



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: September 16, 2021

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: September 16, 2021

At its meeting on September 10, the TPB Steering Committee reviewed and approved a joint letter from the TPB, MWAQC, and CEEPC providing comments to the U.S. Environmental Protection Agency (EPA) on its proposal to revise greenhouse gas (GHG) emissions standards for light-duty vehicles manufactured beginning in 2023. Comments are due to the EPA by September 27, 2021. The MWAQC Executive Committee approved a draft of the letter on September 8, and CEEPC is expected to sign off later this month. The draft of the letter approved by the Steering Committee included additional language focusing on equity, offered and included as a “friendly amendment.” The added text cited the *Metropolitan Washington 2030 Climate and Energy Action Plan*, regarding disproportionately negative impacts of ambient air pollution and climate-change-related health impacts experienced by underserved communities.

The committee reviewed and approved resolution TPB SR4-2022 that designated an additional 2.6 miles of Critical Urban Freight Corridor (CUFC) segments to the Northern Virginia portion of the National Capital Region. This action increases the total length of CUFC segments in Northern Virginia from 17.9 miles to 20.5 miles. The designation of CUFC status allows additional funding from the National Highway Freight Program (NHFP) to be programmed on projects on these facilities.

The Steering Committee also approved resolution TPB SR5-2022 to amend the FY 2021-2024 Transportation Improvement Program (TIP) to update project and funding information for 20 projects, as requested by the District Department of Transportation (DDOT). The amendment changed funding for nine existing projects and added 11 new projects to the TIP. Approximately \$56 million in funding was added from traditional Federal Highway Administration (FHWA) sources (Surface Transportation Block Grant, National Highway Performance Program, and the National Highway Freight Program) and matching funds from the District, as well as \$75 million in funds provided to the District of Columbia through the American Rescue Plan Act of 2021 (ARPA), which was signed into law on March 11, 2021. While the District’s funding from ARPA is new, the remainder of the funding for these projects had previously been included in the financial analysis of Visualize 2045. All 20 projects are exempt from the air quality conformity requirement, as defined in the EPA’s Transportation Conformity Regulations.

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 briefing and the TPB’s review, without objection, shall constitute the final approval of any actions approved by the Steering Committee.

Attachments

- Draft joint comment letter from TPB, MWAQC, and CEEPC to the U.S. EPA
- Approved resolution SR4-2022 to designate 2.6 miles of additional Critical Urban Freight Corridors in the Virginia portion of the National Capital Region
- Approved resolution SR5-2022 to amend the FY 2021-2024 TIP to include funding updates for 20 projects, as requested by DDOT

TPB Steering Committee Attendance – September 10, 2021 (only voting members listed)

TPB Chair/ DC rep.:	Charles Allen
TPB Vice Chair/MD rep.:	Pamela Sebesky
TPB Vice Chair/VA rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Maria Sinner and Regina Moore
WMATA:	Mark Phillips
Technical Committee Chair:	Jason Groth
Previous TPB Chair:	Kelly Russell



September 10, 2021

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

Re: Support for the Proposed Rule to Revise Existing National Greenhouse Gas Emissions Standards for Passenger Cars and Light Trucks through Model Year 2026; Docket ID No. EPA-HQ-OAR-2021-0208

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to offer our support for the proposed rule to revise existing national greenhouse gas (GHG) emissions standards for passenger cars and light trucks through Model Year (MY) 2026. We support your efforts to revise these standards to be more stringent than the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule standards, and the proposed rule aligns with our 2021 Legislative Priorities.¹

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. The TPB is the metropolitan planning organization (MPO) for the National Capital Region jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia and so designated by the federal government. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region's goals for reducing GHG emissions.

In a letter dated October 17, 2018, MWAQC, CEEPC, and the TPB provided comment on the proposed SAFE Vehicles Rule for Corporate Average Fuel Economy (CAFE) and tailpipe carbon dioxide emissions standards for MY 2021-2026 passenger cars and light trucks.² Our committees strongly opposed the proposed changes to certain existing CAFE and tailpipe carbon dioxide emissions standards for passenger cars and light duty trucks and urged the EPA to maintain more stringent tailpipe carbon dioxide emissions standards for these vehicles as prescribed in the October 15, 2012 "Final Rule for 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards."

¹ "COG Legislative Priorities," Metropolitan Washington Council of Governments, January 13, 2021, <https://www.mwcog.org/documents/2021/01/13/cog-legislative-priorities-legislative-priorities/>.

² Hans Riemer, Mary Lehman, and Charles Allen to Andrew Wheeler and Elaine Chao, "Comment on the Proposed SAFE Vehicle Rule for CAFE and Tailpipe Carbon Dioxide Emissions Standards for Model Year 2021-2026 Light-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2018-0283," Letter, October 17, 2018.

The EPA's current proposal to strengthen federal GHG emissions standards for passenger cars and light trucks by setting stringent requirements for reductions through MY 2026 would provide the critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program will achieve significant GHG emissions reductions and will result in substantial public health and welfare benefits, while providing consumers with savings from lower fuel costs. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by environmental exposures, such as ambient air pollution and climate-change-related health impacts; therefore, more stringent universal GHG emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of seven unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one. In the short term, strengthening the national GHG emissions standards for passenger cars and light trucks will likely have minimal impact on our region's ability to realize the reductions in NOx emissions needed to comply with the 2015 Ozone NAAQS. However, in the long term, strengthening these standards will reduce NOx and PM2.5 emissions as shown by EPA's forecasts in Table 44 and Table 45 of the Federal Register Notice.

Strengthening the GHG emissions standards will also provide considerable support for metropolitan Washington and communities across the United States to meet their GHG emissions reduction goals. Unfortunately, our region is already experiencing the impacts of climate change. Observations in metropolitan Washington show that temperatures and the water surface level in the Potomac River are rising and will continue to rise. Extreme weather events and increases in the number of days with extreme heat or extreme cold will increase risks to health, energy usage patterns, plant and animal habitats, and infrastructure. These changes in our weather patterns are also affecting stormwater, drinking water, and wastewater. Broad-based climate change mitigation and adaptation strategies, such as national rules, are necessary to reduce the impacts of climate change and fight the adverse effects of climate change on our region and planet.

In 2008, the *National Capital Region Climate Change Report* established regional climate goals to reduce GHG emissions by 20% below 2005 levels by 2020, and 80% below 2005 levels by 2050. In October 2020, the COG Board of Directors adopted new 2030 climate goals to supplement the previous goals, including a goal to reduce GHG emissions by 50% below 2005 levels by 2030.

Administrator Michael S. Regan
September 10, 2021

Emissions from the transportation sector are one of the major contributors of GHGs in the region. As such, MWAQC, CEEPC, and the TPB believe that revising the GHG emissions standards for passenger cars and light duty vehicles through model year 2026 to be more stringent than the SAFE Vehicles Rule is appropriate, feasible, and needed in order for the region to achieve its greenhouse gas reduction goals. Additionally, the program's inclusion of flexibilities to incentivize the production and sale of vehicles with zero and near-zero emissions technology would support COG's policy priorities to meet the region's climate goals.

The metropolitan Washington region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes approximately 34% and 38% of the region's GHG and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional GHG and NOx emissions reductions since these programs provide benefits across the marketplace. The federal government's leadership in delivering effective regulatory limits on GHG emissions from motor vehicles could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the EPA's proposal to strengthen national GHG emissions standards for passenger cars and light trucks through MY 2026.

Thank you for the opportunity to provide comments on the proposed rule to revise existing National GHG Emissions Standards for Passenger Cars and Light Trucks through MY 2026.

Please contact Tim Masters, COG Environmental Planner, at 202 962 3245 or tmasters@mwkog.org if you have any questions. Thank you for your consideration.

Sincerely,

Robert Day
Chair, Metropolitan Washington Air Quality Committee (MWAQC)

Deni Taveras
Chair, Climate Energy and Environment Policy Committee (CEEPC)

Charles Allen
Chair, National Capital Region Transportation Planning Board (TPB)

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

**RESOLUTION TO DESIGNATE CRITICAL URBAN FREIGHT CORRIDORS
IN THE NATIONAL CAPITAL REGION PLANNING AREA**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the provisions of the FAST Act enable the designation of Critical Urban Freight Corridors as part of the National Highway Freight Network; and

WHEREAS, 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 Critical Urban Freight Corridors in consultation with the State(s); and

WHEREAS, Critical Urban Freight Corridors are important complements to the Primary Highway Freight System designated in the FAST Act, to provide Federal funding eligibility for a wide range of activities including planning, engineering, and construction; and

WHEREAS, the TPB adopted Resolution R6-2018 on November 17, 2017 designating Critical Urban Freight Corridors Maryland, District of Columbia, and Virginia portions of the National Capital Region; and

WHEREAS, TPB staff are updating the mileage for Critical Urban Freight Corridor CUFC VA.01 from the previously designated 10.5 miles to the correct figure of 9.7 miles, freeing up 0.8 CUFC miles for use on other Northern Virginia roadways; and

WHEREAS, the Virginia Office of Intermodal Planning and Investment (OIPI) has allocated an additional 2.6 roadway miles of Critical Urban Freight Corridors to the Northern Virginia portion of the National Capital Region; and

WHEREAS, TPB staff has collaborated with officials the Virginia Department of Transportation (VDOT), and the Virginia Office of Intermodal Planning and Investment to identify additional miles of Critical Urban Freight Corridors in Northern Virginia that meet the criteria for designation as set forth under provisions of the FAST Act; and

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

Approved by the TPB Steering Committee at its virtual meeting on September 10, 2021.

Table : Critical Urban Freight Corridors in the Virginia Portion of the National Capital Region

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	9.7	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K
CUFC VA.05	US 29	500 ft. east of Tysons Oaks Ct.	I-66	3.4	J, K

* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State



MEMORANDUM

TO: Transportation Planning Board Steering Committee
FROM: Jon Schermann, TPB Transportation Planner
SUBJECT: Critical Urban Freight Corridor Designation update for Northern Virginia
DATE: September 2, 2021

This memorandum describes the proposed addition of 2.6 miles of Critical Urban Freight Corridor (CUFC) segments to the Northern Virginia portion of National Capital Region. This will increase the total length of CUFC segments in Northern Virginia from 17.9 miles to 20.5 miles. The Transportation Planning Board (TPB) Steering Committee will be requested to take action to designate the updated Northern Virginia CUFC segments during the September 10, 2021 meeting.

BACKGROUND

The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFP provides Federal funding eligibility for a wide range of activities including planning, engineering, and construction on the NHFN.

The NHFN consists of four components:

- Primary Highway Freight System (PHFS);
- The portions of the Interstate System not on the PHFS;
- Critical Rural Freight Corridors (CRFC); and
- Critical Urban Freight Corridors (CUFC).

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) may 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 requires DOTs and MPOs to coordinate on CRFC and CUFC designations as shown in Table 1 (next page).

Table 1: 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	Designates CUFCs in MPOs with greater than 500,000 population – must coordinate with state DOTs

After December 4, 2017, designated and approved CUFCs and CRFCs became part of the National Highway Freight Network (NHFN) and thereby become eligible for National Highway Freight Program (NHFP) funding.¹ Table 2 below provides a rough estimate of the NHFP funding available statewide for each of our member states. The remainder of this memorandum will focus exclusively on Critical Urban Freight Corridors (CUFC).

Table 2: Estimate of NHFP Funding by State (statewide)

State	NHFP Funds
District of Columbia	approximately \$6 million / year
Maryland	approximately \$20 million / year
Virginia	approximately \$25 million / year

REQUIREMENTS FOR DESIGNATION OF CRITICAL URBAN FREIGHT CORRIDORS

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

- Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility;
- 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.

¹ Provided the State has an approved, FAST-Act compliant State Freight Plan.

Two caveats should be noted regarding CUFCs. First, they comprise a funding network – they do not have to be contiguous, in fact there are not enough CUFC miles allotted in the FAST Act to allow for a contiguous functional network. Second, CUFCs can be redesignated as needed. The proposed action can be categorized as a redesignation.

MILEAGE LIMITATIONS

For each state, according to the FAST Act, a maximum of 75 miles of highway or 10% of the PHFS mileage in the state, whichever is greater, may be designated as a CUFC. Table 3 shows the relevant mileage limitations for Maryland, Virginia, and the District of Columbia.

Table 3: Critical Urban Freight Corridor Mileage

State	CUFC Miles: Total	CUFC Miles: National Capital Region ¹	Updated CUFC Miles: National Capital Region
Maryland	75.00	25.0	25.0
District of Columbia	75.00	75.0	75.0
Virginia	83.35	17.8	20.5²

Note 1: Designated by the TPB via Resolution R6-2018 on November 15, 2017

Note 2: Updated Virginia CUFC mileage with proposed 2.6-mile addition

VIRGINIA CRITICAL URBAN FREIGHT CORRIDORS – PROPOSED UPDATES

The proposed change adds a 3.4-mile segment of US 29 between I-66 and the edge of the urbanized area boundary located 500 ft. east of Tysons Oaks Ct. in Prince William County as a CUFC. The 3.4 miles needed for this comes from two sources: first, the Virginia Office of Intermodal Planning and Investment (OIP) has provided an additional 2.6 roadway miles of Critical Urban Freight Corridors for the TPB to designate; second, by correcting the mileage listed for one of the CUFC segments identified in Resolution R6-2018, an additional 0.8 miles is available for redesignation.

The Virginia Public Roads listed in Table 4 (below) were designated as CUFCs in TPB Resolution R6-2018 adopted on November 15, 2017.

Table 4: Virginia Critical Urban Freight Corridors Designated in TPB Resolution R6-2017

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	10.5	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K

* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State

Table 5 (below) and Figure 2 (next page) shows the Northern Virginia CUFCs that will be in effect if Resolution SR4-2022 is adopted.

