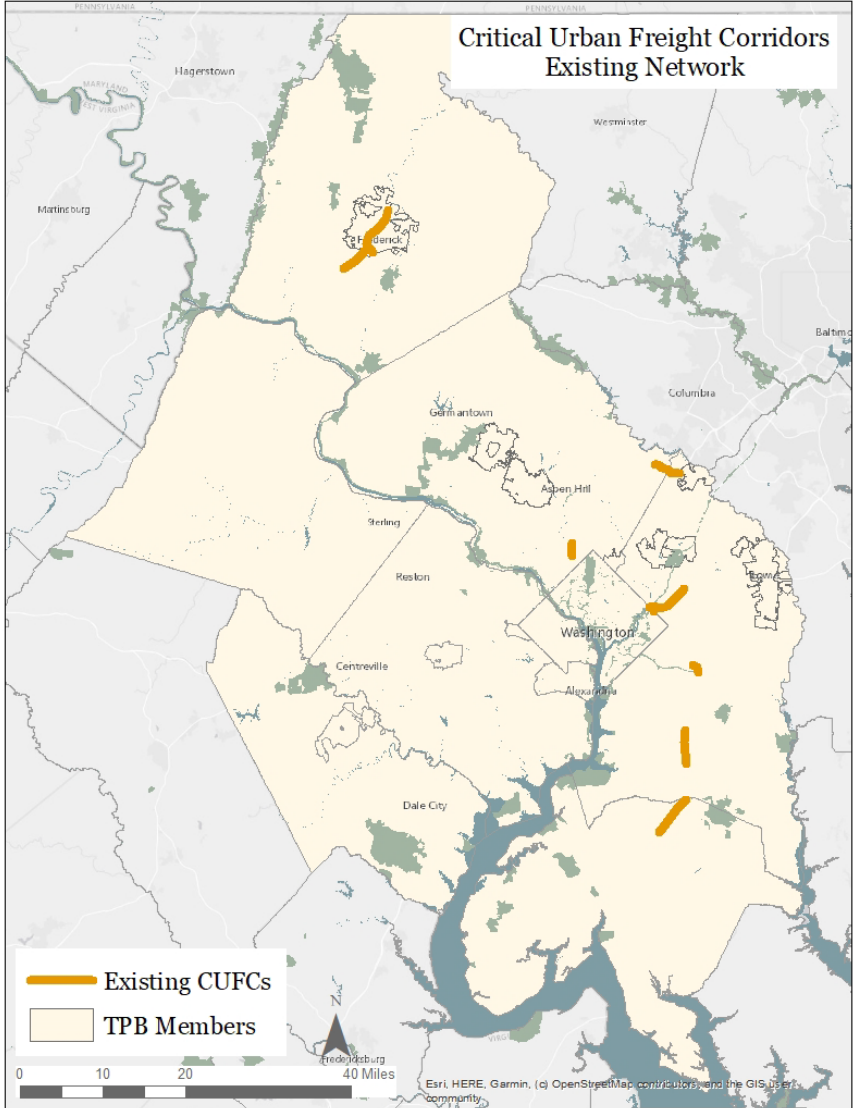
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- TPB adopted Resolution R6-2018 on November 15, 2017, and a subsequent amendment in 2021, which established 117.7 CUFC miles for the National Capital Region
  - 24.1 corridor miles for Maryland
  - 20.5 corridor miles for Virginia, as amended in 2021
  - approximately 140 corridor miles for the District of Columbia, as amended in 2023
- Based on increased mileage enabled by IIJA and other considerations, the proposed changes to the CUFC network in Suburban Maryland include:
  - the removal of approximately eight miles of roadway segments
  - the addition of roughly 34 miles of corridors
  - the total new designation would be approximately 49 CUFC miles



