



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** April 13, 2023

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The attached materials include:

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**SUBJECT:** Steering Committee Actions  
**FROM:** Kanti Srikanth, TPB Staff Director  
**DATE:** April 13, 2023

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At its meeting on April 7, 2023, the TPB Steering Committee adopted four resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT) and TPB staff, as described below:

- TPB SR22-2023 – requested by DDOT to add net total of 432 million by adding \$423 million for the Citywide Streetlights P3 project (T6625), and \$3.6 million for the Size and Weight Enforcement Program and \$5 million for Planning Activities Passthrough (to MWCOG). These projects and programs are exempt from the air quality conformity requirement.
- TPB SR23-2023 – requested by DDOT on behalf of the TPB to add \$100,000 from the FTA’s Innovative Coordinated Access and Mobility (ICAM) grants and \$25,000 in local match to be provided by WMATA for improvements to the Reach-a-Ride platform (T11628) to be administered by Commuter Connections and funded with Enhancing Mobility Innovation competitive grant program. This program is exempt from the conformity requirement. The TPB’s portion of the TIP is included in DDOT’s STIP for funding purposes.
- TPB SR24-2023 – requested by the Maryland Transit Administration and MDOT to add approximately \$1.9 million for a new project, the Transit Oriented Development (TOD), Purple Line Corridor. This project is exempt from the conformity requirement.
- TPB SR25-2023 – requested by VDOT to add \$58.6 million for the Northstar Blvd. Extension project (T11614). This project was included in the Air Quality Conformity Analysis of the 2022 Update of Visualize 2045 and the FY 2023-2026 TIP.

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

### Attachments:

- Adopted resolution SR22-2023, approving amendments to the FY 2023-2026 TIP, as requested by DDOT
- Adopted resolution SR23-2023, approving an amendment to the FY 2023-2026 TIP, as requested by DDOT on behalf of the TPB

- Adopted resolution SR24-2023, approving an amendment to the FY 2023-2026 TIP, as requested by MDOT
- Adopted resolution SR25-2023 approving an amendment to the FY 2023-2026 TIP as requested by VDOT

**TPB Steering Committee Attendance – April 7, 2023**  
(only voting members and alternates listed)

TPB Chair/MD rep.:

TPB Vice Chair/DC Rep.: Heather Edelman (Alt.)

TPB 2<sup>nd</sup> Vice Chair/VA Rep.: James Walkinshaw

DDOT/Tech. Cmte. Chair: Mark Rawlings

MDOT: Kari Snyder

VDOT: Regina Moore

WMATA: Mark Phillips

**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 23-15.1 WHICH ADDS  
FUNDING TO THREE ONGOING PROGRAMS, AS REQUESTED BY THE  
DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

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

**WHEREAS**, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-15.1, which adds a net total of approximately \$432 million by adding \$423 million in funding to the **Citywide Streetlights P3** program (**T6625**), \$3.6 million to the **Size and Weight Enforcement Program (T2633)**, and \$5 million to the **Planning Activities Passthrough (MWCOC)** program (**T6102**), as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview reports showing how the records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total program (or 4-year total) cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated December 16, 2022, requesting the amendments; and

**WHEREAS**, these projects and programs have been entered into the TPB's Project InfoTrak database under TIP Action 23-15.1, creating the 15<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**, these projects are all exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-15.1 which adds approximately \$432 million by adding \$423 million in funding to the **Citywide Streetlights P3** program (**T6625**), \$3.6 million to the **Size and Weight Enforcement Program (T2633)**, and \$5 million to the **Planning Activities Passthrough (MWC0G)** program (**T6102**), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 7, 2023.  
Final approval following review by the full board on Wednesday, April 19, 2023.**



<b>TIP ID</b>	T2633	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Freight Movement
<b>Project Name</b>	Size and Weight Enforcement Program	<b>County</b>	Washington	<b>Total Cost</b>	\$12,939,751
<b>Project Limits</b>		<b>Municipality</b>	District of Columbia	<b>Completion Date</b>	2045
		<b>Agency Project</b>	IDC1029A, CI053A		
<b>Description</b>	This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment. a. Weigh in Motion Operations Support b. Weigh in Motion Upgrade and Repair c. Upgrade Existing I-295 SB Weigh Station in the Freight Plan				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
CON	NHFP	\$6,228,000	\$156,000	\$151,900	\$151,900	\$6,687,800	\$6,977,400	*Map Has Not Been Marked
CON	DC/STATE	\$2,280,730	\$39,000	\$39,277	\$39,277	\$2,398,284	\$2,470,684	
CON	STBG	\$2,894,917	-	-	-	\$2,894,917	\$2,894,917	
	<b>Total CON</b>	<b>\$11,403,647</b>	<b>\$195,000</b>	<b>\$191,177</b>	<b>\$191,177</b>	<b>\$11,981,001</b>	<b>\$12,343,001</b>	
OTHER	NHFP	\$477,400	-	-	-	\$477,400	\$477,400	
OTHER	DC/STATE	\$119,350	-	-	-	\$119,350	\$119,350	
	<b>Total Other</b>	<b>\$596,750</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$596,750</b>	<b>\$596,750</b>	
	<b>Total Programmed</b>	<b>\$12,000,397</b>	<b>\$195,000</b>	<b>\$191,177</b>	<b>\$191,177</b>	<b>\$12,577,751</b>	<b>\$12,939,751</b>	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	Pending
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-15.1 Amendment 2023-2026	04/19/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**  
 Total project cost increased from \$9,321,104 to \$12,939,751