Table 5: Virginia Critical Urban Freight Corridors As Designated in TPB Resolution SR4-2022

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	9.7 ¹	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K
CUFC VA.05²	US 29	500 ft. east of Tysons Oaks Ct.	I-66	3.4	J, K

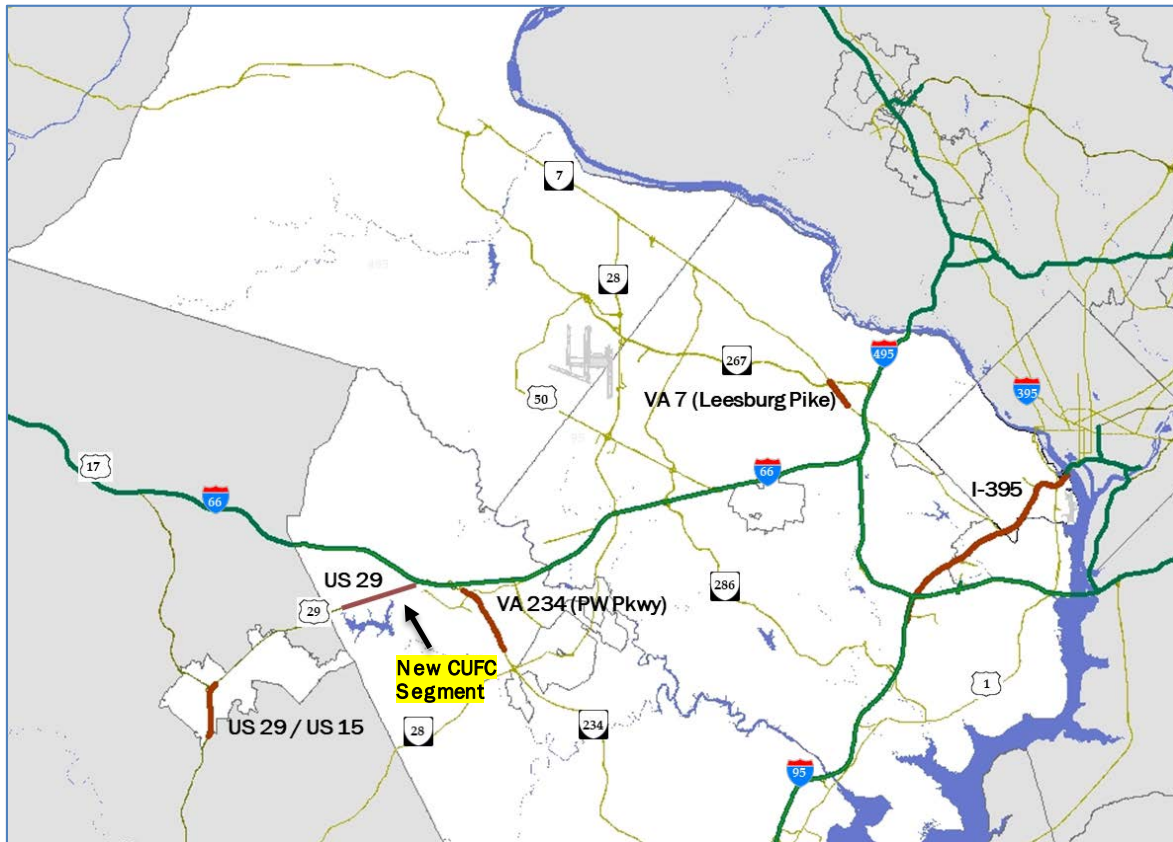
Note (1): The actual distance of this segment is 9.7 miles, not 10.5 miles as noted in Resolution R6-2017

Note (2): CUFC VA.05 is added to the list of Northern Virginia CUFCs with Resolution SR4-2022.

* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State

Figure 2: CUFCs (Red) and Other NHFN-Designated Roadways (Green) in the Virginia Portion of the National Capital Region



RATIONALE

TPB staff coordinated with the Virginia Office of Intermodal Planning and Investment (OIP) to identify the 3.4-mile segment of US 29 to add to the Northern Virginia list of CUFC segments. The selection of this portion of US 29 supports the desire of Virginia OIP to organize CUFC and CRFC (Critical Rural Freight Corridors) segments along Corridors of Statewide Significance. In addition, this segment of US 29 is part of the Regionally Significant Freight Network defined in the National Capital Region Freight Plan² and meets the requirements for designation as described in the FAST Act.

² The National Capital Region Freight Plan was adopted by the TPB in July 2016.

NEXT STEPS

- Following the TPB Steering Committee's action and after the TPB meeting on September 22, the resolution updating the designation of Northern Virginia CUFCs will be submitted to the FHWA with copies to the Virginia Office of Intermodal Planning and Investment (OIPI) and the Virginia Department of Transportation (VDOT).

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO UPDATE PROJECT AND FUNDING INFORMATION
FOR 20 PROJECTS IN THE DISTRICT OF COLUMBIA'S SECTION OF THE TIP,
AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on March 18, 2020, the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, in the attached letter of August 30, 2021, DDOT has requested an amendment to the FY 2021-2024 TIP to update project and funding information for 20 projects to include \$131 million in additional funding: \$30 million from federal sources – Surface Transportation Block Grant (STBG), National Highway Performance Program (NHPP), and National Highway Freight Program (NHFP); \$26 million in federal matching funds from the District, and \$75 million provided to the District through the American Rescue Plan Act of 2021 (ARPA), which was signed into law on March 11, 2021 (both shown as District Funding), as described in the attached materials; and

WHEREAS, these projects and programs are either exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012, or are included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP; and

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to update project and funding information for 20 projects to include \$131 million in additional funding: \$30 million from federal sources – STBG, NHPP, and NHFP; \$26 million in federal matching funds from the District; and \$75 million from District ARPA funds, as described in the attached materials.

Adopted by the TPB Steering Committee at its virtual meeting on September 10, 2021.

Government of the District of Columbia

Department of Transportation



d. Office of the Director

August 30, 2021

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

Dear Chairperson Allen,

The District Department of Transportation (DDOT) requests that the FY 2021-2024 Transportation Improvement Program (TIP) be amended for 20 projects as detailed below. Projects that are receiving funding through the American Rescue Plan Act of 2021 (ARPA), which was signed into law on March 11, 2021, are noted as such.

1. 9th Street Bicycle Lane (TIP ID: TBD)

- a. Add new project
- b. Increase State or District ARPA funding for PE by \$217,000 in FY 22
- c. Increase State or District ARPA funding for Construction by \$2,441,000 in FY 23

2. Active Transportation Equipment (TIP ID: TBD)

- a. Add new project
- b. Increase State or District ARPA funding for other by \$300,000 in FY 22
- c. Increase State or District ARPA funding for other by \$300,000 in FY 23
- d. Increase State or District ARPA funding for other by \$300,000 in FY 24

3. Anacostia Metro Ped/Bike Bridge (TIP ID: TBD)

- a. Add new project
- b. Increase State or District ARPA funding for PE by \$2,500,000 in FY 22
- c. Increase State or District ARPA funding for Construction by \$18,000,000 in FY 23

4. Anacostia Park Trail Connector (TIP ID: 3508)

- a. Increase State or District ARPA funding for PE by \$570,000 in FY 22
- b. Increase State or District funding for Construction by \$1,139,000 in FY 24

5. Bicycle and Pedestrian Safety (TIP ID: TBD)

- a. Add new project

Government of the District of Columbia

Department of Transportation



- b. Increase State or District ARPA funding for Construction by \$2,391,000 in FY 22
 - c. Increase State or District ARPA funding for Construction by \$1,711,000 in FY 23
 - d. Increase State or District ARPA funding for Construction by \$3,608,000 in FY 24
 - e. Increase State or District funding for Construction by \$3,094,000 in FY 22
 - f. Increase State or District funding for Construction by \$2,838,000 in FY 23
- 6. Bladensburg Road Multimodal Safety and Access (TIP ID: 6675)**
- a. Increase STBG funding for PE by \$582,029.87 in FY21
- 7. Capital Bikeshare Expansion (TIP ID: TBD)**
- a. Add new project
 - b. Increase State or District ARPA funding for Construction by \$4,637,000 in FY 22
 - c. Increase State or District ARPA funding for Construction by \$2,637,000 in FY 23
 - d. Increase State or District ARPA funding for Construction by \$2,637,000 in FY 24
 - e. Increase State or District funding for Construction by \$2,170,000 in FY 22
 - f. Increase State or District funding for Construction by \$2,170,000 in FY 23
 - g. Increase State or District funding for Construction by \$2,170,000 in FY 24
- 8. Fort Davis Dr and Texas Ave SE Trail (TIP ID: TBD)**
- a. Add new project
 - b. Increase State or District ARPA funding for PE by \$586,000 in FY 23
 - c. Increase State or District funding for Construction by \$1,042,000 in FY 24
- 9. I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp (TIP ID: 6804)**
- a. Increase NHPP funding for PE by \$2,983,750 in FY 22
- 10. Innovative Freight Delivery Practices, Research & Analysis (TIP ID: 5922)**
- a. Add subproject e. Innovative Freight Delivery Practices, Research & Analysis
 - b. Increase NHFP funding for PE by \$162,750 in FY 22
 - c. Increase NHFP funding for PE by \$162,750 in FY 23
 - d. Increase NHFP funding for PE by \$162,750 in FY 24
- 11. Kennedy St from 16th St to Georgia Ave NW Reconstruction (TIP ID: 6501)**
- a. Decrease STBG funding for Construction by \$687,680 in FY 22
 - b. Increase STBG funding for Construction by \$14,973,000 in FY 23
 - c. Increase STBG funding for Construction by \$976,500 in FY 24
- 12. New York Avenue Streetscape and Trail (TIP ID: 6230)**
- a. Decrease STBG funding for ROW by \$700,000 in FY21
 - b. Increase STBG funding for ROW by \$700,000 in FY 22
 - c. Increase State or District funding for Construction by \$17,142,000 in FY23

Government of the District of Columbia

Department of Transportation



13. North Capitol Street Streetscape/Deckover (TIP ID: TBD)

- a. Add new project
- b. Increase State or District ARPA funding for Study by \$1,000,000 in FY 22

14. Oxon Run Trail Restoration (TIP ID: 2780)

- a. Increase State or District ARPA funding for PE by \$597,000 in FY 23
- b. Increase State or District funding for PE by \$597,000 in FY 24

15. Southern Ave from South Capitol to Barnaby Rd SE (TIP ID: 5353)

- a. Increase State or District ARPA funding for Construction by \$9,000,000 in FY 22

16. Arizona Avenue to Capital Crescent Trail (TIP ID: TBD)

- a. Add new project
- b. Increase State or District ARPA funding for PE by \$515,000 in FY 22
- c. Increase State or District funding for Construction by \$2,745,000 in FY 24

17. Metropolitan Branch Trail from Blair Rd. to Piney Branch Rd. (TIP ID: 3228)

- a. Rename subproject a. Blair Rd. to Piney Branch Rd.
- b. Increase State or District funding for PE by \$1,077,000 in FY 22
- c. Increase State or District funding for Construction by \$4,744,930 in FY 23
- d. Increase State or District ARPA funding for Construction by \$789,070 in FY 23

18. Trails - Suitland Parkway Trail (TIP ID: TBD)

- a. Add new project
- b. Increase State or District ARPA funding for PE by \$825,000 in FY 22
- c. Increase State or District ARPA funding for Construction by \$5,534,000 in FY 23

19. Transit Hubs (TIP ID: TBD)

- a. Add new project
- b. Increase State or District ARPA funding for Study by \$350,000 in FY 22

20. Vision Zero Safety Improvements (TIP ID: TBD)

- a. Add new project
- b. Increase State or District funding for Construction by \$4,088,250 in FY 22
- c. Increase State or District funding for Construction by \$1,900,250 in FY 23
- d. Increase State or District funding for Construction by \$1,786,000 in FY 24
- e. Increase State or District ARPA funding for Construction by \$1,055,000 in FY 24

The proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its September 10th meeting.

Government of the District of Columbia

Department of Transportation



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

Sincerely,

A handwritten signature in black ink that reads 'Saesha Carlile'.

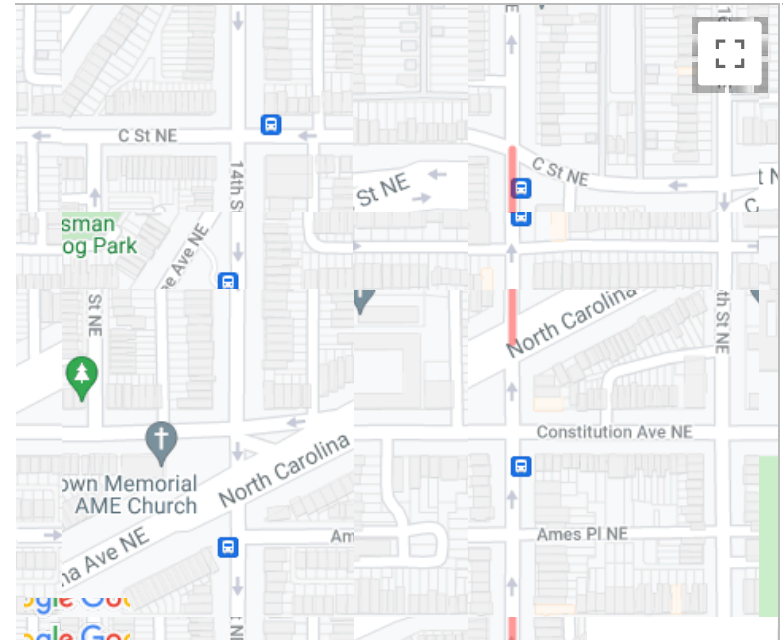
Saesha Carlile
Chief Administrative Officer

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 FOR THE DISTRICT OF COLUMBIA
 TIP Action 21-32: Formal Amendment**

<i>TIP ID</i>	11557	<i>Agency Project ID</i>	<i>Total Cost</i>	\$2,658,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	9th Street Bicycle Lane			
<i>Project Limits</i>	9th Street NW from V street NW to Pennsylvania Avenue NW (1.6 mile)			

Description The 9th Street NW Protected Bike Lane will provide a 1.6 mile long safe, continuous, separated bicycle facility from Pennsylvania Avenue on the south to Florida Avenue/U Street on the north, connecting fast-growing neighborhoods in mid-city with the downtown core. The design locates a two-way protected bike lane on the east side of the roadway. The parking lane remains and is located adjacent to the protected bike lane. Traffic calming and pedestrian safety improvements are also components of the project.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$217,000	-	-	-	\$217,000
	<i>Total Preliminary Engineering</i>	-	-	\$217,000	-	-	-	\$217,000
CON	STATE	-	-	-	\$2,441,000	-	-	\$2,441,000
	<i>Total Construction</i>	-	-	-	\$2,441,000	-	-	\$2,441,000
	<i>Total Programmed</i>	-	-	\$217,000	\$2,441,000	-	-	\$2,658,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
			Pending	N/A