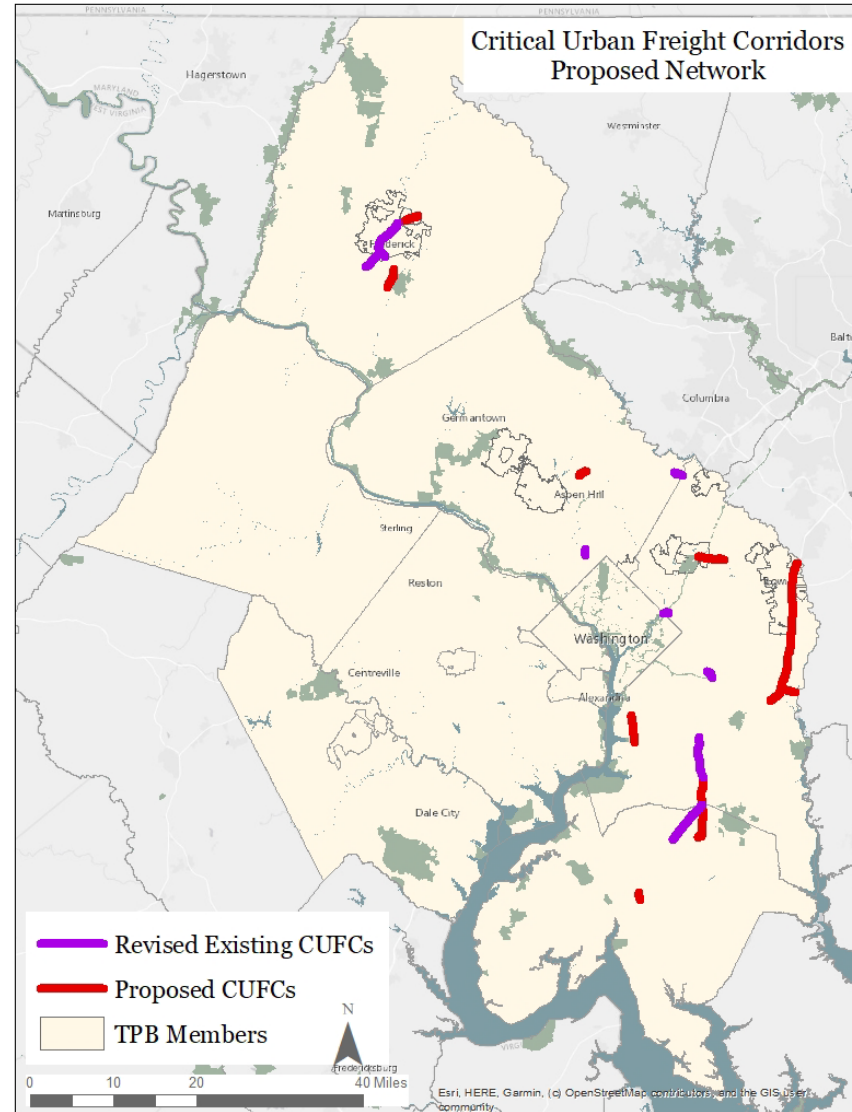
# 2017 Suburban Maryland CUFC Designations

CUFC Designation	Miles
2017 Existing Lane Miles	~24



# 2024 Suburban Maryland CUFC Designations (*Proposed*)

CUFC Designation	Miles
2017 Existing Lane Miles	~24
2024 Proposed Removals <i>(includes segments shifted to NHFN)</i>	(~8)
2024 Proposed Additions	~34
<b>2024 Proposed CUFC Designations</b>	<b>~49</b>



# Designating Revised CUFCs

- MDOT and TPB staff considered various criteria to identify recommended changes to the CUFC network in Suburban Maryland

Criteria	
High Truck Volume Corridors	Pavement Condition Data
Freight Generators	Stakeholder Feedback
Bridge Condition Data	Location of NHFP-eligible Projects



# Next Steps

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- Comments welcome – **April 5 through April 19**
- Request TPB Steering Committee approvals – **May 3**
- TPB staff continues to coordinate with VDOT regarding identifying modifications for their CUFC network



## Andrew Meese

Systems Performance Planning Program Director

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National Capital Region  
**Transportation Planning Board**



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-39.2 WHICH ADDS FUNDING FOR PHASE 1 OF A BRIDGE PRESERVATION PROGRAM, AS REQUESTED BY PRINCE GEORGE'S COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (DPW&T)**

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

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

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

**WHEREAS**, DPW&T has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-39.2 which adds the **Bridge Preservation Program, Phase 1 (T13607)** with \$6.75 million programmed using Bridge Formula Program (BFP) and local matching funds for the current TIP (FY 2023-2026) and an additional \$1.0 million for FY 2027 for a total project cost of \$7.75 million, as described in the attached materials.

**WHEREAS**, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the amended record will appear in the TIP following approval,

ATTACHMENT B) Letter from DPW&T dated April 23, 2024, requesting the amendment, and

**WHEREAS**, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-39.2, creating the 39<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-39.2 which adds the **Bridge Preservation Program, Phase 1 (T13607)** with \$6.75 million programmed using BFP and local matching funds for the current TIP (FY 2023-2026) and an additional \$1.0 million for FY 2027 for a total project cost of \$7.75 million, as described in the attached materials.