<i>TIP ID</i>	T6102	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Administration
<i>Project Name</i>	Planning Activities Passthrough (MWCOG)	<i>County</i>	Washington	<i>Total Cost</i>	\$25,655,345
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			
<i>Description</i>	DDOT receives an annual FHWA and FTA grant appropriation to support metropolitan planning activities and Statewide/DC based Planning Activities. a. 5303/5304 FTA Program b MATOC c. Metropolitan Planning				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE	S. 5303	\$960,537	\$529,000	\$529,000	\$529,000	\$2,547,537	\$2,547,537	
PE	S. 5304	\$575,218	\$130,700	\$130,700	\$130,700	\$967,318	\$967,318	
PE	DC/STATE	\$383,939	\$164,925	\$164,925	\$164,925	\$878,714	\$878,714	
	<i>Total PE</i>	\$1,919,694	\$824,625	\$824,625	\$824,625	\$4,393,569	\$4,393,569	
OTHER	DC/STATE	\$1,827,381	\$808,325	\$808,325	\$808,325	\$4,252,356	\$4,252,356	
OTHER	STBG	\$7,309,520	\$3,233,300	\$3,233,300	\$3,233,300	\$17,009,420	\$17,009,420	
	<i>Total Other</i>	\$9,136,901	\$4,041,625	\$4,041,625	\$4,041,625	\$21,261,776	\$21,261,776	
	<i>Total Programmed</i>	\$11,056,595	\$4,866,250	\$4,866,250	\$4,866,250	\$25,655,345	\$25,655,345	

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
23-03.1	Amendment 2023-2026	10/19/2022	11/01/2022	Pending
23-05.1	Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-12	Amendment 2023-2026	Pending	N/A	N/A
23-15.1	Amendment 2023-2026	04/19/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$20,560,069 to \$25,655,345



<b>TIP ID</b>	T6625	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Enhancement
<b>Project Name</b>	Citywide Streetlights P3	<b>County</b>	Washington	<b>Total Cost</b>	\$534,073,375
<b>Project Limits</b>		<b>Municipality</b>	District of Columbia	<b>Completion Date</b>	2037
		<b>Agency Project ID</b>	DOSS49A		

**Description** The P3 will include the conversion of all District Streetlights to LED, the installation of a remote monitoring and control system, and rehabilitating streetlight assets to a state of good repair, in addition to a long-term, performance-based asset management contract. Work to develop the P3 will include technical, legal, and financial aspects of the project which will be developed into an RFP. Upon completion of the RFP this project will solicit and award a 15-year (DBFM) Design, Build, Finance, Maintain P3 contract. The engineering work completed under this project until now will feed into the construction that is expected to begin on March 20th, 2023

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Various Locations
CON ACCP FASTLANE	\$159,992,459	-	-	-	-	-	*	*	
CON NHPP	\$4,576,998	\$1,473,183	\$1,478,299	\$1,845,589	\$1,853,894	\$19,977,906	\$6,650,965	\$31,205,869	
CON State (NM)	\$20,109,165	\$10,967,248	\$11,005,329	\$13,739,653	\$13,801,481	\$148,727,330	\$49,513,711	\$218,350,206	
CON DC/STATE	\$2,343,644	\$3,177,113	\$3,188,144	\$3,980,253	\$3,998,165	\$43,084,967	\$14,343,675	\$59,772,286	
CON STBG	\$6,865,498	\$12,053,704	\$12,095,557	\$15,100,753	\$15,168,706	\$163,460,796	\$54,418,720	\$224,745,014	
<b>Total CON</b>	<b>\$33,895,305</b>	<b>\$27,671,248</b>	<b>\$27,767,329</b>	<b>\$34,666,248</b>	<b>\$34,822,246</b>	<b>\$375,250,999</b>	<b>\$124,927,071</b>	<b>\$534,073,375</b>	
<b>Total Programmed</b>	<b>\$33,895,305</b>	<b>\$27,671,248</b>	<b>\$27,767,329</b>	<b>\$34,666,248</b>	<b>\$34,822,246</b>	<b>\$375,250,999</b>	<b>\$124,927,071</b>	<b>\$534,073,375</b>	

**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-06 Amendment 2023-2026	11/14/2022	N/A	N/A
23-15.1 Amendment 2023-2026	04/19/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost increased from \$110,809,806 to \$534,073,375  
 \* ACCP is not part of the Total



**ATTACHMENT B**  
**Summary Report for TIP Action 23-15.1 Formal Amendment to the**  
**FY 2023-2026 Transportation Improvement Program**  
**Requested by District Department of Transportation**  
**Approved by TPB Steering Committee on April 7, 2023**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6625	Citywide Streetlights P3	\$110,809,806	\$534,073,375	\$423,263,569	382	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">DC (Non-Match)</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in CON for \$20,109,165</li> <li>- Decrease funds in FFY 23 in CON from \$14,838,594 to \$10,967,248</li> <li>- Decrease funds in FFY 24 in CON from \$14,875,690 to \$11,005,329</li> <li>▶ Add funds in FFY 25 in CON for \$13,739,653</li> <li>▶ Add funds in FFY 26 in CON for \$13,801,481</li> </ul> <p style="text-align: right;">STBG</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 21 in CON for \$423,733</li> <li>+ Increase funds in FFY 22 in CON from \$3,624,333 to \$6,865,498</li> <li>+ Increase funds in FFY 23 in CON from \$12,053,606 to \$12,053,704</li> <li>+ Increase funds in FFY 24 in CON from \$12,095,459 to \$12,095,557</li> <li>+ Increase funds in FFY 25 in CON from \$6,997,120 to \$15,100,753</li> <li>+ Increase funds in FFY 26 in CON from \$6,997,120 to \$15,168,706</li> </ul> <p style="text-align: right;">NHPP</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 21 in CON for \$278,453</li> <li>+ Increase funds in FFY 22 in CON from \$2,381,705 to \$4,576,998</li> <li>- Decrease funds in FFY 23 in CON from \$1,473,293 to \$1,473,183</li> <li>- Decrease funds in FFY 24 in CON from \$1,478,408 to \$1,478,299</li> <li>- Decrease funds in FFY 25 in CON from \$6,458,880 to \$1,845,589</li> <li>- Decrease funds in FFY 26 in CON from \$6,458,880 to \$1,853,894</li> </ul> <p style="text-align: right;">DC (Match)</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 21 in CON for \$811,145</li> <li>- Decrease funds in FFY 22 in CON from \$6,470,152 to \$2,343,644</li> <li>+ Increase funds in FFY 23 in CON from \$3,177,102 to \$3,177,113</li> <li>+ Increase funds in FFY 24 in CON from \$3,188,133 to \$3,188,144</li> <li>+ Increase funds in FFY 25 in CON from \$3,364,000 to \$3,980,253</li> <li>+ Increase funds in FFY 26 in CON from \$3,364,000 to \$3,998,165</li> </ul> <p><i>Total project cost increased from \$110,809,806 to \$534,073,375</i></p>