Current Change Reason

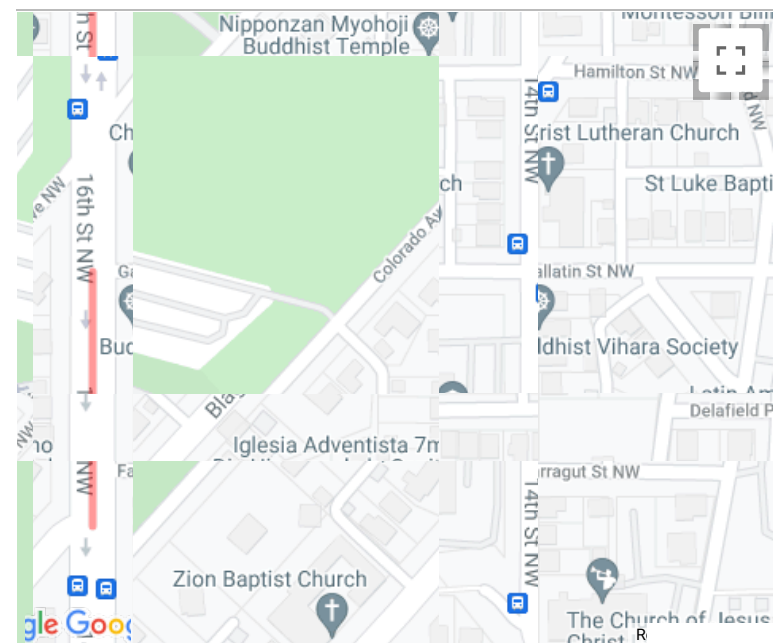
SCHEDULE / FUNDING / SCOPE - New project

TIP ID 11558 Agency Project ID
 Lead Agency DDOT Municipality District of Columbia
 Project Type Bike/Ped Completion Date
 Project Name Active Transportation Equipment
 Project Limits Various Locations

Total Cost \$900,000
 County Washington
 TCM

Description This funding will be used to plan, procure, install, and operate safe and secure bicycle storage units in residential neighborhoods. Due to the increase in cycling with the pandemic and rapid installation of protected bicycle infrastructure, safe, secure, and convenient bicycle storage is needed in neighborhoods with older housing stock that do not or cannot provide on-site storage of bicycles

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER STATE		-	-	\$300,000	\$300,000	\$300,000	-	\$900,000
<i>Total Other</i>		-	-	\$300,000	\$300,000	\$300,000	-	\$900,000
Total Programmed		-	-	\$300,000	\$300,000	\$300,000	-	\$900,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

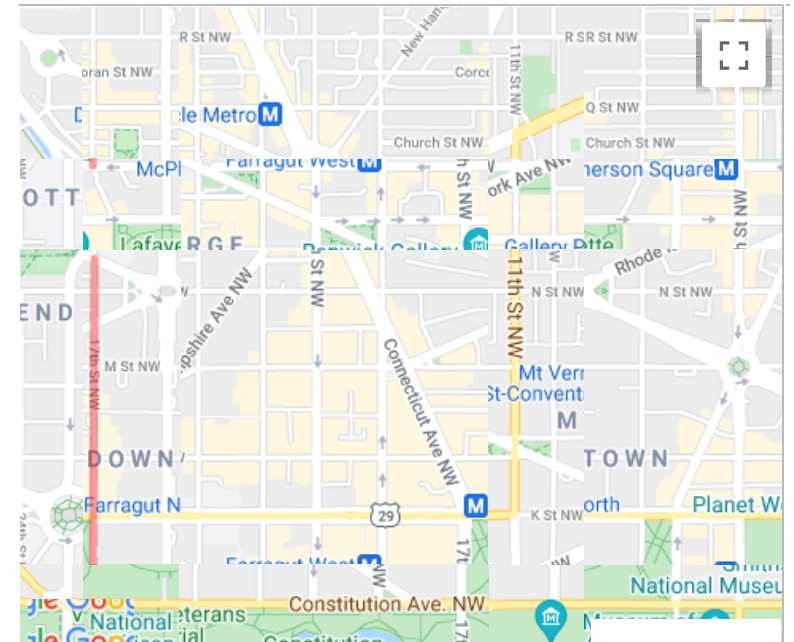
TIP ID 11559
 Lead Agency DDOT
 Project Type Anacostia Metro Ped/Bike Bridge
 Project Limits Bridge

Agency Project ID
 Municipality
 Completion Date

Total Cost \$20,500,000
 County
 TCM

Description This project will design and construct a new pedestrian-bicycle bridge over Suitland Parkway between the Barry Farm development and the Anacostia Metro Station that will provide safe and convenient access to a major transit hub in the area.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$2,500,000	-	-	-	\$2,500,000
	Total Preliminary Engineering	-	-	\$2,500,000	-	-	-	\$2,500,000
CON	STATE	-	-	-	\$18,000,000	-	-	\$18,000,000
	Total Construction	-	-	-	\$18,000,000	-	-	\$18,000,000
	Total Programmed	-	-	\$2,500,000	\$18,000,000	-	-	\$20,500,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

TIP ID 11560
 Lead Agency DDOT
 Project Type Bike/Ped
 Project Name Capital Bikeshare Expansion
 Project Limits Various Locations

Agency Project ID
 Municipality
 Completion Date

Total Cost \$16,421,000
 County
 TCM

Description To meet the goals for Capital Bikeshare established in MoveDC, this project will procure, plan, and install stations such that 90% of District residents are within 1/4 mile of Capital Bikeshare station. The scope of the project is citywide and will include installation of approximately 80 new Capital Bikeshare stations. At the same time Bikeshare stations that have reached the end of their useful life will be replaced to maintain State of Good Repair.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	STATE	-	-	\$6,807,000	\$4,807,000	\$4,807,000	-	\$16,421,000
	<i>Total Construction</i>	-	-	\$6,807,000	\$4,807,000	\$4,807,000	-	\$16,421,000
	Total Programmed	-	-	\$6,807,000	\$4,807,000	\$4,807,000	-	\$16,421,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

Current Change Reason

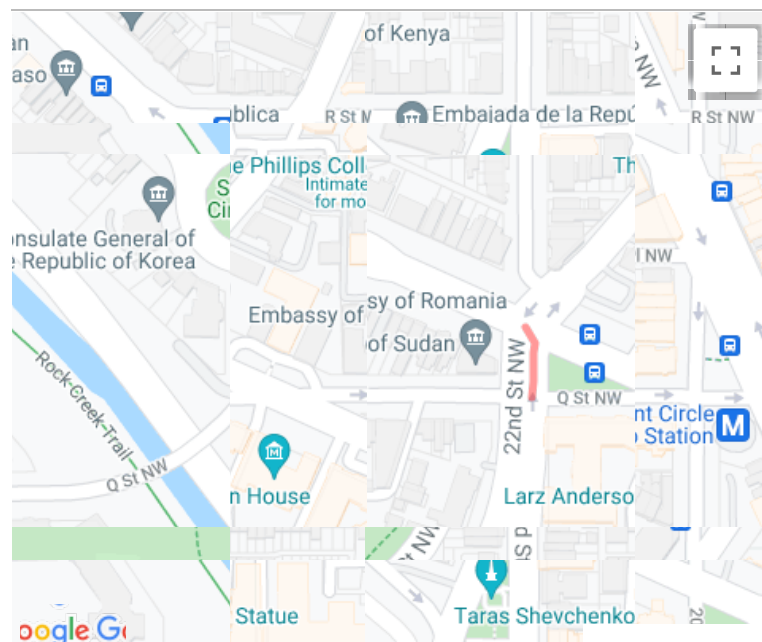
SCHEDULE / FUNDING / SCOPE - New project

TIP ID 11561 Agency Project ID
 Lead Agency DDOT Municipality
 Project Type Bike/Ped Completion Date
 Project Name Fort Davis Dr and Texas Ave SE Trail
 Project Limits Fort Davis Drive SE from Pennsylvania Avenue to East Capitol Street (2 mile)

Total Cost \$1,628,000
 County
 TCM

Description This project will develop a multi-use trail along Fort Davis Drive SE, an NPS roadway within the Fort Circle Parks network, which does not have bicycle or pedestrian accommodations, and continue the trail or cycletrack along Texas Ave SE to the Benning Road Metro station. This will be a 2 mile long trail facility (1.21 miles on NPS land, .79 miles on DDOT ROW)

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	-	\$586,000	-	-	\$586,000
	<i>Total</i>				\$586,000			\$586,000
	<i>Preliminary Engineering</i>				\$586,000			\$586,000
CON	STATE	-	-	-	-	\$1,042,000	-	\$1,042,000
	<i>Total</i>					\$1,042,000		\$1,042,000
	<i>Construction</i>					\$1,042,000		\$1,042,000
	Total Programmed				\$586,000	\$1,042,000		\$1,628,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

Current Change Reason

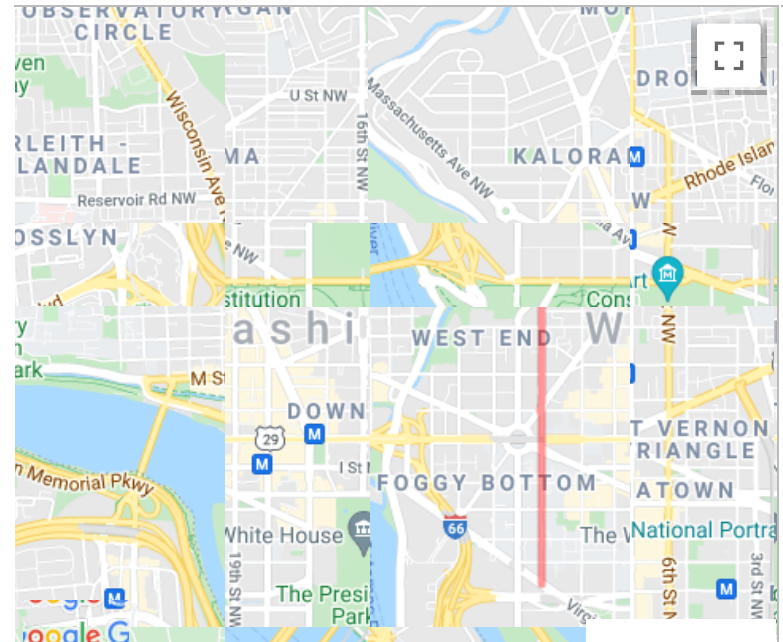
SCHEDULE / FUNDING / SCOPE - New project

TIP ID 11562 Agency Project ID
 Lead Agency DDOT Municipality
 Project Type Completion Date
 Project Name North Capitol Street Streetscape/Deckover
 Project Limits North Capitol Street from Bryant Street to T Street (.5 mile)

Total Cost \$1,000,000
 County
 TCM

Description This project is established to conduct a feasibility study and engineering alternatives for a potential deckover project on North Capitol Street that would extend from T Street to Bryant Street. .

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
STUDY STATE		-	-	\$1,000,000	-	-	-	\$1,000,000
Total STUDY		-	-	\$1,000,000	-	-	-	\$1,000,000
Total Programmed		-	-	\$1,000,000	-	-	-	\$1,000,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

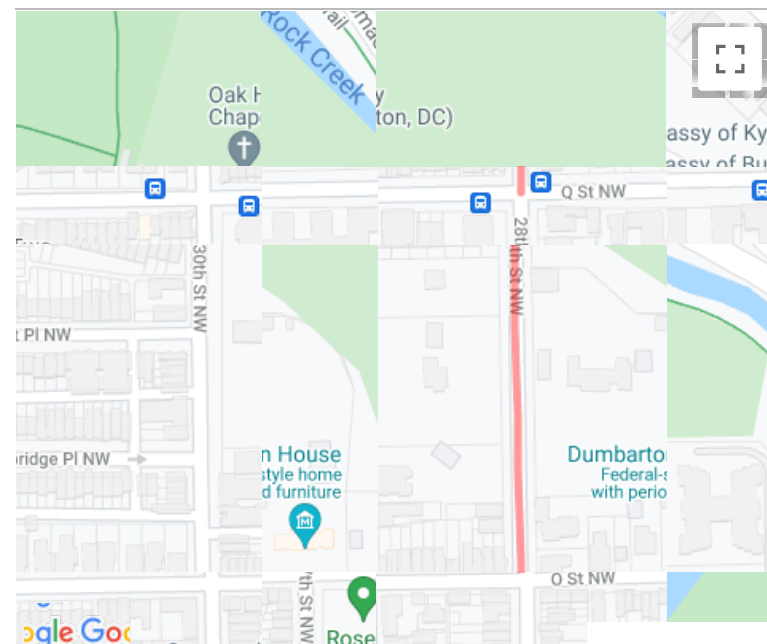
SCHEDULE / FUNDING / SCOPE - New project

TIP ID 11563 Agency Project ID
 Lead Agency DDOT Municipality
 Project Type Bike/Ped Completion Date
 Project Name Arizona Avenue to Capital Crescent Trail
 Project Limits Arizona Avenue Trail Connector from Arizona Avenue to Capitol Crescent Trail (.05 mile)

Total Cost \$3,260,000
 County
 TCM

Description This project designs and constructs a short, shared use path (approximately 500 linear feet) that would connect Arizona Ave. NW and the Palisades neighborhood to the regional Capital Crescent Trail. The trail will run adjacent to Arizona Avenue, NW from approximately the intersection of Arizona Avenue and Carolina Place NW connecting to the Capital Crescent Trail.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$515,000	-	-	-	\$515,000
	<i>Total</i>			\$515,000				\$515,000
	<i>Preliminary Engineering</i>			\$515,000				\$515,000
CON	STATE	-	-	-	-	\$2,745,000	-	\$2,745,000
	<i>Total</i>					\$2,745,000		\$2,745,000
	<i>Construction</i>					\$2,745,000		\$2,745,000
	Total Programmed			\$515,000		\$2,745,000		\$3,260,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

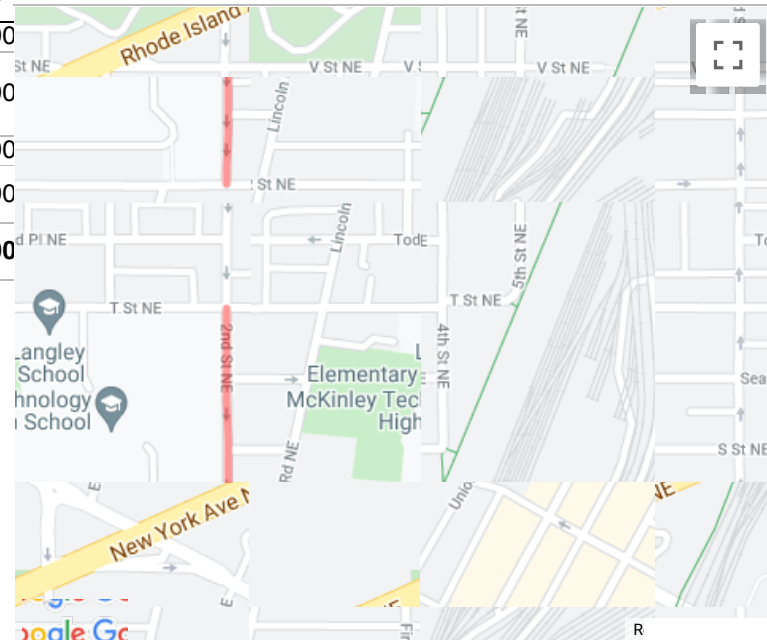
TIP ID 11564
 Lead Agency DDOT
 Project Type Bike/Ped
 Project Name Suitland Parkway Trail
 Project Limits Suitland Parkway Trail from Sheridan Road to MD Line (1.75 mile)