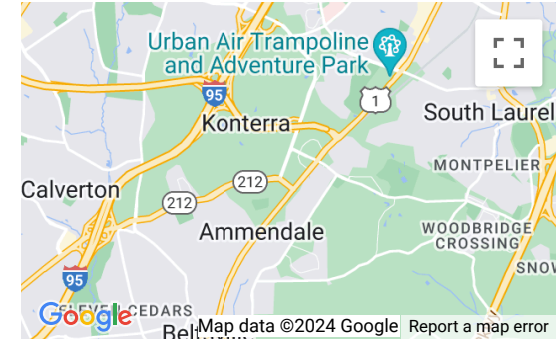
**Adopted by the TPB Steering Committee at its meeting on Friday, May 3, 2024.  
Final approval following review by the full board on Thursday, May 15, 2024.**



<i>TIP ID</i>	T13607	<i>Lead Agency</i>	Prince Georges County	<i>Project Type</i>	Bridge - Preventive Maintenance
<i>Project Name</i>	Bridge Preservation Program, Ph. 1	<i>County</i>	Prince Georges	<i>Total Cost</i>	\$7,750,000
<i>Project Limits</i>		<i>Municipality</i>	Suburban MD	<i>Completion Date</i>	2028
		<i>Agency Project ID</i>			

*Description* The project involves bridge Painting of four bridges, replacement of bridge joints, plating of steel beam ends, replacement of bearing, replacement of bridge deck wearing surface, and repair or replacement of traffic barriers and addressing safety issues related other roadway elements. The bridges that will be maintained in this phase are as follows: Contee Rd., Bridge No. P-0169, Sellman Rd., Bridge No. P-0190, Cherry Ln. EB, Bridge No. P-0198031, Cherry Ln. WB, Bridge No. P-0198041.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP	-	-	-	\$400,000	\$200,000	-	\$600,000	\$600,000
PE	LOCAL	-	-	-	\$100,000	\$50,000	-	\$150,000	\$150,000
	<i>Total PE</i>	-	-	-	\$500,000	\$250,000	-	\$750,000	\$750,000
CON	BFP	-	-	-	-	\$4,800,000	\$800,000	\$4,800,000	\$5,600,000
CON	LOCAL	-	-	-	-	\$1,200,000	\$200,000	\$1,200,000	\$1,400,000
	<i>Total CON</i>	-	-	-	-	\$6,000,000	\$1,000,000	\$6,000,000	\$7,000,000
	<i>Total Programmed</i>	-	-	-	\$500,000	\$6,250,000	\$1,000,000	\$6,750,000	\$7,750,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-39.2 Amendment 2023-2026	5/15/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



# PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation  
Office of the Director



Angela D. Alsobrooks  
County Executive

Michael D. Johnson, P.E.  
Director

April 22, 2024

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

Dear Chair Henderson:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of this amendment is to add the Bridge Preservation Program, Ph.1 project to the FY 2023-2026 TIP. The reconstruction project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 federal/local split with the remaining funding to come from Prince George's County. This project includes four bridges with superstructures rated in fair condition, making this project eligible for rehabilitation. These bridges are as follows: Contee Rd., Bridge No. P-0169, Sellman Rd., Bridge No. P-0190, Cherry Ln. EB, Bridge No. P-0198031, Cherry Ln. WB, Bridge No. P-0198041. The project purpose is to clean bridge elements and paint all steel surfaces to eliminate the further deterioration and increase the life of the structure.

An amount of \$6,750,000 will be programmed for the current TIP (FY 2023-2026). An additional \$1,000,000 will be programmed for FY 2027 for a total project cost of \$7,750,000. This project is to be designed "not regionally significant" as there is no capacity increase associated with this project and does not require conformity testing.

Prince George's County requests that this amendment be approved by the TPB Steering Committee at its May 3, 2024 meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Victor Weissberg at (240) 508-9813 or [vweissberg@co.pg.md.us](mailto:vweissberg@co.pg.md.us) or Erv Beckert at (240) 508-9610 or [etbeckert@co.pg.md.us](mailto:etbeckert@co.pg.md.us).

Sincerely,

Michael D. Johnson, P.E.,  
Director, Prince George's County DPW&T

Attachment

cc: Kanti Srikanth, Director of Transportation, MWCOG  
Stacey L. Smalls, Deputy Director, DPW&T  
Oluseyi Olugbenle, Deputy Director, DPW&T  
Victor Weissberg, Special Assistant to the Director, DPW&T

9400 Peppercorn Place, Suite 300, Largo, Maryland 20774  
(301) 883-5600 FAX (301) 883 -5709 Maryland Relay 711

The Honorable Cristina Henderson, Chair

April 22, 2024

Page 2 of 2

Kate Mazzara, P.E., Associate Director, OEPM, DPW&T

Erv T. Beckert, P.E., Chief, Highway and Bridge Design Division (HBDD), OEPM, DPW&T

Nawaf E. Esayed, P.E., Bridge Program Manager, HBDD, OEPM, DPW&T

Kari Snyder, Regional Planner, Office of Planning and Capital Programming MDOT

Lyn Erickson, Plan Development and Coordination Program Director MWCOG

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-39.3 WHICH ADDS FUNDING FOR THE NEW NVTC ENVISION ROUTE 7 BRT PLANNING STUDY AND UPDATES FUNDING FOR THE CRYSTAL CITY METRO STATION EAST ENTRANCE, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (DRPT)**

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

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

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

**WHEREAS**, DRPT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-39.3 which adds \$3.0 million using federal earmark, state, and local funds for the **Envision Route 7 Bus Rapid Transit (BRT) Planning Study (T13608)**, and adds approximately \$49 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) and local matching funds for construction of the **Crystal City Metro Station East Entrance project (T6670)**, bringing the revised total to cost \$146 million, as described in the attached materials.