**ATTACHMENT B**  
**Summary Report for TIP Action 23-15.1 Formal Amendment to the**  
**FY 2023-2026 Transportation Improvement Program**  
**Requested by District Department of Transportation**  
**Approved by TPB Steering Committee on April 7, 2023**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2633	Size and Weight Enforcement Program	\$9,321,104	\$12,939,751	\$3,618,647	39	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 23 in CON from \$1,557,000 to \$2,280,730 STBG ▶ Add funds in FFY 23 in CON for \$2,894,917 <i>Total project cost increased from \$9,321,104 to \$12,939,751</i>
T6102	Planning Activities Passthrough (MWCOCG)	\$20,560,069	\$25,655,345	\$5,095,276	25	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 23 in OTHER from \$808,325 to \$1,827,381 STBG + Increase funds in FFY 23 in OTHER from \$3,233,300 to \$7,309,520 <i>Total project cost increased from \$20,560,069 to \$25,655,345</i>
<b>Totals:</b>		<b>\$29,881,173</b>	<b>\$38,595,096</b>	<b>\$8,713,923</b>			

Government of the District of Columbia  
Department of Transportation



March 23<sup>rd</sup>, 2023

The Honorable Reuben B. Collins II, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street N.E., Suite 300  
Washington, DC 20002-4290

Dear Chair Collins,

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

**1. Metropolitan Planning (T6102c)**

- a. Increase PL funding for PE by \$1,225,448 in FY23
- b. Increase PL funding for PE by \$3,869,828 in FY23

**2. Weigh in Motion Upgrade and Repair (T2633b)**

- a. Increase STBG funding for Construction by \$3,618,646 in FY23

**3. Citywide Streetlights P3 (T6625)**

- a. Decrease Formula/NHPP funding for Construction by \$1,473,293 in FY 2023
- b. Decrease Formula/STBG funding for Construction by \$12,053,606 in FY 2023
- c. Decrease DCSTATE funding for Construction by \$3,177,101 in FY 2023
- d. Decrease DCSTATE - Non-Match funding for Construction by \$14,838,594 in FY 2023
- e. Decrease Formula/NHPP funding for Construction by \$1,478,408 in FY 2024
- f. Decrease Formula/STBG funding for Construction by \$12,095,459 in FY 2024
- g. Decrease DCSTATE funding for Construction by \$3,188,132 in FY 2024
- h. Decrease DCSTATE - Non-Match funding for Construction by \$14,875,690 in FY 2024
- i. Decrease Formula/NHPP funding for Construction by \$8,073,600 in FY 2025
- j. Decrease Formula/NHPP funding for Construction by \$8,073,600 in FY 2026
- k. Decrease Formula/STBG funding for Construction by \$8,746,400 in FY 2025
- l. Decrease Formula/STBG funding for Construction by \$8,746,400 in FY 2026
- m. Increase Formula/NHPP funding for Construction by \$5,514,456 in FY 2022
- n. Increase Formula/NHPP funding for Construction by \$1,636,871 in FY 2023
- o. Increase Formula/NHPP funding for Construction by \$1,642,554 in FY 2024
- p. Increase Formula/NHPP funding for Construction by \$2,050,654 in FY 2025
- q. Increase Formula/NHPP funding for Construction by \$2,059,882 in FY 2026
- r. Increase Formula/NHPP funding for Construction by \$2,069,152 in FY 2027
- s. Increase Formula/NHPP funding for Construction by \$2,078,463 in FY 2028
- t. Increase Formula/NHPP funding for Construction by \$2,087,816 in FY 2029
- u. Increase Formula/NHPP funding for Construction by \$2,097,211 in FY 2030
- v. Increase Formula/NHPP funding for Construction by \$2,106,648 in FY 2031
- w. Increase Formula/NHPP funding for Construction by \$2,116,128 in FY 2032
- x. Increase Formula/NHPP funding for Construction by \$2,125,651 in FY 2033
- y. Increase Formula/NHPP funding for Construction by \$2,135,216 in FY 2034
- z. Increase Formula/NHPP funding for Construction by \$2,144,825 in FY 2035
- aa. Increase Formula/NHPP funding for Construction by \$2,154,477 in FY 2036
- bb. Increase Formula/NHPP funding for Construction by \$1,082,086 in FY 2037
- cc. Increase Formula/STBG funding for Construction by \$8,271,684 in FY 2022
- dd. Increase Formula/STBG funding for Construction by \$15,067,129 in FY 2023