Agency Project ID
 Municipality
 Completion Date

Total Cost \$6,359,000
 County
 TCM

Description This project will handle the design and construction for a rehabilitation of the Suitland Parkway Trail from Sheridan Rd SE the DC/MD line.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$825,000	-	-	-	\$825,000
	Total Preliminary Engineering	-	-	\$825,000	-	-	-	\$825,000
CON	STATE	-	-	-	\$5,534,000	-	-	\$5,534,000
	Total Construction	-	-	-	\$5,534,000	-	-	\$5,534,000
	Total Programmed	-	-	\$825,000	\$5,534,000	-	-	\$6,359,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

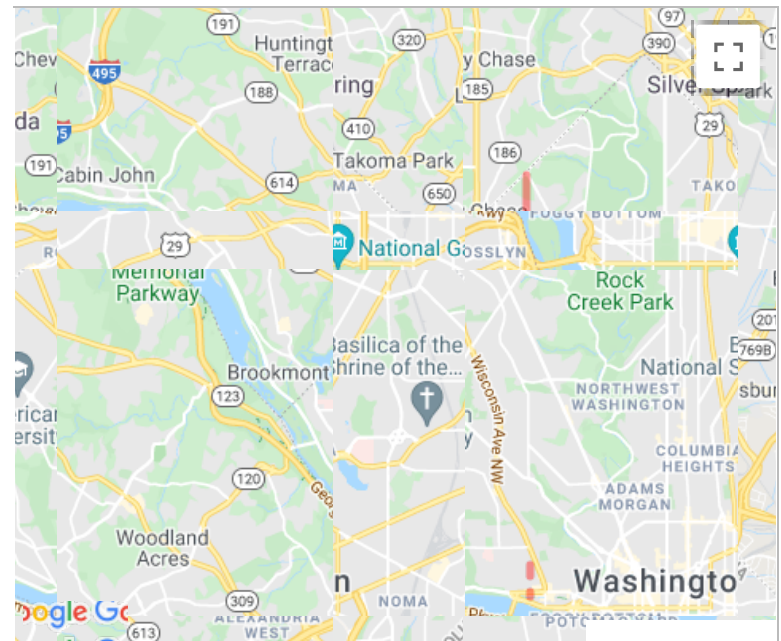
TIP ID 11565
 Lead Agency DDOT
 Project Type Bike/Ped
 Project Name Transit Hubs
 Project Limits Various Locations

Agency Project ID
 Municipality
 Completion Date

Total Cost \$350,000
 County
 TCM

Description This project will study Ward 7 & Ward 8 transit hubs offering last mile connection via DC Connect, Capital Bikeshare, micromobility, rideshare, and taxis. The funds will develop two transit hub locations in Wards 7 and 8, expanding connections to and from the hubs, and other metro and bus stations by safe walkways. Hubs will be multi-modal centers of transportation, creating service points for last-mile connections by bus, DC Neighborhood Connect, capital bike share, scooters, mopeds, ride hailing and taxi services.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
STUDY STATE		-	-	\$350,000	-	-	-	\$350,000
<i>Total STUDY</i>		-	-	\$350,000	-	-	-	\$350,000
Total Programmed		-	-	\$350,000	-	-	-	\$350,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

TIP ID 11566
 Lead Agency DDOT
 Project Type Bike/Ped
 Project Name Vision Zero Safety Improvements
 Project Limits Various Locations

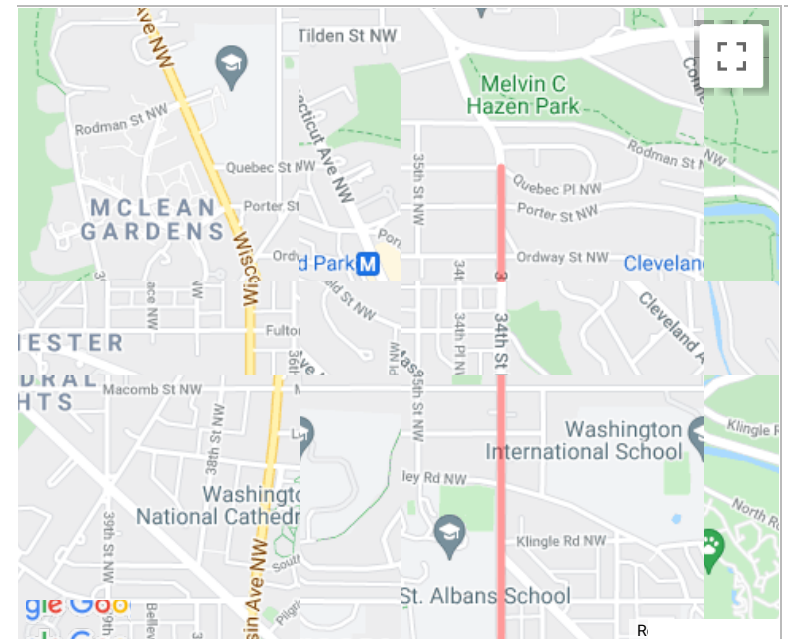
Agency Project ID
 Municipality
 Completion Date

Total Cost \$8,829,500
 County
 TCM

Description

The scope of this project is to design and construct small to medium scale safety improvements on roadways and intersections with safety issues that are generated out of Vision Zero, Livability, Pedestrian/Bike and other Transportation Safety studies. Specific examples include but not limited to dual-turn mitigations, left-turn traffic calming, protected bike lanes, and intersection spot improvements as identified in various Livability and Safety studies.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	STATE	-	-	\$4,088,250	\$1,900,250	\$2,841,000	-	\$8,829,500
<i>Total Construction</i>		-	-	\$4,088,250	\$1,900,250	\$2,841,000	-	\$8,829,500
Total Programmed		-	-	\$4,088,250	\$1,900,250	\$2,841,000	-	\$8,829,500



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

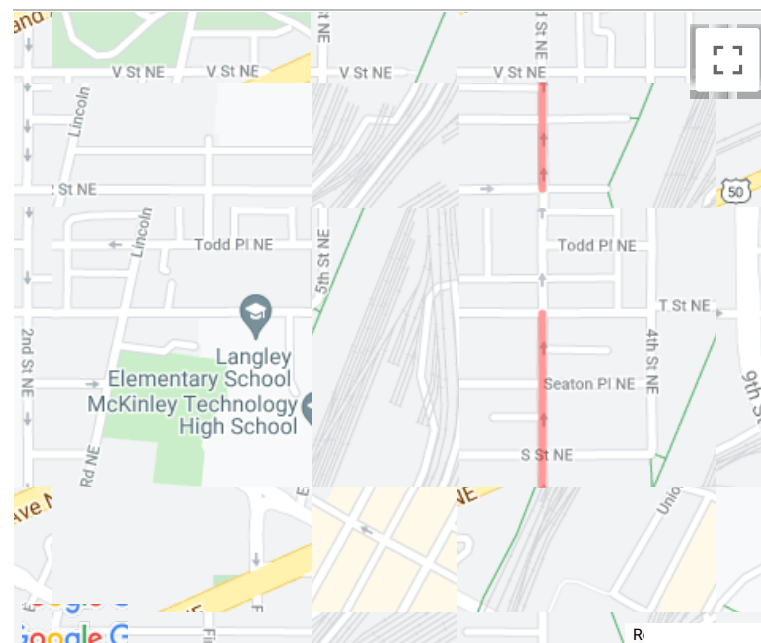
TIP ID 11567
 Lead Agency DDOT
 Project Type Bike/Ped
 Project Name Bicycle and Pedestrian Safety
 Project Limits Various Locations

Agency Project ID
 Municipality
 Completion Date

Total Cost \$14,488,000
 County
 TCM

Description The Bicycle and Pedestrian Safety project supports the design and construction of protected bicycle lanes throughout the District and is key to achieving the goal of installing 10 miles of protected bike lanes each year through 2027, a priority for the Mayor and Council.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	STATE	-	-	\$6,331,000	\$4,549,000	\$3,608,000	-	\$14,488,000
	Total Construction	-	-	\$6,331,000	\$4,549,000	\$3,608,000	-	\$14,488,000
	Total Programmed	-	-	\$6,331,000	\$4,549,000	\$3,608,000	-	\$14,488,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

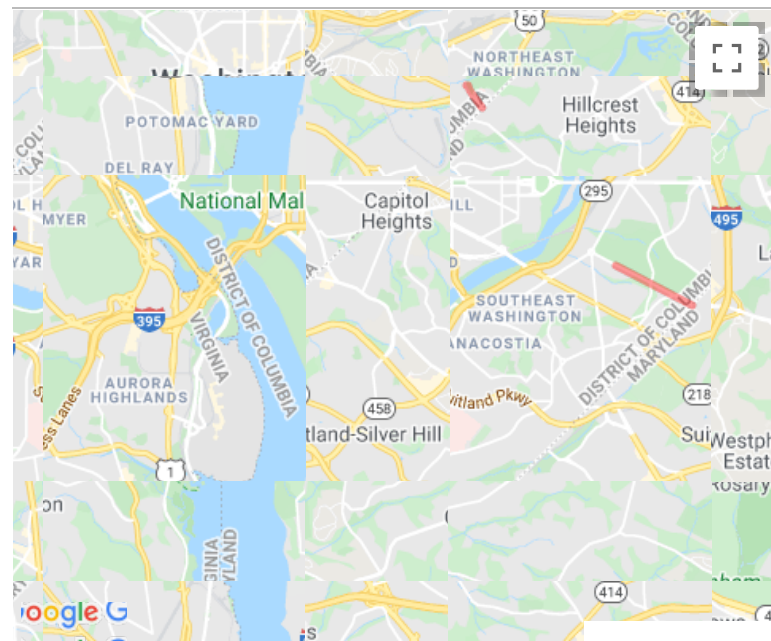
TIP ID 2780
 Lead Agency DDOT
 Project Type Bike/Ped
 Project Name Oxon Run Trail Restoration
 Project Limits Oxen run trail from Southern Ave/Mississippi Ave SE to South Capitol St SE (2.5 mile)

Agency Project ID AF089A
 Municipality District of Columbia
 Completion Date

Total Cost \$12,500,000
 County
 TCM

Description This project is to complete the next phase of the Oxon Run Trail from 13th St SE to Southern Ave SE; and from South Capitol St SE to the Maryland Line.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	CMAQ	-	-	\$400,000	-	-	-	\$400,000
PE	STATE	-	-	\$100,000	\$597,000	\$597,000	-	\$1,294,000
<i>Total Preliminary Engineering</i>		-	-	\$500,000	\$597,000	\$597,000	-	\$1,694,000
Total Programmed		-	-	\$500,000	\$597,000	\$597,000	-	\$1,694,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$500,000 to \$1,694,000

TIP ID 3228
 Lead Agency DDOT
 Project Type Bike/Ped
 Project Name Metropolitan Branch Trail
 Project Limits Metropolitan Branch Trail from Union Station to District Boundary

Agency Project ID AF073A, ZU024A
 Municipality District of Columbia
 Completion Date

Total Cost \$35,000,000
 County
 TCM

Description The Metropolitan Branch Trail project will provide a 6.25-mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring MD. This project is intended to serve both recreational users and commuters to meet Transportation Control Measures (TCMs) and air quality objectives.

- a. Blair Rd to Piney Branch Rd.
- b. L & M St.
- c. Ft. Totten to Takoma
- d. Manor Park Re-Alignment
- e. Brookland to Fort Totten

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	\$900,000	\$1,077,000	-	-	-	\$1,977,000
PE	STBG	-	\$600,000	-	-	-	-	\$600,000
Total Preliminary Engineering		-	\$1,500,000	\$1,077,000	-	-	-	\$2,577,000
ROW	STATE	-	\$700,000	-	-	-	-	\$700,000
Total Right of Way		-	\$700,000	-	-	-	-	\$700,000
CON	CMAQ	-	-	\$13,600,000	-	-	-	\$13,600,000
CON	STATE	-	\$340,000	\$4,170,000	\$5,534,000	-	-	\$10,044,000
CON	STBG	-	\$1,360,000	\$3,080,000	-	-	-	\$4,440,000
Total Construction		-	\$1,700,000	\$20,850,000	\$5,534,000	-	-	\$28,084,000
Total Programmed		-	\$3,900,000	\$21,927,000	\$5,534,000	-	-	\$31,361,000



TIP Document

Version History

	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-24 Amendment 2021-2024	04/23/2021	N/A	N/A	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$24,750,000 to \$31,361,000

<i>TIP ID</i>	3508	<i>Agency Project ID</i>	AW016, AW017, AW022A, AW024A, AW026A	<i>Total Cost</i>	\$24,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Anacostia Riverwalk Trail				
<i>Project Limits</i>	Anacostia Riverwalk Trail from South to North				

Description The Riverwalk is a multi-use trail along the east and west sides of the Anacostia River. It will serve as a recreational amenity and transportation alternative for a wide range of users including bicyclist, inline skaters, pedestrians, persons with disabilities, and others.