**WHEREAS**, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the amended record will appear in the TIP following approval,

ATTACHMENT B) Amendment Summary report showing project's total cost before and after the amendment, the delta, and the percentage increase from the cost before, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and the project phase, and

ATTACHMENT C) Letter from VDRPT dated April 19, 2024, requesting the amendment, and

**WHEREAS**, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-39.3, creating the 39<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, both the study and the Metro station entrance project are exempt from the air quality requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-39.3 which adds \$3.0 million using federal earmark, state, and local funds for the new **Envision Route 7 Bus Rapid Transit (BRT) Planning Study (T13608)**, and adds approximately \$49 million in CMAQ and local matching funds for construction of the **Crystal City Metro Station East Entrance project (T6670)**, bringing the revised total cost to \$146 million, as described in the attached materials.

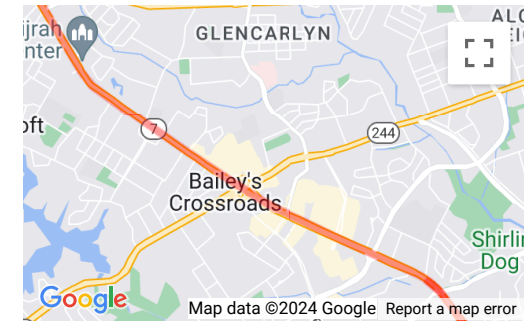
**Adopted by the TPB Steering Committee at its meeting on Friday, May 3, 2024.  
Final approval following review by the full board on Thursday, May 15, 2024.**



<i>TIP ID</i>	T13608	<i>Lead Agency</i>	VDRPT	<i>Project Type</i>	Study/Planning/Research
<i>Project Name</i>	NVTC - Envision Route 7 Bus Rapid Transit (BRT) Planning Study	<i>County</i>	Fairfax	<i>Total Cost</i>	\$3,000,000
<i>Project Limits</i>		<i>Municipality</i>	City of Alexandria	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* This study will advance planning for the Virginia Route 7 Bus Rapid Transit (BRT) service that will operate across four Northern Virginia jurisdictions (Cities of Alexandria and Falls Church, Counties of Arlington and Fairfax), from Tysons through Falls Church, linking to the East Falls Church Metrorail station and Seven Corners, and through to Baileys Crossroads in Alexandria. Funding for this project will go towards a Mobility Analysis Study that will examine Route 7 from Seven Corners in Fairfax County to the Mark Center in Alexandria. The study goals include defining the mobility benefits of BRT, facilitate a public understanding of the BRT project, and understanding the operational impact of BRT along the study corridor.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
STUDY	CPF EARMARK	-	\$2,000,000	-	-	-	-	\$2,000,000	\$2,000,000
STUDY	LOCAL	-	-	\$250,000	\$250,000	-	-	\$500,000	\$500,000
STUDY	DC/STATE	-	-	\$500,000	-	-	-	\$500,000	\$500,000
	<i>Total STUDY</i>	-	\$2,000,000	\$750,000	\$250,000	-	-	\$3,000,000	\$3,000,000
	<i>Total Programmed</i>	-	\$2,000,000	\$750,000	\$250,000	-	-	\$3,000,000	\$3,000,000



**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-39.3 Amendment 2023-2026	5/15/2024	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project



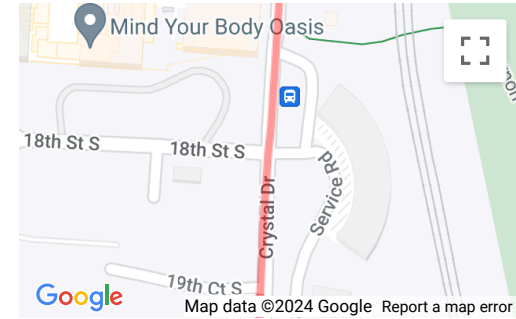


*TIP ID* T6670  
*Project Name* Crystal City Metro Station East Entrance  
*Project Limits* Crystal Drive  
*Lead Agency* VDRPT  
*County* Arlington  
*Municipality*  
*Agency Project ID* T22443

*Project Type* Bus/BRT - Passenger Facilities  
*Total Cost* \$146,087,812  
*Completion Date* 2025