- ee. Increase Formula/STBG funding for Construction by \$15,119,446 in FY 2024
- ff. Increase Formula/STBG funding for Construction by \$18,875,941 in FY 2025
- gg. Increase Formula/STBG funding for Construction by \$18,960,883 in FY 2026
- hh. Increase Formula/STBG funding for Construction by \$19,046,207 in FY 2027
- ii. Increase Formula/STBG funding for Construction by \$19,131,914 in FY 2028
- jj. Increase Formula/STBG funding for Construction by \$19,218,008 in FY 2029
- kk. Increase Formula/STBG funding for Construction by \$19,304,489 in FY 2030
- ll. Increase Formula/STBG funding for Construction by \$19,391,359 in FY 2031
- mm. Increase Formula/STBG funding for Construction by \$19,478,620 in FY 2032
- nn. Increase Formula/STBG funding for Construction by \$19,566,274 in FY 2033
- oo. Increase Formula/STBG funding for Construction by \$19,654,322 in FY 2034
- pp. Increase Formula/STBG funding for Construction by \$19,742,767 in FY 2035
- qq. Increase Formula/STBG funding for Construction by \$19,831,609 in FY 2036
- rr. Increase Formula/STBG funding for Construction by \$9,960,426 in FY 2037
- ss. Increase DCSTATE - Non-Match funding for Construction by \$20,109,165 in FY 2022
- tt. Increase DCSTATE - Non-Match funding for Construction by \$10,967,248 in FY 2023
- uu. Increase DCSTATE - Non-Match funding for Construction by \$11,005,329 in FY 2024
- vv. Increase DCSTATE - Non-Match funding for Construction by \$13,739,653 in FY 2025
- ww. Increase DCSTATE - Non-Match funding for Construction by \$13,801,481 in FY 2026
- xx. Increase DCSTATE - Non-Match funding for Construction by \$13,863,588 in FY 2027
- yy. Increase DCSTATE - Non-Match funding for Construction by \$13,925,974 in FY 2028
- zz. Increase DCSTATE - Non-Match funding for Construction by \$13,988,641 in FY 2029
- aaa. Increase DCSTATE - Non-Match funding for Construction by \$14,051,590 in FY 2030
- bbb. Increase DCSTATE - Non-Match funding for Construction by \$14,114,822 in FY 2031
- ccc. Increase DCSTATE - Non-Match funding for Construction by \$14,178,339 in FY 2032
- ddd. Increase DCSTATE - Non-Match funding for Construction by \$14,242,141 in FY 2033
- eee. Increase DCSTATE - Non-Match funding for Construction by \$14,306,231 in FY 2034
- fff. Increase DCSTATE - Non-Match funding for Construction by \$14,370,609 in FY 2035
- ggg. Increase DCSTATE - Non-Match funding for Construction by \$14,435,277 in FY 2036
- hhh. Increase DCSTATE - Non-Match funding for Construction by \$7,250,118 in FY 2037
- iii. Increase BAB funding for Construction by \$159,992,459 in FY 2022

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 April 7<sup>th</sup> meeting.

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

Sincerely,

*Kyle J. Scott*

Kyle Scott  
 Acting Chief Administrative Officer  
 District Department of Transportation  
[Kyle.scott@dc.gov](mailto:Kyle.scott@dc.gov)

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-15.1 WHICH ADDS  
FUNDING FROM THE FEDERAL TRANSIT ADMINISTRATIONS' INNOVATIVE  
COORDINATED ACCESS AND MOBILITY PILOT PROGRAM FOR IMPROVEMENTS  
TO THE TPB'S REACH-A-RIDE PLATFORM, AS REQUESTED BY THE  
DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT) ON BEHALF OF THE TPB**

**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**, pursuant to Federal Transit Administration (FTA) Circular 9030.1E Section V, Paragraph 1: "All transit projects for which federal funds are expected to be used and that are within metropolitan planning boundaries must be included in a metropolitan transportation plan and TIP developed and approved by the MPO and the governor of a state, and must be included in a statewide transportation improvement plan (STIP) that has been approved by FTA and Federal Highway Administration (FHWA). Projects listed in the TIP must be consistent with the MPO metropolitan transportation plan and projects listed in the STIP must be consistent with the long-range statewide transportation plan"; and

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

**WHEREAS**, the FTA's Innovative Coordinated Access and Mobility (ICAM) grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers. This program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services; and

**WHEREAS**, on October 7, 2021, FTA announced the opportunity to apply for grant funds under the ICAM program; and

**WHEREAS**, COG/TPB staff submitted a grant application on December 6, 2021 that proposed to move the existing Reach-a-Ride platform towards a one-call, one-click Information and Referral/ Assistance tool for transportation options in the region; and

**WHEREAS**, on July 30, 2022, the COG Board of Directors adopted Resolution R32-2022 authorizing COG to receive and expend grant funds from the FTA for its ICAM grant; and

**WHEREAS** the TPB's portion of the FY 2023-2026 TIP is proposed to be amended to include the Reach-a-Ride Platform Improvements (T11628) with \$100,000 in federal ICAM program funds and \$25,000 in regional/local matching funds from the Washington Metropolitan Area Transit Authority (WMATA), as described in the attached materials; and

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Memo from Nicholas Ramfos, TPB Transportation Operations Programs Director to the TPB dated September 21, 2022 informing the Board of the program's successful funding application,

ATTACHMENT C) Summary of COG Board Resolution R32-2022 authorizing the Executive Director, for his designee, to receive and expend grant funds from the FTA's ICAM Program; Catalog of Federal Domestic Assistance number: 20.513; and

**WHEREAS**, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-15.1, creating the 15<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 project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and 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 23-15.1 which adds the Reach-a-Ride Platform Improvements (T11628) with \$100,000 in federal ICAM program funds and \$25,000 in regional/local matching funds from WMATA, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 7, 2023.  
Final approval following review by the full board on Wednesday, April; 19, 2023.**



National Capital Region  
**Transportation Planning Board**

Attachment A: Programming Report for  
 TIP Action 23-15.1: Formal Amendment to the  
 FY 2023-2026 Transportation Improvement Program  
 Requested by District Maryland Virginia Department of Transportation  
 Approved by TPB Steering Committee on April 7, 2023

TIP ID T11628  
 Project Name Reach-a-Ride Platform Improvements  
 Project Limits  
 Description The purpose of the project will be to convene a consortium of regional stakeholders to move the existing Reach a Ride platform towards a one-call, one-click Information and Referral/Assistance tool for transportation options in the region.

Lead Agency TPB  
 County  
 Municipality  
 Agency Project ID

Project Type Ridesharing  
 Total Cost \$125,000  
 Completion Date 2025

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
OTHER		LOCAL	-	\$25,000	-	-	-	-	\$25,000	\$25,000
OTHER		ICAM	-	\$100,000	-	-	-	-	\$100,000	\$100,000
		<i>Total Other</i>	-	\$125,000	-	-	-	-	\$125,000	\$125,000
		<i>Total Programmed</i>	-	\$125,000	-	-	-	-	\$125,000	\$125,000

\*Map Has Not Been Marked

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-15.1 Amendment 2023-2026	04/19/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



## MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Nicholas Ramfos, Transportation Operations Programs Director

**SUBJECT:** Federal Transit Administration's Innovative Coordinated Access and Mobility Pilot Program (ICAM Pilot Program; Catalog of Federal Domestic Assistance (CFDA) number: 20.513) and Enhancing Mobility Innovation (EMI) Program; Catalog of Federal Domestic Assistance (CFDA) number: 20.530 -- Public Transportation Innovation