- a. Anacostia Park Trail Connector
- b. Buzzard Point and Virginia Ave. Connections
- c. Kenilworth Garden Trails
- d. Kenilworth Parkside to Maryland Ave.
- e. ART - Kenilworth Park South Section

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	FLAP	-	\$400,000	-	-	-	-	\$400,000
PE	STATE	-	\$400,000	\$570,000	-	-	-	\$970,000
	<i>Total Preliminary Engineering</i>	-	\$800,000	\$570,000	-	-	-	\$1,370,000
CON	STATE	-	-	-	-	\$1,139,000	-	\$1,139,000
	<i>Total Construction</i>	-	-	-	-	\$1,139,000	-	\$1,139,000
	<i>Total Programmed</i>	-	\$800,000	\$570,000	-	\$1,139,000	-	\$2,509,000

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-24 Amendment 2021-2024	04/23/2021	N/A	N/A	N/A
21-32 Amendment 2021-2024	09/10/2021	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$800,000 to \$2,509,000

TIP ID 5353 Agency Project ID ED028A
 Lead Agency DDOT Municipality District of Columbia
 Project Type Bridge - Rehab Completion Date 2028
 Project Name Southern Ave SE Improvements
 Project Limits Southern Ave SE from South Capitol St SE to 23rd St SE

Total Cost \$32,350,000
 County
 TCM

Description The purpose of the project is to implement transportation improvements that improve vehicular, pedestrian, and bicycle safety, maintain mobility, and correct roadway facility deficiencies through the project area. a. Southern Ave from Barnaby Rd SE to UMC Campus b. Southern Ave from South Capitol St to Barnaby St SE c. Southern Ave from UMC Campus to 23rd St SE

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	-	-	\$240,000	-	\$240,000
PE	STBG	-	-	-	-	\$960,000	-	\$960,000
<i>Total Preliminary Engineering</i>		-	-	-	-	\$1,200,000	-	\$1,200,000
CON	STATE	-	\$10,000,000	\$9,000,000	-	-	-	\$19,000,000
<i>Total Construction</i>		-	\$10,000,000	\$9,000,000	-	-	-	\$19,000,000
Total Programmed		-	\$10,000,000	\$9,000,000	-	\$1,200,000	-	\$20,200,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$11,200,000 to \$20,200,000

<i>TIP ID</i>	5922	<i>Agency Project ID</i>	AF081A	<i>Total Cost</i>	\$2,668,250
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	Washington
<i>Project Type</i>	Study/Planning/Research	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Freight Planning Program				
<i>Project Limits</i>					

Development and updates of a District freight plan to enhance the safety and efficiency of goods movement for freight planning improvement and freight project implementation.

- Description*
- a. Commercial Loading Zone Enforcement Support
 - b. Delivery Demand Management Program
 - c. Positive Truck Route Signage
 - d. State Freight Plan Update
 - e. Innovative Freight Delivery Practices, Research & Analysis

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	LOCAL	-	\$96,000	-	-	-	-	\$96,000
PE	NHFP	-	\$384,000	\$130,200	\$130,200	\$130,200	-	\$774,600
PE	STATE	-	-	\$32,550	\$32,550	\$32,550	-	\$97,650
	<i>Total Preliminary Engineering</i>	-	\$480,000	\$162,750	\$162,750	\$162,750	-	\$968,250
CON	NHPP	-	-	-	-	-	\$732,818	\$732,818
CON	STATE	-	-	-	-	-	\$183,204	\$183,204
	<i>Total Construction</i>	-	-	-	-	-	\$916,022	\$916,022
STUDY	LOCAL	-	-	-	\$40,000	\$40,000	-	\$80,000
STUDY	NHFP	-	\$307,182	-	\$160,000	\$160,000	-	\$627,182
STUDY	STATE	-	\$76,796	-	-	-	-	\$76,796
	<i>Total STUDY</i>	-	\$383,978	-	\$200,000	\$200,000	-	\$783,978
	<i>Total Programmed</i>	-	\$863,978	\$162,750	\$362,750	\$362,750	\$916,022	\$2,668,250

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-30 Amendment 2021-2024	08/13/2021	N/A	N/A	N/A
21-32 Amendment 2021-2024	09/10/2021	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

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

Funding Change(s):

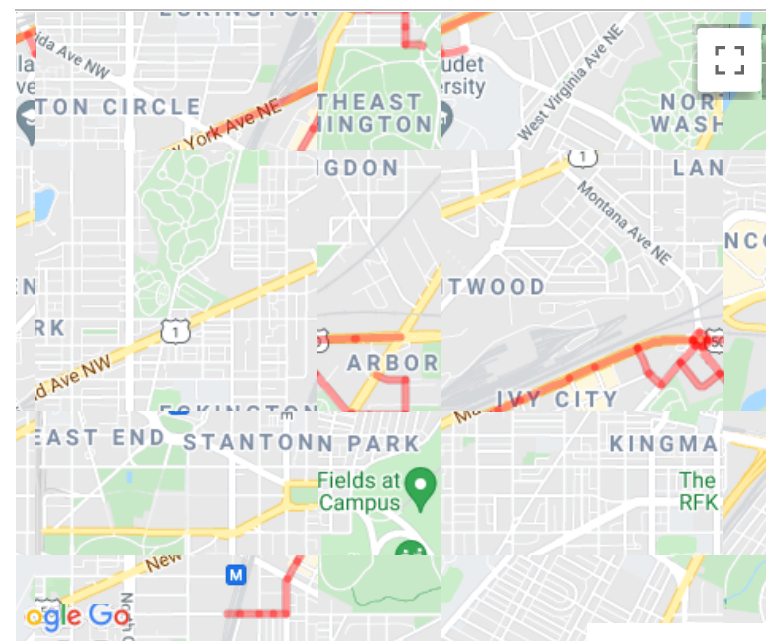
Total project cost increased from \$2,180,000 to \$2,668,250

TIP ID 6230 Agency Project ID ZU010A
 Lead Agency DDOT Municipality District of Columbia
 Project Type Bike/Ped Completion Date
 Project Name New York Ave NE Improvements
 Project Limits New York Ave NE from Florida Ave NE to Bladensburg Rd NE

Total Cost \$31,950,000
 County
 TCM

Description Improvements to New York Ave NE including: a. New York Ave at Bladensburg Rd NE Sign Structure Replacement b. New York Ave NE Streetscape and Trail

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	LOCAL	-	-	\$250,000	-	-	-	\$250,000
PE	STBG	-	-	\$1,000,000	-	-	-	\$1,000,000
<i>Total Preliminary Engineering</i>		-	-	\$1,250,000	-	-	-	\$1,250,000
ROW	LOCAL	-	-	\$140,000	-	-	-	\$140,000
ROW	STBG	-	-	\$560,000	-	-	-	\$560,000
<i>Total Right of Way</i>		-	-	\$700,000	-	-	-	\$700,000
CON	STATE	-	-	-	\$3,428,400	-	-	\$3,428,400
CON	STBG	-	-	-	\$13,713,600	-	-	\$13,713,600
<i>Total Construction</i>		-	-	-	\$17,142,000	-	-	\$17,142,000
Total Programmed		-	-	\$1,950,000	\$17,142,000	-	-	\$19,092,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

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

Funding Change(s):

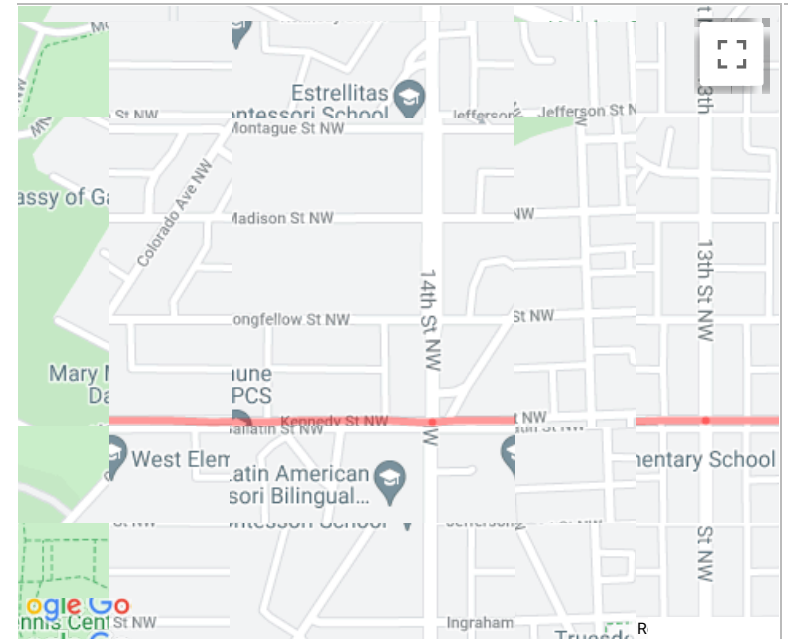
Total project cost increased from \$1,950,000 to \$19,092,000

TIP ID 6501 Agency Project ID
 Lead Agency DDOT Municipality
 Project Type Road - Recons/Rehab/Maintenance Completion Date
 Project Name Kennedy St from 16th St to Georgia Ave NW Reconstruction
 Project Limits

Total Cost \$26,261,820
 County Washington
 TCM

Description This project is to reconstruct Kennedy Street, NW corridor from Georgia Avenue to 16th Street, NW. The scope of work for this Task Order includes but not limited to roadway and streetscape design, subsurface utility engineering (SUE), traffic signal modification, context sensitive design/solution, utility relocation coordination, maintenance of traffic, intersection safety and operational efficiency improvement, signage and pavement markings, storm water management-LID/Bio retention, Improvement of curbs & gutter, driveways, sidewalks and ADA ramps.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	\$62,464	-	-	-	-	\$62,464
PE	STBG	-	\$249,856	-	-	-	-	\$249,856
Total Preliminary Engineering		-	\$312,320	-	-	-	-	\$312,320
CON	STATE	-	-	\$2,000,000	\$2,994,600	\$195,300	-	\$5,189,900
CON	STBG	-	-	\$8,000,000	\$11,978,400	\$781,200	-	\$20,759,600
Total Construction		-	-	\$10,000,000	\$14,973,000	\$976,500	-	\$25,949,500
Total Programmed		-	\$312,320	\$10,000,000	\$14,973,000	\$976,500	-	\$26,261,820



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
20-01 Amendment 2020-2023	Pending	N/A	N/A	N/A
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A	N/A
21-16 Amendment 2021-2024	01/22/2021	N/A	N/A	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

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

Funding Change(s):

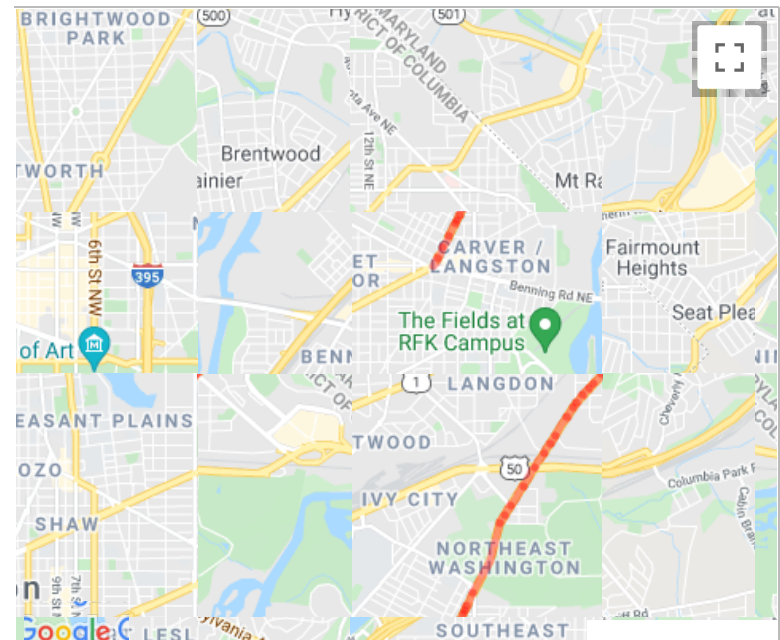
Total project cost increased from \$11,000,000 to \$26,261,820

TIP ID 6675 Agency Project ID
 Lead Agency DDOT Municipality District of Columbia
 Project Type Completion Date
 Project Name Bladensburg Road Multimodal Safety and Access
 Project Limits

Total Cost \$1,082,031
 County
 TCM

Description Improved multimodal safety and access on Bladensburg Road between Benning Road and Eastern Avenue.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	\$85,000	\$98,946	-	-	-	-	\$183,946
PE	STBG	\$415,000	\$483,085	-	-	-	-	\$898,085
<i>Total Preliminary Engineering</i>		\$500,000	\$582,031	-	-	-	-	\$1,082,031
Total Programmed		\$500,000	\$582,031	-	-	-	-	\$1,082,031



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

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

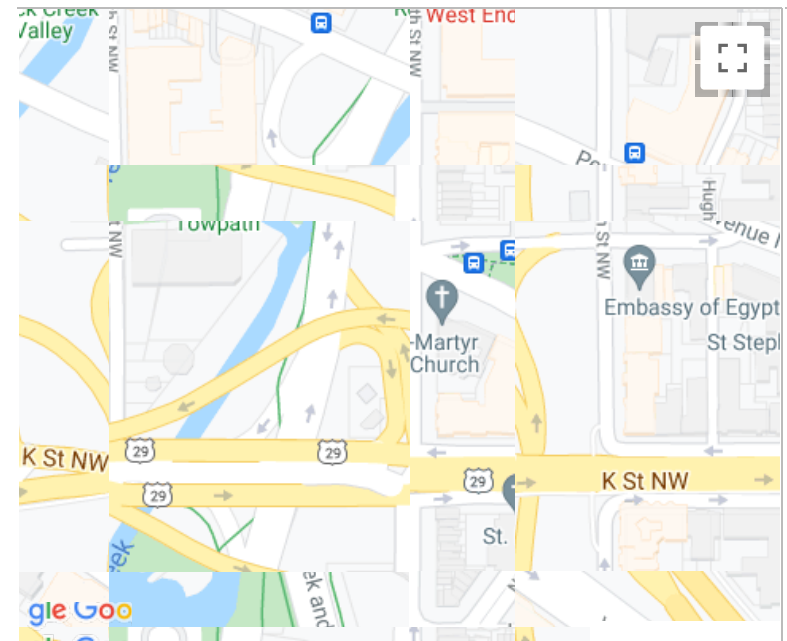
Funding Change(s):

Total project cost increased from \$500,000 to \$1,082,031

TIP ID	6804	Agency Project ID		Total Cost	\$4,483,750
Lead Agency	DDOT	Municipality	District of Columbia	County	
Project Type	Bridge - Rehab	Completion Date		TCM	
Project Name	I-66 Ramp Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp				
Project Limits	I 66 Bridge 1303, 1304				

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

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	LOCAL	-	\$300,000	-	-	-	-	\$300,000
PE	NHPP	-	\$1,200,000	-	-	-	-	\$1,200,000
	<i>Total Preliminary Engineering</i>	-	\$1,500,000	-	-	-	-	\$1,500,000
CON	NHPP	-	-	\$2,983,750	-	-	-	\$2,983,750
	<i>Total Construction</i>	-	-	\$2,983,750	-	-	-	\$2,983,750
	<i>Total Programmed</i>	-	\$1,500,000	\$2,983,750	-	-	-	\$4,483,750