*Description* New Metro entrance at the east end of the station, near Crystal Drive, to provide easier access from Crystal Drive, the VRE station, and the northbound Transitway. Includes elevators, escalators and/or stairs, a fare payment area with fare vending machines, kiosk, and an underground passageway to the existing train platform and/or mezzanine.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	STBG	\$7,434,440	-	-	-	-	-	-	\$7,434,440
	<i>Total PE</i>	\$7,434,440	-	-	-	-	-	-	\$7,434,440
CON	CMAQ	-	-	\$20,707,500	-	-	-	\$20,707,500	\$20,707,500
CON	HPP	-	-	\$4,754,400	-	-	-	\$4,754,400	\$4,754,400
CON	LOCAL	-	-	\$44,915,512	-	-	-	\$44,915,512	\$44,915,512
CON	NHPP	-	-	\$4,754,400	-	-	-	\$4,754,400	\$4,754,400
CON	DC/STATE	\$15,364,500	-	\$11,412,600	-	-	-	\$11,412,600	\$26,777,100
CON	STBG	\$36,744,460	-	-	-	-	-	-	\$36,744,460
	<i>Total CON</i>	\$52,108,960	-	\$86,544,412	-	-	-	\$86,544,412	\$138,653,372
	<i>Total Programmed</i>	\$59,543,400	-	\$86,544,412	-	-	-	\$86,544,412	\$146,087,812



**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-39.3	Amendment 2023-2026	5/15/2024	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$97,132,800 to \$146,087,812

**ATTACHMENT B**  
**Summary Report for TIP Action 23-39.3 Formal Amendment to the**  
**FY 2023-2026 Transportation Improvement Program**  
**Requested by Virginia Department of Rail and Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6670	Crystal City Metro Station East Entrance	\$97,132,800	\$146,087,812	\$48,955,012	50	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 24 in CON for \$44,915,512 CMAQ + Increase funds in FFY 24 in CON from \$16,668,000 to \$20,707,500 <i>Total project cost increased from \$97,132,800 to \$146,087,812</i>
T13608	NVTC - Envision Route 7 Bus Rapid Transit (BRT) Planning Study	\$0	\$3,000,000	\$3,000,000	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 24 in STUDY for \$250,000 ▶ Add funds in FFY 25 in STUDY for \$250,000 GSA EARMARK ▶ Add funds in FFY 23 in STUDY for \$2,000,000 DC/STATE ▶ Add funds in FFY 24 in STUDY for \$500,000 <i>Total project cost \$3,000,000</i>
<b>Total Cost</b>		\$97,132,800	\$149,087,812	\$51,955,012			

\*ACCP is not part of the Total..



# COMMONWEALTH of VIRGINIA

**Jennifer B. DeBruhl**  
Director

**DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION**  
600 EAST MAIN STREET, SUITE 2102  
RICHMOND, VA 23219-2416

(804) 786-4440  
FAX (804) 225-3752  
Virginia Relay Center  
(800) 828-1120 (TDD)

April 19, 2024

The Honorable Christina Henderson, Chair  
Chair, National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4202

Dear Chair Henderson:

The Virginia Department of Rail and Public Transportation (DRPT) requests an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) for 2 projects.

## NVTC – Envision Route 7 Bus Rapid Transit (BRT) Planning Study

The proposed amendment is needed to proceed with a Request for Proposal (RFP) for a Mobility Analysis Study that will examine Route 7 from Seven Corners in Fairfax County to the Mark Center in Alexandria. The study goals include defining the mobility benefits of BRT, facilitate a public understanding of the BRT project, and understanding the operational impact of BRT along the study corridor. NVTC has requested DRPT be the sponsor of this study as NVTC is not eligible for inclusion in the Transportation Planning Board's TIP. This project has been allocated Local Transportation Priorities FY 2023 Community Project Funding through a congressional earmark. The new project will:

- Add \$2,000,000 (CPF) FFY 23 for STUDY Phase
- Add \$500,000 (State Funds) FFY24 for STUDY Phase
- Add \$250,000 (Local Funds) FFY24 for STUDY Phase
- Add \$250,000 (Local Funds) FFY25 for STUDY Phase

## Crystal City Metro Station East Entrance

The proposed amendment is needed to reflect an update in the project cost and include local funding. The project is listed in the constrained element of the Long Range Plan and does not affect air quality conformity. The project will construct a new entrance at the east end of the Crystal City Metro station, near Crystal Drive, to provide easier access from Crystal Drive, the Virginia Railway Express station, and the northbound Metroway. The project includes elevators, stairs, a fare payment area, a kiosk, and an underground passageway to the existing Metro platform, as well as additional emergency egress. The proposed amendment will:

- Add \$4,0039,500 (CMAQ) FY24 for CON Phase

The Honorable Christina Henderson

April 2, 2024


Page 2

- Add \$44,915,5128 (Local) for CON Phase

DRPT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on May 3, 2024. I will be present and available to answer any questions about this amendment request. Upon formal adoption from the Transportation Planning Board, the DRPT FY24-27 STIP will be updated to reflect the amended project. Thank you for your consideration of this matter.