**DATE:** September 21, 2022

---

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

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

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

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



## ATTACHMENT C

### ADOPTION OF CONSENT AGENDA ITEMS July 2022

**A. RESOLUTION AUTHORIZING COG TO RECEIVE A GRANT FROM THE FEDERAL TRANSIT ADMINISTRATION (FTA) FOR ITS INNOVATIVE COORDINATED ACCESS AND MOBILITY PILOT PROGRAM**

The board will be asked to adopt Resolution R32-2022 authorizing the Executive Director, or his designee, to receive and expend grant funds from the Federal Transit Administration (FTA) Innovative Coordinated Access and Mobility Pilot Program (ICAM Pilot Program; Catalog of Federal Domestic Assistance (CFDA) number: 20.513) in the amount of \$100,000 in federal funds and \$25,000 in matching funds from the Washington Metropolitan Transit Authority (WMATA) for a total budget of \$125,000. The purpose of the project will be to convene a consortium of regional stakeholders to move the existing Reach a Ride platform towards a one-call, one-click Information and Referral/Assistance tool for transportation options in the region. No COG matching funds are required for this grant.

**RECOMMENDED ACTION: Adopt Resolution R32-2022.**

**B. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO SURVEY AND IDENTIFY A QUANTITATIVE AND QUALITATIVE TRASH THRESHOLD**

The board will be asked to adopt Resolution R33-2022 authorizing the Executive Director, or his designee, to procure and enter into a contract in the amount of \$49,915 to survey and identify a quantitative and qualitative trash threshold. This survey will provide a better understanding of how different qualitative and quantitative trash characterization may support or impair the potential recreational use of the river and streams. COG funds for this procurement are available in the Department of Environmental Programs Anacostia Restoration Program.

**RECOMMENDED ACTION: Adopt Resolution R33-2022.**

**C. RESOLUTION EXPRESSING SUPPORT FOR LEGAL MIGRANTS ARRIVING TO THE WASHINGTON METROPOLITAN REGION AS A RESULT OF POLICIES IMPLEMENTED BY BORDER STATES**

The board will be asked to adopt Resolution R34-2022 expressing support for the funding efforts initiated by the District of Columbia's Congressional Representative Eleanor Holmes-Norton seeking additional federal resources to sustain the human services needs of those arriving to the Washington metropolitan region. Furthermore, the board directs the Human Services Policy Committee to consider this issue at an upcoming meeting to further explore opportunities for establishing partnerships and coordinating efforts which result in increased supportive services, and directs the Executive Director, or his designee to work with local Human Services Directors, Emergency Managers, nonprofit relief agencies and other appropriate organizations to facilitate the coordination of policies, programs and response efforts in support of the migrants.

**RECOMMENDED ACTION: Adopt Resolution R34-2022.**

**I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors  
July 30, 2022  
Janele Partman  
COG Communications Specialist**

**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 23-15.2 WHICH ADDS FUNDING  
FOR THE TRANSIT ORIENTED DEVELOPMENT (TOD) PURPLE LINE CORRIDOR PROJECT,  
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-15.2 which adds approximately \$1.9 million for a new project, the Transit Oriented Development (TOD) Purple Line Corridor project, as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Project Overview report showing how this project will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing new programmed amounts by fund source, fiscal year, and project phase,
- ATTACHMENT C) Letters from MDOT dated March 28, 2023 requesting the amendment; and

**WHEREAS**, this project has been entered in the TPB's Project InfoTrak database under TIP Action 23-15.2, creating the 15<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 project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and 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 23-15.2 which adds approximately \$1.9 million for a new project, the Transit Oriented Development (TOD) Purple Line Corridor project, as described in the attached materials.

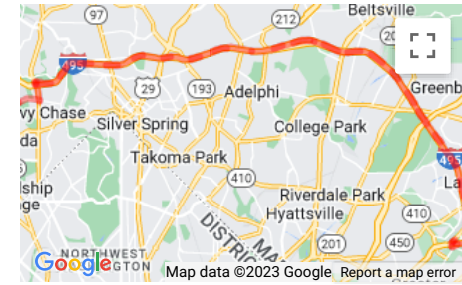
**Adopted by the TPB Steering Committee at its meeting on Friday, April 7, 2023.  
Final approval following review by the full board on Wednesday, April 19, 2023.**



<b>TIP ID</b>	T11624	<b>Lead Agency</b>	Maryland Department of Transportation - Maryland Transit Administration	<b>Project Type</b>	Transit - Streetcar/Light Rail
<b>Project Name</b>	Transit Oriented Development (TOD) Purple Line Corridor	<b>County</b>	Montgomery, Prince Georges	<b>Total Cost</b>	\$1,886,639
<b>Project Limits</b>	Bethesda to New Carolton	<b>Municipality</b>		<b>Completion Date</b>	2025
		<b>Agency Project ID</b>			

**Description** Building an equitable transit-oriented purple line corridor will further planning and coordination to catalyze affordable housing, preserve affordable small business lease space in mixed-use development, and increase bicycle and pedestrian access to the line. The project will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The effort builds on a previous FTA TOD planning pilot grant, utilizing extensive analysis to pinpoint opportunities and challenges, and involves the Purple Line Corridor Coalition (PLCC), a public-private-community collaborative. Equity, community engagement, placemaking and economic development are central to the process. Matching funds are being provided by the University of Marylands National Center for Smart Growth, Montgomery County, and the Maryland National Capital Park and Planning Commission (Montgomery County).