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$1,500,000 to \$4,483,750

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TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
2780	Oxon Run Trail Restoration	239	\$1,194,000	\$500,000	\$1,694,000	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Local <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in PE for \$100,000 State or District Funding ▶ Add funds in FFY 22 in PE for \$100,000 ▶ Add funds in FFY 24 in PE for \$597,000 ▶ Add funds in FFY 23 in PE for \$597,000 <i>Total project cost increased from \$500,000 to \$1,694,000</i>
3228	Metropolitan Branch Trail	27	\$6,611,000	\$24,750,000	\$31,361,000	Cost change(s), Programming Update, Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> + Increase funds in FFY 22 in PE from \$0 to \$1,077,000 ▶ Add funds in FFY 23 in CON for \$5,534,000 <i>Total project cost increased from \$24,750,000 to \$31,361,000</i>
3508	Anacostia Riverwalk Trail	214	\$1,709,000	\$800,000	\$2,509,000	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in PE for \$570,000 ▶ Add funds in FFY 24 in CON for \$1,139,000 <i>Total project cost increased from \$800,000 to \$2,509,000</i>
5353	Southern Ave SE Improvements	80	\$9,000,000	\$11,200,000	\$20,200,000	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Local <ul style="list-style-type: none"> ▶ Delete funds in FFY 24 in PE for \$240,000 District Funding ▶ Add funds in FFY 22 in CON for \$9,000,000 ▶ Add funds in FFY 24 in PE for \$240,000 <i>Total project cost increased from \$11,200,000 to \$20,200,000</i>
5922	Freight Planning Program	22	\$488,250	\$2,180,000	\$2,668,250	Cost change(s), Programming Update, Schedule Change(s), Scope Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in PE for \$32,550 ▶ Add funds in FFY 24 in PE for \$32,550 ▶ Add funds in FFY 23 in PE for \$32,550 National Highway Freight Program ▶ Add funds in FFY 22 in PE for \$130,200 + Increase funds in FFY 24 in PE from \$0 to \$130,200 + Increase funds in FFY 23 in PE from \$0 to \$130,200 <i>Total project cost increased from \$2,180,000 to \$2,668,250</i>

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the District Department of Transportation
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6230	New York Ave NE Improvements	879	\$17,142,000	\$1,950,000	\$19,092,000	Cost change(s), Programming Update, Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): Local ▶ Delete funds in FFY 21 in ROW for \$140,000 + Increase funds in FFY 22 in ROW from \$0 to \$140,000 State or District Funding ▶ Add funds in FFY 23 in CON for \$3,428,400 Surface Transportation Block Program ▶ Delete funds in FFY 21 in ROW for \$560,000 ▶ Add funds in FFY 23 in CON for \$13,713,600 + Increase funds in FFY 22 in ROW from \$0 to \$560,000 <i>Total project cost increased from \$1,950,000 to \$19,092,000</i>
6501	Kennedy St from 16th St to Georgia Ave NW Reconstruction	139	\$15,261,820	\$11,000,000	\$26,261,820	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding - Decrease funds in FFY 22 in CON from \$2,137,536 to \$2,000,000 ▶ Add funds in FFY 24 in CON for \$195,300 ▶ Add funds in FFY 23 in CON for \$2,994,600 Surface Transportation Block Program - Decrease funds in FFY 22 in CON from \$8,550,144 to \$8,000,000 ▶ Add funds in FFY 24 in CON for \$781,200 ▶ Add funds in FFY 23 in CON for \$11,978,400 <i>Total project cost increased from \$11,000,000 to \$26,261,820</i>
6675	Bladensburg Road Multimodal Safety and Access	116	\$582,031	\$500,000	\$1,082,031	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding ▶ Add funds in FFY 21 in PE for \$98,946 Surface Transportation Block Program ▶ Add funds in FFY 21 in PE for \$483,085 <i>Total project cost increased from \$500,000 to \$1,082,031</i>
6804	I-66 Ramp Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp	199	\$2,983,750	\$1,500,000	\$4,483,750	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): National Highway Performance Program ▶ Add funds in FFY 22 in CON for \$2,983,750 <i>Total project cost increased from \$1,500,000 to \$4,483,750</i>
11557	9th Street Bicycle Lane	0	\$2,658,000	\$0	\$2,658,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding ▶ Add funds in FFY 22 in PE for \$217,000 ▶ Add funds in FFY 23 in CON for \$2,441,000 <i>Total project cost \$2,658,000</i>

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11558	Active Transportation Equipment	0	\$900,000	\$0	\$900,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): State or District Funding <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in OTHER for \$300,000 ▶ Add funds in FFY 24 in OTHER for \$300,000 ▶ Add funds in FFY 23 in OTHER for \$300,000 <i>Total project cost \$900,000</i>
11559	Anacostia Metro Ped/Bike Bridge	0	\$20,500,000	\$0	\$20,500,000	New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in PE for \$2,500,000 ▶ Add funds in FFY 23 in CON for \$18,000,000 <i>Total project cost \$20,500,000</i>
11560	Capital Bikeshare Expansion	0	\$16,421,000	\$0	\$16,421,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in CON for \$6,807,000 ▶ Add funds in FFY 24 in CON for \$4,807,000 ▶ Add funds in FFY 23 in CON for \$4,807,000 <i>Total project cost \$16,421,000</i>
11561	Fort Davis Dr and Texas Ave SE Trail	0	\$1,628,000	\$0	\$1,628,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PE for \$586,000 ▶ Add funds in FFY 24 in CON for \$1,042,000 <i>Total project cost \$1,628,000</i>
11562	North Capitol Street Streetscape/Deckover	0	\$1,000,000	\$0	\$1,000,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in STUDY for \$1,000,000 <i>Total project cost \$1,000,000</i>
11563	Arizona Avenue to Capital Crescent Trail	0	\$3,260,000	\$0	\$3,260,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in PE for \$515,000 ▶ Add funds in FFY 24 in CON for \$2,745,000 <i>Total project cost \$3,260,000</i>
11564	Suitland Parkway Trail	0	\$6,359,000	\$0	\$6,359,000	New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in PE for \$825,000 ▶ Add funds in FFY 23 in CON for \$5,534,000 <i>Total project cost \$6,359,000</i>
11565	Transit Hubs	0	\$350,000	\$0	\$350,000	New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in STUDY for \$350,000 <i>Total project cost \$350,000</i>

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11566	Vision Zero Safety Improvements	0	\$8,829,500	\$0	\$8,829,500	New Project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION)</p> <p>District Funding</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in CON for \$4,088,250 ▶ Add funds in FFY 24 in CON for \$2,841,000 ▶ Add funds in FFY 23 in CON for \$1,900,250 <p><i>Total project cost \$8,829,500</i></p>
11567	Bicycle and Pedestrian Safety	0	\$14,488,000	\$0	\$14,488,000	New project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>District Funding</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in CON for \$6,331,000 ▶ Add funds in FFY 24 in CON for \$3,608,000 ▶ Add funds in FFY 23 in CON for \$4,549,000 <p><i>Total project cost \$14,488,000</i></p>
TOTAL			\$131,365,351	\$54,380,000	\$185,745,351		

**Summary of Additional Funds Provided within TIP Action 21-32: Formal Amendment
for the District Department of Transportation Approved September 10, 2021**

	PROJECT INFORMATION				FUNDS BY SOURCE			FUNDS BY PHASE					FUNDS BY FISCAL YEAR				PROGRAM	PROJECT COST	
	TIP ID	TIP	PROJECT TITLE	TYPE	FED	STATE	LOC	STUDY	PE	ROW	CON	OTHER	2021	2022	2023	2024	TOTAL	TOTAL	
PREVIOUSLY EXISTING PROJECTS	2780	21-06	Oxon Run Trail Restoration	Bike/Ped	\$400,000	\$0	\$100,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$500,000	\$500,000
	2780	21-32	Oxon Run Trail Restoration	Bike/Ped	\$400,000	\$1,294,000	\$0	\$0	\$1,694,000	\$0	\$0	\$0	\$0	\$500,000	\$597,000	\$597,000	\$597,000	\$1,694,000	\$1,694,000
					\$0	\$1,294,000	(\$100,000)	\$0	\$1,194,000	\$0	\$0	\$0	\$0	\$0	\$597,000	\$597,000	\$597,000	\$1,194,000	\$1,194,000
	3228	21-24	Metropolitan Branch Trail	Bike/Ped	\$18,640,000	\$6,110,000	\$0	\$0	\$1,500,000	\$700,000	\$22,550,000	\$0	\$3,900,000	\$20,850,000	\$0	\$0	\$24,750,000	\$24,750,000	\$24,750,000
	3228	21-32	Metropolitan Branch Trail	Bike/Ped	\$18,640,000	\$12,721,000	\$0	\$0	\$2,577,000	\$700,000	\$28,084,000	\$0	\$3,900,000	\$21,927,000	\$5,534,000	\$0	\$31,361,000	\$31,361,000	\$31,361,000
					\$0	\$6,611,000	\$0	\$0	\$1,077,000	\$0	\$5,534,000	\$0	\$0	\$1,077,000	\$5,534,000	\$0	\$6,611,000	\$6,611,000	\$6,611,000
	3508	21-24	Anacostia Riverwalk Trail	Bike/Ped	\$400,000	\$400,000	\$0	\$0	\$800,000	\$0	\$0	\$0	\$800,000	\$0	\$0	\$800,000	\$800,000	\$800,000	\$800,000
	3508	21-32	Anacostia Riverwalk Trail	Bike/Ped	\$400,000	\$2,109,000	\$0	\$0	\$1,370,000	\$0	\$1,139,000	\$0	\$800,000	\$570,000	\$0	\$1,139,000	\$2,509,000	\$2,509,000	\$2,509,000
					\$0	\$1,709,000	\$0	\$0	\$570,000	\$0	\$1,139,000	\$0	\$0	\$570,000	\$0	\$1,139,000	\$1,709,000	\$1,709,000	\$1,709,000
	5353	21-06	Southern Ave SE Improvements	Bridge - Rehab	\$960,000	\$10,000,000	\$240,000	\$0	\$1,200,000	\$0	\$10,000,000	\$0	\$10,000,000	\$0	\$0	\$11,200,000	\$11,200,000	\$11,200,000	\$11,200,000
	5353	21-32	Southern Ave SE Improvements	Bridge - Rehab	\$960,000	\$19,240,000	\$0	\$0	\$1,200,000	\$0	\$19,000,000	\$0	\$10,000,000	\$9,000,000	\$0	\$1,200,000	\$20,200,000	\$20,200,000	\$20,200,000
					\$0	\$9,240,000	(\$240,000)	\$0	\$0	\$0	\$9,000,000	\$0	\$0	\$9,000,000	\$0	\$0	\$9,000,000	\$9,000,000	\$9,000,000
	5922	21-30	Freight Planning Program	Study/Planning /Research	\$1,744,000	\$260,000	\$176,000	\$783,978	\$480,000	\$0	\$916,022	\$0	\$863,978	\$0	\$200,000	\$200,000	\$0	\$1,263,978	\$2,180,000
	5922	21-32	Freight Planning Program	Study/Planning /Research	\$2,134,600	\$357,650	\$176,000	\$783,978	\$968,250	\$0	\$916,022	\$0	\$863,978	\$162,750	\$362,750	\$362,750	\$1,752,228	\$2,668,250	\$2,668,250
					\$390,600	\$97,650	\$0	\$0	\$488,250	\$0	\$0	\$0	\$0	\$162,750	\$162,750	\$162,750	\$488,250	\$488,250	
	6230	21-06	New York Ave NE Improvements	Bike/Ped	\$1,560,000	\$0	\$390,000	\$0	\$1,250,000	\$700,000	\$0	\$0	\$700,000	\$1,250,000	\$0	\$0	\$1,950,000	\$1,950,000	
	6230	21-32	New York Ave NE Improvements	Bike/Ped	\$15,273,600	\$3,428,400	\$390,000	\$0	\$1,250,000	\$700,000	\$17,142,000	\$0	\$0	\$1,950,000	\$17,142,000	\$0	\$19,092,000	\$19,092,000	
					\$13,713,600	\$3,428,400	\$0	\$0	\$0	\$0	\$17,142,000	\$0	(\$700,000)	\$700,000	\$17,142,000	\$0	\$17,142,000	\$17,142,000	
	6501	21-16	Kennedy St from 16th St to Georgia Ave NW	Road -	\$8,800,000	\$2,200,000	\$0	\$0	\$312,320	\$0	\$10,687,680	\$0	\$312,320	\$10,687,680	\$0	\$0	\$11,000,000	\$11,000,000	
	6501	21-32	Kennedy St from 16th St to Georgia Ave NW	Road -	\$21,009,456	\$5,252,364	\$0	\$0	\$312,320	\$0	\$25,949,500	\$0	\$312,320	\$10,000,000	\$14,973,000	\$976,500	\$26,261,820	\$26,261,820	
					\$12,209,456	\$3,052,364	\$0	\$0	\$0	\$0	\$15,261,820	\$0	\$0	(\$687,680)	\$14,973,000	\$976,500	\$15,261,820	\$15,261,820	
	6675	21-00	Bladensburg Road Multimodal Safety and Access	Transit - Safety	\$415,000	\$85,000	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
	6675	21-32	Bladensburg Road Multimodal Safety and Access	Transit - Safety	\$898,085	\$183,946	\$0	\$0	\$1,082,031	\$0	\$0	\$0	\$582,031	\$0	\$0	\$0	\$582,031	\$1,082,031	
					\$483,085	\$98,946	\$0	\$0	\$582,031	\$0	\$0	\$0	\$582,031	\$0	\$0	\$0	\$582,031	\$582,031	
	6804	21-06	I-66 Ramp Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway	Bridge - Rehab	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	\$1,500,000		
	6804	21-32	I-66 Ramp Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway	Bridge - Rehab	\$4,183,750	\$0	\$300,000	\$0	\$1,500,000	\$0	\$2,983,750	\$0	\$1,500,000	\$2,983,750	\$0	\$0	\$4,483,750	\$4,483,750	
					\$2,983,750	\$0	\$0	\$0	\$0	\$0	\$2,983,750	\$0	\$0	\$2,983,750	\$0	\$0	\$2,983,750	\$2,983,750	
11557	21-32	9th Street Bicycle Lane	Bike/Ped	\$0	\$2,658,000	\$0	\$0	\$217,000	\$0	\$2,441,000	\$0	\$0	\$217,000	\$2,441,000	\$0	\$2,658,000	\$2,658,000		
11558	21-32	Active Transportation Equipment	Bike/Ped	\$0	\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$300,000	\$300,000	\$300,000	\$900,000	\$900,000		
11559	21-32	Anacostia Metro Ped/Bike Bridge	Bike/Ped	\$0	\$20,500,000	\$0	\$0	\$2,500,000	\$0	\$18,000,000	\$0	\$0	\$2,500,000	\$18,000,000	\$0	\$20,500,000	\$20,500,000		
11560	21-32	Capital Bikeshare Expansion	Bike/Ped	\$0	\$16,421,000	\$0	\$0	\$0	\$0	\$16,421,000	\$0	\$0	\$6,807,000	\$4,807,000	\$4,807,000	\$16,421,000	\$16,421,000		
11561	21-32	Fort Davis Dr and Texas Ave SE Trail	Bike/Ped	\$0	\$1,628,000	\$0	\$0	\$586,000	\$0	\$1,042,000	\$0	\$0	\$0	\$586,000	\$1,042,000	\$1,628,000	\$1,628,000		
11562	21-32	North Capitol Street Streetscape/Deckover	Landscaping/ Beautification	\$0	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$1,000,000		
11563	21-32	Arizona Avenue to Capital Crescent Trail	Bike/Ped	\$0	\$3,260,000	\$0	\$0	\$515,000	\$0	\$2,745,000	\$0	\$0	\$515,000	\$0	\$2,745,000	\$3,260,000	\$3,260,000		
11564	21-32	Suitland Parkway Trail	Bike/Ped	\$0	\$6,359,000	\$0	\$0	\$825,000	\$0	\$5,534,000	\$0	\$0	\$825,000	\$5,534,000	\$0	\$6,359,000	\$6,359,000		
11565	21-32	Transit Hubs	Bike/Ped	\$0	\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000	\$0	\$0	\$350,000	\$350,000		
11566	21-32	Vision Zero Safety Improvements	Bike/Ped	\$0	\$8,829,500	\$0	\$0	\$0	\$0	\$8,829,500	\$0	\$0	\$4,088,250	\$1,900,250	\$2,841,000	\$8,829,500	\$8,829,500		
11567	21-32	Bicycle and Pedestrian Safety	Bike/Ped	\$0	\$14,488,000	\$0	\$0	\$0	\$0	\$14,488,000	\$0	\$0	\$6,331,000	\$4,549,000	\$3,608,000	\$14,488,000	\$14,488,000		
				\$34,119,000	\$19,055,000	\$1,206,000	\$783,978	\$8,042,320	\$1,400,000	\$44,153,702	\$0	\$18,076,298	\$33,287,680	\$200,000	\$1,400,000	\$52,963,978	\$54,380,000		
				\$0	\$101,924,860	(\$340,000)	\$1,350,000	\$8,554,281	\$0	\$120,561,070	\$900,000	(\$117,969)	\$36,739,070	\$76,526,000	\$18,218,250	\$131,365,351	\$131,365,351		
				\$63,899,491	\$120,979,860	\$866,000	\$2,133,978	\$16,596,601	\$1,400,000	\$164,714,772	\$900,000	\$17,958,329	\$70,026,750	\$76,726,000	\$19,618,250	\$184,329,329	\$185,745,351		