Thank you for your assistance in facilitating this amendment action. Should you have any questions, please reach out to me at (703) 253-3334 or at [amy.garbarini@drpt.virginia.gov](mailto:amy.garbarini@drpt.virginia.gov).

Sincerely,

DocuSigned by:  
  
D9F082F8A983456...

Amy Garbarini,

Northern Virginia Transit Planning Manager

CC: Regina Moore, VDOT  
Maria Sinner, VDOT  
Amir Shahpar, VDOT  
Vikram Sinha, NVTC  
Allan Fye, NVTC  
Dan Malouff, Arlington County  
David Frye, Arlington County



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** May 9, 2024

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



National Capital Region  
**Transportation Planning Board**

April 15, 2024

Veronica Vanterpool  
Acting Administrator  
Federal Transit Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Re: FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program Grant Application by Fairfax County, Virginia

Dear Administrator Vanterpool:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Fairfax County, Virginia, for a FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program grant to procure up to 120 hybrid buses and 12 diesel buses.

The Low or No Emissions element of the grant would be used to fund the procurement of 60 hybrid buses. The Bus and Bus Facilities element of the grant would be used to fund the procurement of 60 hybrid buses and 12 diesel buses. Hybrid buses are an important step to transition the Fairfax Connector transit fleet as Fairfax County plans for and prepares infrastructure to support a zero-emission future of transit. The Board of Supervisors and the County of Fairfax County have adopted a policy goal for carbon neutrality in facilities, fleet vehicles and county operations by 2040. These buses will enable Fairfax Connector to maintain existing service levels with a reduced environmental impact and significantly advance the Fairfax Connector's part in meeting the emissions goal.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and in the region's bus system. New buses using zero emissions systems will provide benefits to the region's residents and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Christina Henderson', with a stylized flourish at the end.

Christina Henderson  
Chair, National Capital Region Transportation Planning Board

Cc: Gregg Steverson, Acting Director, Fairfax County Department of Transportation



National Capital Region  
**Transportation Planning Board**

April 15, 2024

Honorable Shailen Bhatt  
Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE.  
Washington, DC 20590

Re: Prioritization Process Pilot Program (PPPP) Grant Application by the Maryland Department of Transportation

Dear Administrator Bhatt:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland Department of Transportation (MDOT) for a Prioritization Process Pilot Program (PPPP) grant.

Established by the Maryland General Assembly, the Transportation Revenue and Infrastructure Needs (TRAIN) Commission is developing a final report that will include recommendations to enhance transportation project prioritization in the state. In its work supporting the Commission, MDOT will seek to develop a new and transparent transportation project prioritization process, which will objectively evaluate projects based on key factors focused on equity, economic competitiveness, the environment, and network fluidity. This initiative will build on current efforts to assess and improve the state's existing project prioritization process.

The grant funding will be used to fully develop a transportation project prioritization process that will inform the Statewide Transportation Improvement Program (STIP) and the Long-Range Statewide Transportation Plan. Specific products will include the creation of an online, searchable project database, a robust public engagement plan, consultation with MPOs and members of the public, the development of an interactive, geographic project transparency tool, and continuous public input opportunities to ensure the project prioritization factors remain modern and reflective of the evolving needs of all Marylanders.

The TPB has long supported good governance, public involvement, and increased investment in support of a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by MDOT.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Christina Henderson'.

Christina Henderson  
Chair, National Capital Region Transportation Planning Board

Cc: Sean Winkler, Manager, Federal Infrastructure Strategy, Office of Government Affairs, MDOT



National Capital Region  
**Transportation Planning Board**

April 15, 2024

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

Re: Congestion Relief Program Grant Application by the District Department of Transportation for the Capital Bikeshare Capacity Enhancement Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District Department of Transportation (DDOT) for a Congestion Relief Program Grant Application to fund the Capital Bikeshare Capacity Enhancement Project.

The grant will fund a citywide enhancement to the capacity of the existing Capital Bikeshare program. The scope includes funding for additional e-bikes, docking stations, and support services including but not limited to bike rebalancing operations, outreach, and incentive programs such as staffed bike valets, the Bike Angels program, and rebalancing efforts. The project will leverage an existing innovative, 'shovel ready' multimodal project to decrease congestion, increase roadway safety, and reduce emissions. Grant funds will facilitate this by increasing the amount of Capital Bikeshare vehicles and parking infrastructure, which will enable a significant increase in Capital Bikeshare trips and the replacement of a substantial amount of car trips within the District and the surrounding region.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Christina Henderson', with a stylized flourish at the end.