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	\$59,320	\$192,417	\$137,809	-	-	\$389,546	\$389,546
PE	S. 20005(B)	-	\$227,977	\$739,492	\$529,624	-	-	\$1,497,093	\$1,497,093
	<b>Total PE</b>	-	\$287,297	\$931,909	\$667,433	-	-	\$1,886,639	\$1,886,639
	<b>Total Programmed</b>	-	\$287,297	\$931,909	\$667,433	-	-	\$1,886,639	\$1,886,639



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-15.2 Amendment 2023-2026	04/19/2023	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project

**ATTACHMENT B**

**Summary Report for TIP Action 23-15.2 Formal Amendment to the  
FY 2023-2026 Transportation Improvement Program  
Requested by Maryland Department of Transportation  
Approved by TPB Steering Committee on April 7, 2023**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11624	Transit Oriented Development (TOD) Purple Line Corridor	\$0	\$1,886,639	\$1,886,639	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL <ul style="list-style-type: none"> <li>▶ Add funds in FFY 23 in PE for \$59,320</li> <li>▶ Add funds in FFY 24 in PE for \$192,417</li> <li>▶ Add funds in FFY 25 in PE for \$137,809</li> </ul> S. 20005(B) <ul style="list-style-type: none"> <li>▶ Add funds in FFY 23 in PE for \$227,977</li> <li>▶ Add funds in FFY 24 in PE for \$739,492</li> <li>▶ Add funds in FFY 25 in PE for \$529,624</li> </ul> <i>Total project cost \$1,886,639</i>

March 28, 2023

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

Dear Chairman Collins:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one new project in the FY 2023-2026 TPB TIP on behalf of the MDOT Maryland Transit Administration (MTA) as described below and in the attached memo.

This action reflects MDOT MTA’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 by adding the Transit-Oriented Development (TOD) Purple Line Corridor Project which will build on a previous FTA TOD planning pilot grant involving the Purple Line Corridor Coalition. This project is not included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045, and as it only adds funding for preliminary engineering, it will not affect the air quality determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
11624	Transit-Oriented Development (TOD) Purple Line Corridor Project	\$1,887	Adds new project and preliminary engineering funds.

MDOT requests that this amendment be approved by the TPB Steering Committee at its April 7, 2023 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 Reuben Collins  
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,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" being more prominent than the last name "Byrne".

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

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

**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 23-15.3  
WHICH ADDS FUNDING FOR THE NORTHSTAR BLVD. EXTENSION,  
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-15.3 which adds \$58.6 million for right-of-way acquisition and construction to the **Northstar Blvd. Extension** project (**T11614**), as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the project will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the change in total project cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from VDOT dated March 29, 2023 requesting the amendments (note: the attached letter references a second project which was withdrawn subsequent to VDOT's transmission of the letter and will be omitted from this TIP Action; and

**WHEREAS**, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-15.3, creating the 15<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 project was included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

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



**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-15.3 which adds \$58.6 million for right-of-way acquisition and construction to the **Northstart Blvd. Extension** project (**T11614**), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 7, 2023.  
Final approval following review by the full board on Wednesday, April; 19, 2023.**



National Capital Region  
**Transportation Planning Board**

Attachment A: Programming Report for  
 TIP Action 23-15.3: Formal Amendment to the  
 FY 2023-2026 Transportation Improvement Program  
 Requested by Virginia Department of Transportation F  
 Approved by TPB Steering Committee on April 7, 2023 f

TIP ID T6634  
 Project Name Northstar Blvd. Extension  
 Project Limits US 50 John Mosby Highway to Shreveport Drive  
 Description Northstar Blvd. Extension between US 50 (John Mosby Highway) & Shreveport Drive in Loudoun with a 6-lane divided roadway

Lead Agency Virginia Department of Transportation  
 County Loudoun  
 Municipality  
 Agency Project ID 106994

Project Type Road - New Construction  
 Total Cost \$170,843,682  
 Completion Date 2024

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	\$2,307,744	-	-	-	-	-	-	\$2,307,744
PE	DC/STATE	\$2,307,744	-	-	-	-	-	-	\$2,307,744
	<b>Total PE</b>	<b>\$4,615,488</b>	-	-	-	-	-	-	<b>\$4,615,488</b>
ROW	HIP	\$8,081,055	-	-	-	-	-	-	\$8,081,055
ROW	LOCAL	\$7,292,256	-	-	-	-	-	-	\$7,292,256
ROW	NVTA	\$45,368,091	\$46,348,630	-	-	-	-	\$46,348,630	\$91,716,721
ROW	DC/STATE	\$7,292,256	-	-	-	-	-	-	\$7,292,256
	<b>Total ROW</b>	<b>\$68,033,658</b>	<b>\$46,348,630</b>	-	-	-	-	<b>\$46,348,630</b>	<b>\$114,382,288</b>
CON	HIP	\$16,918,945	-	-	-	-	-	-	\$16,918,945
CON	LOCAL	\$19,561,484	\$15,365,477	-	-	-	-	\$15,365,477	\$34,926,961
	<b>Total CON</b>	<b>\$36,480,429</b>	<b>\$15,365,477</b>	-	-	-	-	<b>\$15,365,477</b>	<b>\$51,845,906</b>
	<b>Total Programmed</b>	<b>\$109,129,575</b>	<b>\$61,714,107</b>	-	-	-	-	<b>\$61,714,107</b>	<b>\$170,843,682</b>



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-15.3 Amendment 2023-2026	04/19/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$112,239,432 to \$170,843,682  
 \* ACCP is not part of the Total



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** April 13, 2023

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



National Capital Region  
**Transportation Planning Board**

March 20, 2023

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

Re: FY 2023 Bus and Bus Facilities Grant Programs Grant Application by Charles County, Maryland for the VanGo Maintenance Facility

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Charles County, Maryland for a Bus and Bus Facilities Grant Programs grant to fund the construction of a new maintenance facility for the Charles County VanGO transit operation.

The VanGO maintenance facility will provide a permanent, County owned facility for the operation of the VanGO bus and demand response transit services by a contractor. A dedicated facility will provide improved resources for keeping the fleet operational and in a state of good repair as well as increasing contractual competition. Investment in the county's bus system will allow for better bus service and improved safety in operations and maintenance activities while meeting future growth needs for operating an essential transit service in the region. This project is also "shovel ready"; the County is now in the final phase of design and engineering, expecting completion by June of this year, which should enable advertising for bids for construction this summer.

The TPB requests your favorable consideration of this request by Charles County, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board 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 region's bus system.