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: September 16, 2021

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



August 12, 2021

VIA EMAIL

Charles Allen
Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Dear Chairman Allen:

Thank you for your letter requesting funding support for the Transportation Planning Board's (TPB) FY 2022 Street Smart Pedestrian and Bicycle Safety Campaign.

I am pleased to inform you that Metro will renew its support of the program with \$150,000 in funding for the 2022 campaign, and this letter reflects that commitment. At some point in every Metro trip, each of our customers is a pedestrian. With this in mind, Metro views the Street Smart campaign as integral to its pedestrian and bicyclist safety program. We look forward to participating fully in this effort with the TPB and our regional partners.

As you directed, we are notifying Mr. Kanti Srikanth, Director of Transportation Planning, of our commitment by sending him a copy of this letter.

Again, Metro is pleased to be a partner in your Street Smart program, and we wish you continued success.

Sincerely,

Paul Wiedefeld
General Manager and
Chief Executive Officer

cc: Kanti Srikanth
Director of Transportation Planning, MWCOG

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

wmata.com



National Capital Region
Transportation Planning Board

August 17, 2021

Ms. Sandra Jackson
Community Planner
US DOT FHWA District of Columbia Division
1200 New Jersey Ave, SE E61-209
Washington, DC 20590

Mr. Daniel Koenig
US DOT FTA
1200 New Jersey Avenue, SE
East Building E56-202
Washington, DC 20590

Dear Ms. Jackson and Mr. Koenig:

In June 2019, Federal Highway Administration and Federal Transit Administration jointly certified the metropolitan transportation planning process for the National Capital Region Transportation Planning Board (TPB). The TPB received ten recommendations which could improve the transportation planning process. A status report is provided below of the two recommendations which included a timeline for completion. With this action all recommended actions with a timeline have been completed. Attached, please find a tracking table which provides an update for all of the recommendations.

Recommendations:

- 1) The Federal Team requests that within one-year, the TPB, Fredericksburg Area MPO (FAMPO), State, and providers of public transportation, develop agreed upon specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the NHS.

Status: Completed in June 2020.

- 2) The Federal Team strongly recommends that, within a year, the 2004 TPB/FAMPO MOU be updated to reaffirm and validate the mutually agreed upon roles of each MPO and in consideration of the passage of multi-year Federal surface transportation legislation to ensure that ongoing roles and responsibilities are consistent with regional, State and Federal expectations.

Status: Completed and executed May 19, 2021. Please see the attached executed 2021 TPB/FAMPO MOU.

Ms. Sandra Jackson and Mr. Daniel Koenig
August 17, 2021

Thank you for your continued support. Should you have any questions please contact me at (202) 962-3257.

Sincerely,

A handwritten signature in blue ink that reads "Kanathur N. Srikanth".

Kanathur N. Srikanth
TPB Staff Director

Attachments

cc: Ian Ollis, Fredericksburg Area MPO
Mark Rawlings, District of Columbia Department of Transportation (DDOT)
Ivan Rucker, FHWA
Kari Snyder, Maryland Department of Transportation (MDOT)
Norman Whitaker, Virginia Department of Transportation (VDOT)
Ciara Williams, Virginia Department of Rail and Public Transportation (DRPT)

**TPB – TMA Federal Planning Certification Review
August 2021 Summary Report**

5.3.1 RECOMMENDATIONS	STATUS
1) The Federal Team requests that within one-year, the TPB, FAMPO, State, and providers of public transportation, develop agreed upon specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the NHS.	Completed May 29, 2020.
2) The Federal Team strongly recommends that, within a year, the 2004 TPB/FAMPO MOU be updated to reaffirm and validate the mutually agreed upon roles of each MPO and in consideration of the passage of multi-year Federal surface transportation legislation to ensure that ongoing roles and responsibilities are consistent with regional, State and Federal expectations.	Completed and executed on May 19, 2021
3) The Federal Team recommend TPB include the previous year’s accomplishments report in each current year UPWP.	Completed March 18, 2020. “Accomplishments” section included in FY 2021 and FY 2022 UPWPs.
4) The Federal Team recommends TPB continue or enhance its current level of Metropolitan Transportation Plan documentation of commitment to maintenance, operations and state of good repair.	Will continue as directed.
5) The Federal Team recommend TPB continue expeditiously with the efforts to implement the new e-TIP and progress in alignment of projects with each State STIPs	A new and enhanced electronic TIP database system, called “Project InfoTrak”, has been procured, customized, and in use since Fall 2020. Further customizations and trainings continue.
6) The Federal Team recommends that TPB update its Public Participation Plan (currently dated 2014) in consideration of the results from the recent consultant review of their public outreach activities and PPP and to reference the current legislation and planning regulations.	The TPB’s Participation Plan was approved in October 2020. The plan includes updated references to legislation and regulations, and reflects lessons learned from the consultant review.

**TPB – TMA Federal Planning Certification Review
August 2021 Summary Report**

<p>7) The Federal Team recommends TPB meet with the FHWA Civil Rights Specialist to discuss technical assistance and/or training to improve specific Title VI Plan and program areas.</p>	<p>The Title VI Plan and Program were updated and approved by the COG Board in May 2021. COG/TPB staff met with all oversight agencies, including FHWA and FTA Civil Rights staff, in March 2021 to review the draft Title VI Plan and Program.</p>
<p>8) The Federal Team recommend TPB update Title VI Program Plan to include the most recent assurance - US DOT Order 1050.2A. The language of the assurance should not be altered and should be signed annually and included in contractual agreements.</p>	<p>New assurances were updated (and posted on the web) in October 2019. The Title VI Plan and Program were updated and approved by the COG Board in May 2021. The Title VI Program was submitted on time for the FTA Triennial Review (due June 1, 2021).</p>
<p>9) The Federal Team recommends TPB continue to provide increased stewardship and oversight to ensure that the financial assumptions for projects are reasonable. Along these lines, TPB should reconsider inclusion of some or all of the suburban Maryland BRT projects in its Financially Constrained element in the next Plan update, to better reflect realities associated with receiving Capital Investment Grant (CIG) funds.</p>	<p>The suburban Maryland BRT projects included in the 2018 long range transportation plan, Visualize 2045, were based on discussions with state and County staff and review of the financial plans for each project. The review found the financial assumptions for the projects were reasonable. The financial plan and assumptions for these BRT projects are being revisited as part of the next (2022) update to Visualize 2045.</p>
<p>10) The Federal Team recommends clarification on how projected revenues and expenditures from the Visualize 2045 financial plan contribute to and are consistent with the TIP development efforts.</p>	<p>Will do with next LRTP update.</p>

**AN AGREEMENT FOR COOPERATIVELY CONDUCTING THE METROPOLITAN
TRANSPORTATION PLANNING AND PROGRAMMING PROCESS IN THE
PORTION OF THE METROPOLITAN WASHINGTON, DC-VA-MD URBANIZED AREA
WITHIN THE FREDERICKSBURG AREA METROPOLITAN PLANNING
ORGANIZATION'S BOUNDARIES**

THIS AGREEMENT, made and entered into as of this 19th day of May 2021 by and between the FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as FAMPO and the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, which is the metropolitan planning organization for Northern Virginia (the jurisdictions contained in Virginia Planning District 8), Washington, D.C. and the suburban Maryland jurisdictions, and hereinafter referred to as the TPB, for the purpose of identifying the roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the metropolitan Washington, DC-VA-MD Urbanized Area (Washington D.C. UZA).

WHEREAS, 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 mandate the establishment of a metropolitan planning organization ("MPO") in each US Bureau of Census defined "urbanized area" with a population of more than 50,000 individuals and as a condition to the receipt of Federal capital or operating assistance, which shall have a continuing, cooperative and comprehensive transportation (3-C) planning process carried out by a MPO in cooperation with the States and their local jurisdictions that results in plans and programs consistent with the planned development of the "urbanized area" pursuant to the foregoing statutes; and

WHEREAS, since 1965 the TPB has been the designated MPO for the Washington, DC-MD-VA UZA, and FAMPO the designated MPO for the Fredericksburg urbanized area, each with its own and distinct metropolitan planning area (MPA) including the respective urbanized areas and its vicinity, as depicted in figure 1, and have, pursuant with 23 CFR 450, independently executed a federal planning agreement (herein referred to as the 3-C agreement) among the MPO, the State(s), and the providers of public transportation serving the planning area identifying their mutual responsibilities in carrying out the metropolitan transportation planning process; and

WHEREAS, based on US Census since the Washington, DC-MD-VA UZA population exceeded 200,000 it was classified as a Transportation Management Area (TMA) with additional metropolitan planning requirements placed on the TPB, while the Fredericksburg urbanized population, thru the 2010 US Census, was below 200,000 and hence was not designed a TMA and FAMPO had no additional metropolitan planning requirements beyond that of a MPO; and

WHEREAS, the additional responsibilities for a TMA specifically includes responsibilities to have a Congestion Management Process pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303, programming Surface Transportation Program (STP) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STP funds sub-allocated to a TMA as per 23 C.F.R. 450.332.(c) , as amended; and

WHEREAS, based on the year 2000 census data, the US Bureau of Census updated the urbanized area boundaries and included the northern portion of Stafford County as part of the Washington, DC-MD-VA UZA; and

WHEREAS, the northern portion of Stafford County added to the Washington, DC-MD-VA UZA was of FAMPO's metropolitan planning area (not urbanized area) as depicted in Figure 2; and

WHEREAS, as part of the process of re-evaluation of the MPO planning boundaries after the year 2000 census and as an outcome of discussions between the representatives of the TPB, Commonwealth of Virginia, Maryland, and Washington D.C. transportation department, **Federal Highway Administration (FHWA)**, **Federal Transit Administration (FTA)**, FAMPO and Stafford County held, in 2004; and

WHEREAS, pursuant to provisions of 23 U.S.C. 134, and 49 U.S.C. 5303 and applicable federal regulations and guidance it was collectively agreed to not expand the TPB's planning boundary and instead have the FAMPO continue conducting the metropolitan planning functions for Stafford county with the additional requirement that FAMPO undertake the additional responsibilities TMA applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

WHEREAS, the parties executed an agreement for cooperatively conducting the metropolitan planning and programming process in the portion of the metropolitan Washington Urbanized area within the FAMPO planning boundary on November 17, 2004 (Attachment A), herein referred to as 2004 TPB-FAMPO agreement; and

WHEREAS, pursuant to provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 and applicable federal regulations, FAMPO has continued to conduct the metropolitan planning process for all of Stafford County, including the additional TMA responsibilities applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

WHEREAS, the FHWA and FTA MPO certification review process of 2014 and 2018 recommended that the 2004 TPB-FAMPO agreement be updated to reflect, among other things, a description of the additional responsibility for programming Surface Transportation Block Grant (STBG) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STBG funds sub-allocated to a TMA as per 23 U.S.C. 134, as amended as applicable to the northern Stafford County TMA area; and

WHEREAS, there being, at this time, no change to the metropolitan planning areas of the TPB or the FAMPO and to the arrangement of FAMPO taking additional TMA responsibilities for conducting the metropolitan planning process for the northern Stafford area that is part of the Washington, DC-VA-MD urbanized area; TMA.