Christina Henderson  
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation





National Capital Region  
**Transportation Planning Board**

April 18, 2024

Veronica Vanterpool  
Acting Administrator  
Federal Transit Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Re: FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program Grant Application by Prince George's County, Maryland for the "Proud to Charge" Electric Bus Project

Dear Administrator Vanterpool:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince George's County, Maryland, for a FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program for its "Proud to Charge" Electric Bus Project

The Proud to Charge Project continues the work of a FY 2022 grant, to further develop electric bus charging infrastructure for microgrid and bus charges at the D'Arcy Road Transit facility and procure new battery electric buses and associated technology systems and solutions. The grant will fund the design and build of a microgrid system to support the charging infrastructure needs of the battery electric bus transition and expansion. Additional elements of the microgrid design and construction include the installation of a natural gas generator, solar canopies, and an integrated charge and energy management system. A key component of the grant funding will be to establish partnerships to create and implement training programs that will develop workforce skills to support the execution of the County's bus electrification initiative.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and in the region's bus system. New buses using zero emissions systems will provide benefits to the region's residents and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Christina Henderson".

Christina Henderson  
Chair, National Capital Region Transportation Planning Board

Cc: Michael Johnson, Director, Prince George's County Dept of Public Works & Transportation



National Capital Region  
**Transportation Planning Board**

April 25, 2024

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

Re: Nationally Significant Multimodal Freight and Highway Projects grants program (INFRA) Grant Application by the District Department of Transportation for the South Capitol Street Corridor Project, Phase 2, Segment III Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District Department of Transportation (DDOT) under the FY 2025-2026 Multimodal Project Discretionary Grant Opportunity for a Nationally Significant Multimodal Freight and Highway Projects (INFRA) grant application for the South Capitol Street Corridor, Phase 2, Segment III Project.

The INFRA grant would fund the construction of a new interchange at Suitland Parkway and Martin Luther King, Jr. Avenue, S.E.; a key roadway connection in a former industrial and military use area that is developed into a thriving mixed-use community and employment center in the Southeast-Southwest section of the District. The area includes the redeveloped housing complex at Barry Farm, the Department of Homeland Security's (DHS) consolidated headquarters at St. Elizabeths West Campus, and the redevelopment of St. Elizabeths East Campus. The project would incorporate the District's Vision Zero goals to enhance safety for active transportation users by incorporating safe street design features with high-visibility crosswalks, ADA-compliant ramps, improved streetlighting, and connecting bike facilities.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Christina Henderson'.

Christina Henderson  
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation



National Capital Region  
**Transportation Planning Board**

April 30, 2024

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

Re: FY 2025 - 2026 Multimodal Project Discretionary Grant Program (MPDG) Application for Route 123 – Old Bridge Road Intersection Improvements by Prince William County, Virginia

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince William County under the FY 2025-2026 Multimodal Project Discretionary Grant Opportunity for a Nationally Significant Multimodal Freight and Highway Projects (INFRA) grant application to improve the intersection of Route 123 – Old Bridge Road.

The grant will be used to fund a grade separated flyover ramp from northbound Route 123 to westbound Old Bridge Road. This grade separation intersection improvement will significantly improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. Design work has advanced through local funding for this important project, which will further key shared state and federal transportation goals including safer and better multimodal transportation options for underserved communities by improving travel time reliability for local and commuter bus routes and constructing pedestrian and bicycle facilities, in addition to improving operations for vehicles. The project is also near multiple designated Equity Emphasis Areas and will help improve mobility and accessibility for traditionally underserved populations.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Christina Henderson'.

Christina Henderson  
Chair, National Capital Region Transportation Planning Board

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** May 9, 2024

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanathur Srikanth, TPB Staff Director  
Eric Randall, TPB Staff  
**SUBJECT:** WMATA Funding and Launch of the DMV Moves Regional Transit Initiative  
**DATE:** May 9, 2024

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This memorandum summarizes recent developments regarding funding for the Washington Metropolitan Area Transit Authority (WMATA, or Metro) and the joint launch of a regional transit initiative by WMATA and the Metropolitan Washington Council of Governments (COG).

### WMATA Budget Update

On April 25, the WMATA Board approved the agency's FY 2025 operating and capital budgets, avoiding potentially severe cuts in service for the upcoming fiscal year, with significant amounts of new funding from the District, Maryland, and Virginia. However, state legislative actions, particularly in Virginia, may still impact available revenues. You may access WMATA's FY 2025 budget summary documents [here](#).