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 "RC", with a long horizontal flourish extending to the right.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Deborah A. Carpenter, Director, Charles County Department of Planning and Growth Management



National Capital Region  
**Transportation Planning Board**

March 23, 2023

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

Re: FY 2023 Low or No Emission (Low-No) Grant Program Grant Application by the Washington Metropolitan Area Transit Authority for Electric Bus Infrastructure at Cinder Bed Bus Garage

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Washington Metropolitan Area Transit Authority (WMATA) for a Low or No Emission (Low-No) Grant Program grant for electrification infrastructure at WMATA's Cinder Bed Bus Garage.

The Cinder Bed Road Bus Garage is located in Lorton, Virginia and serves a number of Metrobus routes throughout the region. This is an important facility not only for Metrobus but also for Fairfax County, Virginia. Fairfax County is implementing the Richmond Highway "The One" Bus Rapid Transit (BRT) Project from Huntington Metrorail Station to Ft. Belvoir. WMATA and Fairfax County are partnering to share the Cinder Bed Road facility, through a forthcoming joint-use agreement, which would allow Fairfax County to house and maintain its future electric BRT vehicles. An award of federal funding for this project would benefit both WMATA's Metrobus and the Fairfax Connector bus system.

FTA funding grants would support electrification infrastructure costs including site preparation and improvements, electric utility improvements, installation of charging units and construction of supporting infrastructure, and workforce development for Cinder Bed Road in addition to WMATA's bus procurements.

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 the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens 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 WMATA. 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,

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Randy Clarke, General Manager, WMATA



National Capital Region  
**Transportation Planning Board**

April 7, 2023

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

Re: FY 2023 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program Application by Montgomery County, Maryland for the EMTOC Battery-Electric Bus and Microgrid Project

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a Low or No Emission (Low-No) Grant Program and the Grant for Buses and Bus Facilities Program grant for the EMTOC Battery-Electric Bus and Microgrid Project.

Montgomery County proposes to procure twenty (20) zero-emission battery-electric buses and construct a charging facility at the David F. Bone Equipment Maintenance and Transit Operations Center (EMTOC) in Gaithersburg, Maryland to support the County's Ride On bus transit service operations. The federal funds would implement the integrated microgrid and charging infrastructure to support a charging capacity of up to 35 battery-electric buses as well as provide clean, renewable energy to produce green hydrogen that will supply 13 fuel-cell electric buses.

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 the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens 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 Montgomery 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 "RC", with a long horizontal flourish extending to the right.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

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



April 11, 2023

Administrator Michael S. Regan  
U.S. Environmental Protection Agency  
1200 Pennsylvania Avenue, N.W.  
Washington, D.C. 20460

Re: Draft Guidance on the Preparation of State Implementation Plan Provisions That Address the Nonattainment Area Contingency Measure Requirements for Ozone and Particulate Matter;  
Docket ID No. EPA-HQ-OAR-2023-0063

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), we are writing with regard to the *Draft Guidance on the Preparation of State Implementation Plan (SIP) Provisions That Address the Nonattainment Area Contingency Measure (CM) Requirements for Ozone and Particulate Matter* by the U.S. Environmental Protection Agency (EPA). MWAQC is the air quality planning commission for the National Capital Region certified by the governors of Maryland and Virginia and the mayor of the District of Columbia to develop plans to attain federal standards for air quality and improve air quality in the metropolitan Washington region. MWAQC has developed attainment plans for the 1979 ozone National Ambient Air Quality Standard (NAAQS), for which the area needed serious and severe classification plans, as well as the 1997 ozone NAAQS, for which the area needed a moderate classification plan. MWAQC has also authored several redesignation requests and maintenance plans for various NAAQS. We are providing comment on this recently released CM guidance document, as we believe there is still considerable ambiguity surrounding what exactly constitutes a CM that is suitable for inclusion in the SIP.

MWAQC is committed to developing and implementing additional CMs as needed. However, identifying reasonable, cost-effective local control measures is increasingly difficult. This is also true of CMs. The metropolitan Washington region has already enforced significant controls on local emissions sources. MWAQC believes that this effort made by EPA to clarify CM identification for the purposes of a SIP, as well as the quantification of their emissions reductions benefits, is warranted. However, the suggested methodology for developing the magnitude of CM emission reductions results in values that are well beyond the reach of MWAQC and its member state and local governments to achieve. The metropolitan Washington region's emission inventories for nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC), the primary precursors to ozone and the targeted pollutants for ozone attainment plans, are heavily influenced by the onroad and nonroad sectors, as well as the marine, air, and rail (MAR) sector. For example, the 2014 inventory for the metropolitan Washington region shows that 70% of the total NO<sub>x</sub> emissions and 43% of the total VOC emissions originated from onroad/nonroad/MAR sectors, which state and local governments have no authority to regulate in a consequential manner. The federal government has the authority to regulate these sectors under the Clean Air Act while state regulation of these categories is severely limited or pre-empted. The CMs in an attainment plan must be put in place at the state and local level. Therefore, including sectors of the emissions inventory for which state and local governments have little or no authority to regulate in the calculation for necessary CM emission reductions is not possible. MWAQC recommends that these sectors be removed from the calculations and that the calculations be based only on those

Administrator Michael S. Regan  
April 11, 2023

sectors of the emissions inventory where state and local governments have the authority to enact and enforce meaningful control measures. In addition to these concerns, providing "reasoned justification" for any potential shortfall in CM emission reductions, per the guidance document, could quickly become an incredibly resource intensive exercise for state air agencies to undertake.

Further, we seek additional guidance on how to address the challenge of state administrative process acts requiring public participation and stakeholder involvement prior to the development and implementation of any new rule, a process that must be balanced against the need for emission reductions from CMs to occur within one year of a triggering event, and thus be self-implementing.

Thank you again for the opportunity to provide comments on EPA's Draft Guidance on the Preparation of State Implementation Plan Provisions That Address the Nonattainment Area Contingency Measure Requirements for Ozone and Particulate Matter.