### Joint COG WMATA Boards Meeting, May 1

In February of 2024 the COG board adopted a [resolution](#) accepting the recommendations from the Chief Administrative Officers Workgroup on WMATA Cost Structure on a pathway to fully fund WMATA's FY 2025 Operating budget and also committing to work at a regional level to find a long term predictable and sustainable financing model for WMATA. On April 1, 2024, COG Board Chair Charles Allen sent a [letter to the WMATA Board](#) of Directors Chair, Paul Smedberg, requesting the convening of a joint meeting by the two boards "to develop a long-term solution that fully addresses the complex transit needs of our region." WMATA Chair Smedberg responded affirmatively: "we graciously accept your invitation to partner and work towards viable solutions in the next year to address our region's transit needs for generations to come."

On May 1, the COG board and the WMATA board held a joint special meeting and adopted a [resolution](#) partnering COG and WMATA to "develop, a unified vision for transit service and predictable, dedicated, and sustainable funding for public transportation in the National Capital Region including regional, local, and commuter transit services, including Union Station, operating in close coordination and cooperation providing a seamless, safe, and efficient experience to users in support of regional mobility, equity, and climate and environmental goals." This initiative or effort is named DMV Moves.

The work will be directed by a regional task force with representatives from the District, Maryland, Virginia, and the Federal government. The work of the task force will be assisted by two advisory groups, Government Partners Advisory Group and Community Partners Advisory Group. TPB Chair,

Ms. Christina Henderson is on the regional task force as a member of the District delegation, and the TPB's Community Advisory Committee (TPB-CAC) and Access for All Advisory Committees (TPB-AFA) are on the Community Partners Advisory group. TPB staff will be assisting the TPB-CAC and TPB-AFA, as well as the COG and WMATA team in this effort.

The description of the DMV Moves initiative, the scope of work for the task Force and the two advisory groups along with the roster of members / agencies may be found below. Also available is a Video of the Joint COG-WMATA Boards May 1 meeting.

<https://www.mwcog.org/events/2024/05/01/cogwmata-boards-of-directors--joint-meeting-cog-board/>

**Joint COG-WMATA Press Release**

<https://www.mwcog.org/newsroom/2024/05/01/cog-wmata-launch-historic-initiative-dmvmoves-to-create-a-unified-vision-and-sustainable-funding-model-for-public-transit-in-the-region/>



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Staff retirements  
**DATE:** May 9, 2024

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The Metropolitan Washington Council of Governments (COG) and the National Capital Region Transportation Planning Board (TPB) enjoy a strong reputation in the Washington metropolitan area as forums that bring leaders together to develop solutions to the region's major challenges. These solutions are informed by the high-quality information and decision support services and the functional subject matter expertise of its supremely talented staff. It is bittersweet then that we say “farewell” and “job well done” to three of our long-standing staff members who will retire this spring: Paul DesJardin, Director, Department of Community Planning and Services; Joseph “Joe” Davis, Transportation Engineer, Department of Transportation Planning (DTP), and Martha Kile, Principal Data Analyst, DTP. Collectively, Paul, Joe, and Martha have contributed more than 100 years of service as COG staff members.

**Paul DesJardin** began his career as an intern at COG in 1983. By the time he announced his retirement four decades later as Director of the Department of Community Planning and Services, Paul had built a 40-year legacy of excellence in regional technical analysis and metropolitan planning, directing programs focused on regional land use planning, economic analysis and demographic forecasting, affordable housing and homelessness, public health, and foster care/child welfare. Among his many achievements, Paul oversaw the development of the region’s Cooperative Forecasts; the identification and mapping of Regional Activity Centers; and the development of regional housing targets—all of which are important land use-related components informing regional transportation planning and decision making.

**Joe Davis** started working at COG in April 1988, so he has been working at COG for 36 years. Joe is a transportation engineer, doing work to support the regional travel demand forecasting model, which is a mathematical representation of the road and transit system in the metropolitan Washington region. This travel model is used for a variety of tasks, from assessing the performance of the TPB’s Long-Range Transportation Plan (LRTP), to conducting the region’s air quality conformity analysis of the LRTP. Working under Jane Posey and Dusan Vuksan, Joe helps create the transportation networks used by the regional travel model. In retirement, Joe plans to travel with his wife Andi, and continue his work with a charity group that provides clean water to small villages in Africa.

**Martha Kile** joined COG in early 1990 and was tasked with developing COG’s Geographic Information System (GIS) capability; she is rightfully credited with bringing COG into the “GIS Age.” Martha helped convene COG’s GIS Committee, composed of GIS managers from member jurisdictions, and she helped create the National Capital Region Geospatial Data Exchange. In addition to her GIS work, Martha has led numerous technical transportation analysis projects and processes; and she has trained and mentored numerous junior staff who continue Martha’s legacy of technical excellence.

Our colleagues’ individual and collective achievements have made immeasurable contributions to the region. We are grateful for their friendship, teamwork, and professionalism over the course of their careers, and we wish them well in their well-earned retirement.