Sincerely,



Anita Bonds

Chair, Metropolitan Washington Air Quality Committee (MWAQC)





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** April 13, 2023

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



## Promoting Vibrant Communities and Safer Roads

**Webinar**

**Thursday, April 20, 2023**

**Noon - 1:15 PM**

To register:

<https://www.mwcog.org/events/2023/04/20/promoting-vibrant-communities-and-safer-roads/>

Contact: Justine Iván González-Vélez - [jvelez@mwcog.org](mailto:jvelez@mwcog.org)

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For more than 15 years, the Transportation Land Use Connections (TLC) program has funded 167 planning and design projects throughout the Washington region that promote vibrant communities and alternative modes of travel – including walking, transit, and biking. More recently, the Regional Roadway Safety Program (RRSP) has funded similar projects to address safety concerns on local roads. Both programs are funded by the Transportation Planning Board at the Metropolitan Washington Council of Governments and are offered to local governments throughout our region.

This public webinar will share some recent examples of TLC and RRSP projects – including pedestrian safety plans, trail design, and bike safety education. We will conduct the fast-paced program using a "pecha kucha" format in which presenters have just 6-7 minutes to tell their stories – so we expect to keep the webinar informal and lively.

**AICP Credits:** Participants will be eligible to receive one credit for AICP certification maintenance.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
**SUBJECT:** Upcoming Solicitations for Applications for the Transportation Alternatives Set-Aside Program  
**DATE:** April 13, 2023

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The next application period in Maryland for the Transportation Alternatives Set-Aside (TA Set-Aside) Program will be April 14 - May 15, 2023.

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

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting additional projects for our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve funding on July 19, 2023, for TA Set-Aside projects in Maryland.

Applications in Maryland must be submitted through the Maryland Department of Transportation (MDOT), which is also responsible for selecting projects using a statewide TA Set-Aside allocation. See [www.mdot.maryland.gov](http://www.mdot.maryland.gov) for more information.

Virginia and the District of Columbia both conduct their solicitations on two-year cycles. Their next application periods will be conducted in 2024.

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

- Focus on expanding nonmotorized transportation options;
- Enhancing roadway safety for walkers and bicyclists;
- Support for Regional Activity Centers;
- Access to high-capacity transit, especially in Transit Access Focus Areas (TAFAs);
- Support for the National Capital Trail Network;
- Access in Equity Emphasis Areas; and
- Increased access for people with disabilities.

For more information about the TPB's role in this program, please contact John Swanson [jswanson@mwkog.org](mailto:jswanson@mwkog.org) or 202-962-3295. For information about the Maryland application process, contact Christy Bernal at [CBernal@sha.state.md.us](mailto:CBernal@sha.state.md.us).



## The Maryland Department of Transportation Kicks Off New Long-Range Transportation Plan - Your Input is Needed



Marylanders deserve a safe, equitable, convenient, and connected multimodal transportation system and the Maryland Department of Transportation (MDOT) needs your input to help us deliver it. MDOT is kicking off the new Maryland Transportation Plan (MTP), Maryland's long-range transportation plan, that will guide the state's vision and corresponding policy and investment priorities for the next 20 years.

We are at the early development stages for the 2050 MTP, and your input will help shape the state's transportation plan.

A [public survey](#) is available for Marylanders to provide input on the proposed 2050 MTP guiding principles, goals, and priorities. Please [click here](#) to take the short survey by May 5, 2023, and help us make transportation work even better for you.

The 2050 MTP proposed guiding principles, goals and priorities will be modified and adapted throughout the planning process that will run through 2023 by incorporating input received from Maryland's residents and visitors. MDOT plans to finalize the 2050 MTP by January 2024.

To learn more about the state's long-range transportation plan, [click here](#).

Transportation always works better when citizens have a role in shaping decisions. Please complete this [survey](#) and help us make the 2050 MTP's vision a reality.

For more information or to provide input, please email [MDOTMTP@mdot.maryland.gov](mailto:MDOTMTP@mdot.maryland.gov) or visit the 2050 MTP website by clicking the button below.



2050 MTP Website



The Virginia Commonwealth Transportation Board (CTB) is conducting public meetings to give citizens the opportunity to provide comments on projects and programs to be included in the Fiscal Year 2024-2029 Six-Year Improvement Program (FY2024-2029 SYIP), including highway, rail and public transportation initiatives. These projects and programs represent important improvements to address safety, congestion and preservation of Virginia’s transportation network.

**Spring Public Meeting Dates and Locations**

**Public meetings begin at 4:00 p.m. in each of the locations except as noted below:**

**Public meetings begin at 4 p.m. in each of the locations except as noted below:**  
*A formal comment period will be held at these meetings.*

<p><b>Thursday, April 20</b>  Hampton Roads District  Hampton Roads District Auditorium  7511 Burbage Drive,  Suffolk, VA 23435</p>	<p><b>Monday, April 24</b>  Richmond District  Richmond District Auditorium  2430 Pine Forest Drive  Colonial Heights, VA 23834</p>	<p><b>Monday, May 1</b>  *Northern Virginia District  Potomac Conference Center  NOVA District Office  4975 Alliance Drive  Fairfax, VA 22030</p>
<p><b>Tuesday, May 2</b>  Culpeper District  Culpeper District Auditorium  1601 Orange Road  Culpeper, VA 22701</p>	<p><b>Wednesday, May 3</b>  Staunton District  Blue Ridge Community College  Plecker Center for Continuing  Education  One College Lane  Weyers Cave, VA 24486</p>	<p><b>Monday, May 8</b>  Fredericksburg District  Germanna Community College  Workforce and Technology Center  10000 Germanna Point Drive  Fredericksburg, VA 22408</p>
<p><b>Monday, May 15</b>  Bristol District  Southwest Virginia Higher  Education Center  One Partnership Circle  Abingdon, VA 24210</p>	<p><b>Tuesday, May 16</b>  Salem District  Salem Civic Center Community Room  1001 Roanoke Boulevard  Salem, VA 24153</p>	<p><b>Wednesday, May 17</b>  Lynchburg District  Lynchburg Grand Hotel  601 Main Street  Lynchburg, VA 24504</p>

\*The Northern Virginia District meeting will begin at 5 p.m. and serve as the required joint public meeting with the Northern Virginia Transportation Authority, the Northern Virginia Transportation Commission, the Virginia Railway Express, and the CTB per § 33.2-214.3 of the Code of Virginia. **Need to note that this meeting only can be streamed online.**