NOW, THEREFORE, FAMPO and TPB do hereby agree to the following updated responsibilities:

ARTICLE I

FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

- A. Transportation Management Area responsibilities and process: Under federal regulations where an urbanized area has a population greater than 200,000 and is therefore designated a

Transportation Management Area (TMA) by the U.S. Secretary of Transportation, the designated TMA is responsible for meeting additional transportation planning requirements beyond those of Metropolitan Planning Organizations (MPO's) having an urbanized area under 200,000 in population. The Washington, DC-MD-VA UZA exceeds 200,000 in population and the Washington D.C. UZA has been designated a TMA. Because of the action of the U.S. Bureau of the Census in its determinations for the 2010 Census of Population, the Washington, DC-MD-VA UZA extends into the northern portion of Stafford County - a member of FAMPO. The FAMPO Policy Committee has agreed to conduct additional metropolitan planning activities required of a TMA, pursuant to 23 C.F.R § 450 as amended, including those described in sections B, C and D below, for the TMA portion of Stafford County (northern parts of Stafford County as specified in Figure 1 while continuing to provide the general metropolitan transportation planning and programming functions for all of Stafford County pursuant to 23 C.F.R § 450 as amended.

- B. Congestion Management Process: FAMPO shall maintain a Congestion Management Process (CMP) for the northern portion of Stafford County that is included in the Washington, DC-MD-VA UZA, in accordance with applicable federal law and regulation, including 23 C.F.R. § 450.322, as amended. FAMPO will coordinate its development and update activities with the TPB, including those related to federally-required Performance-Based Planning and Programming (PBPP) process under 23.U.S.C. 150.
- C. Programming Surface Transportation Block Grant (STBG) Funds: FAMPO shall develop and adopt a process for programming decisions for the STBG funds attributable to the northern portion of Stafford County that is included in the Washington D.C. UZA, pursuant to federal law and regulations including 23 U.S.C. 134 (K)(4), as amended. FAMPO shall allocate the TMA-attributed STBG funds for the benefit of the TMA, consistent with 23 U.S.C. § 133.d.(2), as amended.
- D. Selection of Projects: FAMPO shall comply with all applicable federal laws and regulations related to its process for selecting projects to receive federal funds. FAMPO shall adhere to a project selection process for the STBG funds that prioritizes projects that are within or directly benefit the TMA, pursuant to 23 U.S.C §134.j.(5), k.(4), as amended.
- E. Unified Planning Work Program: FAMPO will maintain a Unified Planning Work Program ("UPWP"), developed in cooperation with the State and Providers of Public Transportation, that meets the requirements of 23 C.F.R part 450, subpart C. Implementation of the functions, responsibilities, and duties identified in this agreement shall be described specifically in the annual unified planning work program for FAMPO and the TPB.
- F. Performance Based Planning and Programming: Pursuant with 23 U.S.C. 150, 23 C.F.R. 490 and 23.C.F.R. Subpart G 490.703, the TPB and FAMPO are required to establish performance targets for the traffic congestion component of the National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program established for their respective urbanized areas. As noted in earlier sections of this agreement, the Washington, DC-MD-VA UZA is served by two MPOs, the TPB and FAMPO. Federal regulations (23 CFR §450.314(h)), note that when more than one MPO serves an urbanized area, the MPO(s), TPB and FAMPO in this case, State(s) and Providers of Public Transportation "shall jointly agree upon and develop specific written provisions for cooperatively developing and

sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region.” The TPB and FAMPO have jointly developed and executed a letter of agreement for this purpose and it is included as Attachment B.

ARTICLE 2 COORDINATION OF PLANNING ACTIVITIES

TPB and FAMPO will maintain coordinated, cooperative and continuing planning processes. TPB and FAMPO shall coordinate their planning processes and produce and share required planning documents on the same cycle.

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the TPB, as a TMA, will undergo a joint certification review by the FHWA and FTA. Such a federal review is intended to ensure full compliance with the metropolitan planning requirements for a UZA. Since the TPB and FAMPO are jointly responsible for the metropolitan planning activities of the Washington, DC-MD-VA UZA, TPB and FAMPO will coordinate and participate in the joint federal certification process. The TPB will also participate and assist FAMPO in its certification review process as required.

ARTICLE 3 TIME FRAME OF THE PROCESS

The metropolitan transportation planning and programming process shall be established as a continuing procedure effective the date of the execution of this AGREEMENT by all participants.

ARTICLE 4 TERMINATION

This AGREEMENT shall be terminated upon the occurrence of any of the following:

There ceases to exist a federal or state requirement for this agreement, such as when the responsibilities to conduct the federal metropolitan planning process for the Washington D.C-VA-MD urbanized area is not shared by the TPB and FAMPO, and/or,

The Commonwealth of Virginia or its designee, the FHWA and FTA, the TPB and FAMPO mutually agree to conclude and thereby terminate this agreement.

In the event of termination of this agreement, by the mutual agreement of the FAMPO and the TPB, a written notice of not less than ninety (90) days shall be provided to the other party and to the FHWA and FTA.


ARTICLE 5 AMENDMENTS

Amendments to this AGREEMENT, as mutually agreed to, may only be made by written agreement between the parties of this AGREEMENT and subject to review and approval by FHWA and FTA.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.


Chairman, FAMPO

WITNESSED BY: 
Administrator, FAMPO
Date: May 21, 2021


Chairman, NCR-TPB


WITNESSED BY: 
Director, NCR-TPB
Date: May 19, 2021

Figure 1 Current Washington D.C.-VA-MD and Fredericksburg Urbanized Areas

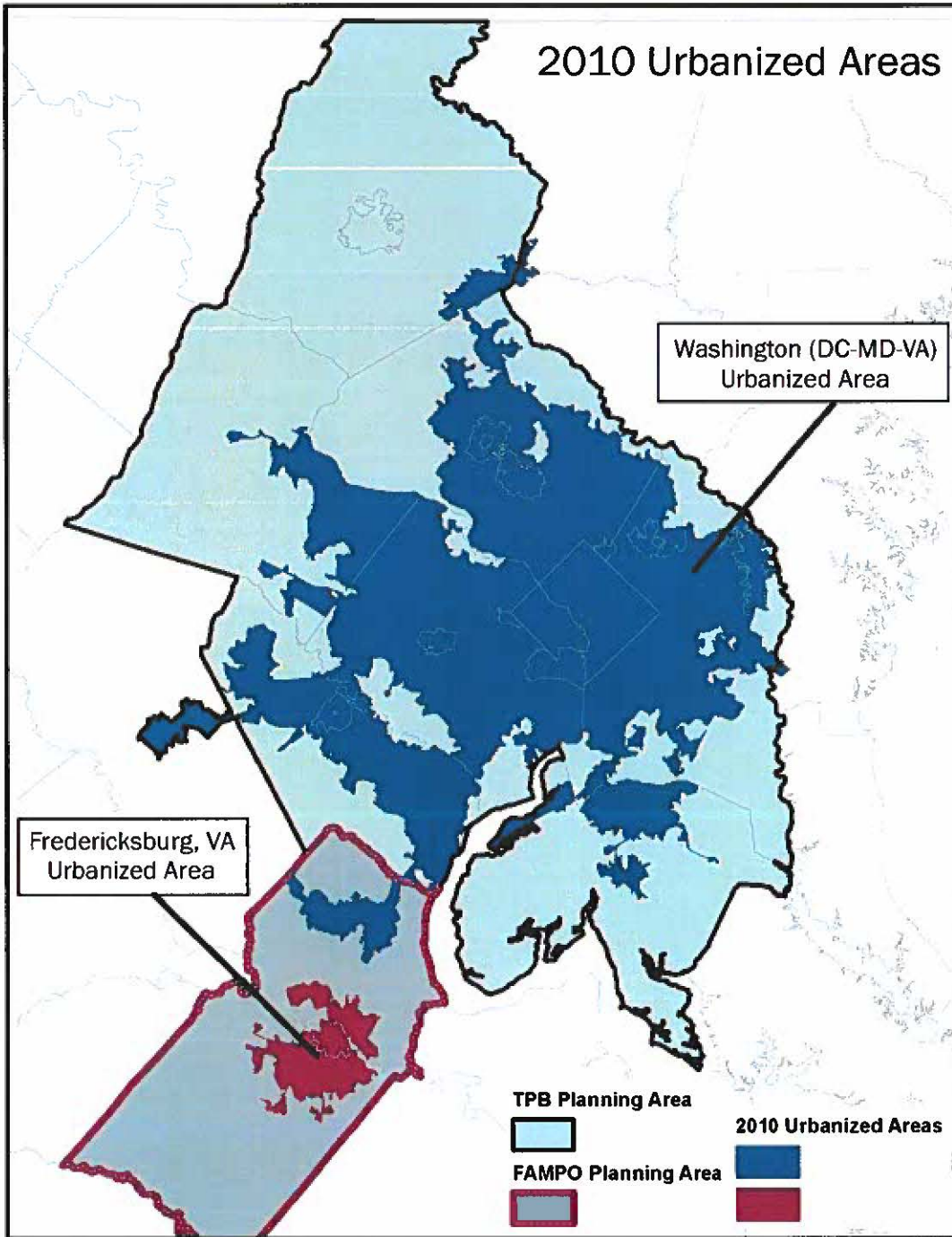
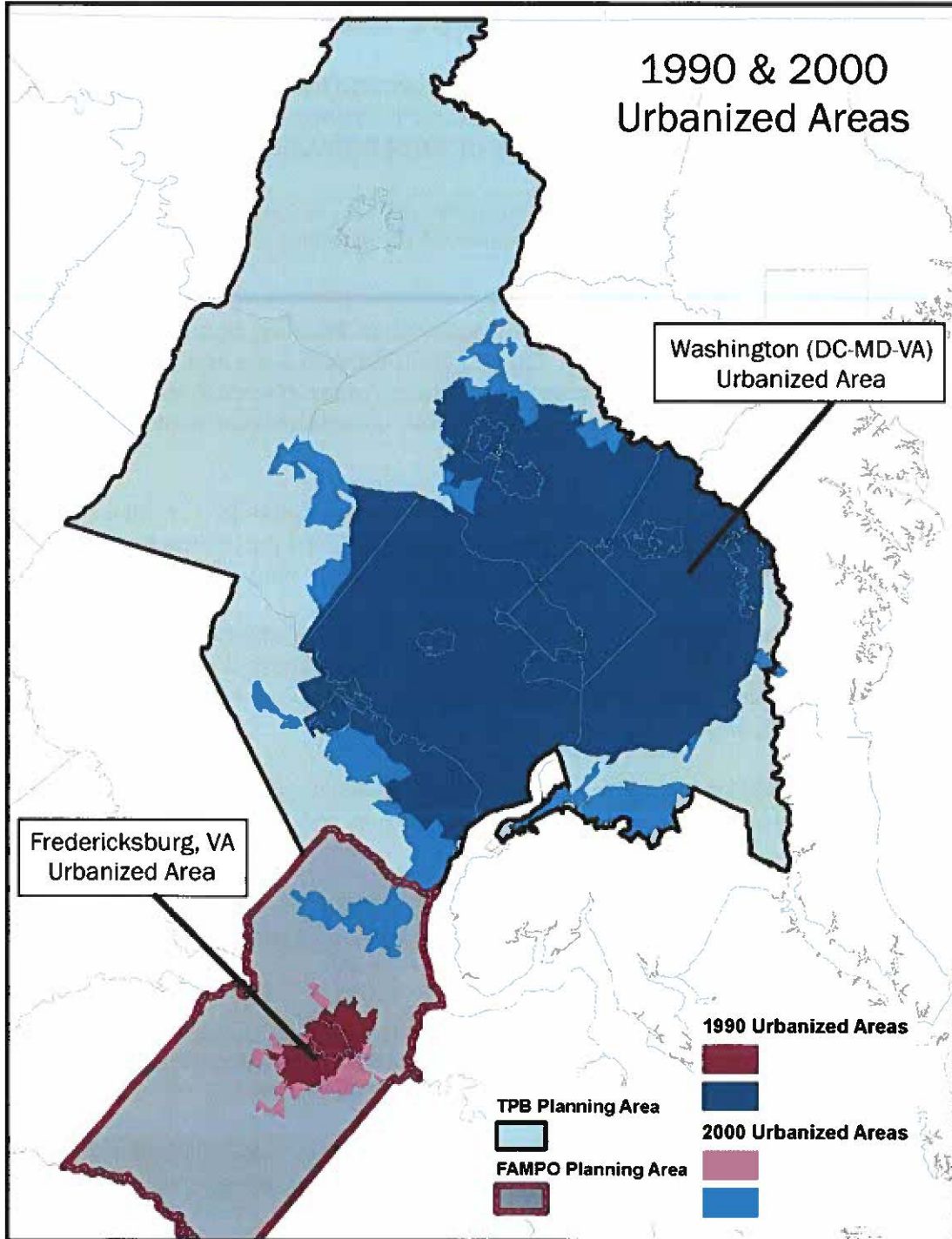


Figure 2 Washington D.C.-VA-MD and Fredericksburg Urbanized Areas - 1990 Vs 2000



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

**RESOLUTION TO APPROVE THE 2021 TRANSPORTATION PLANNING BOARD (TPB)-
FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)
MEMORANDUM OF UNDERSTANDING**

WHEREAS, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the federally designated MPO for the Washington (DC-MD-VA) urbanized area and has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, as a result of the 2000 Census, the Washington D.C. urbanized area (UZA) extended into the northern portion of Stafford County which is part of the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) metropolitan planning area; and

WHEREAS, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the portion of the Washington UZA that overlaps with the FAMPO planning area (northern portion of Stafford County); and

WHEREAS, the 2019 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review of the TPB and FAMPO recommended updating this MOU;

WHEREAS, between September 2019 and February 2021, the TPB and FAMPO have worked in cooperation with legal counsel, the Virginia Department of Transportation, Federal Highway Administration, and staff to develop and refine a draft MOU; and

WHEREAS, the TPB Technical Committee has received regular updates on the status of the development of the draft MOU, received the draft MOU on April 2, 2021, and the committee recommended approval by the TPB at its meeting on May 7; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board hereby approves the 2021 TPB-FAMPO MOU (Attachment 1.) and authorizes its Chair to execute the agreement on behalf of the TPB.

Adopted by the Transportation Planning Board at its regular meeting on May 19, 2021.

FAMPO RESOLUTION 21-23

**APPROVING THE TRANSPORTATION PLANNING BOARD (TPB)-FREDERICKSBURG
AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) MEMORANDUM OF
UNDERSTANDING**

WHEREAS, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) serves as the MPO for Washington D.C. UZA; and

WHEREAS, as a result of the 2000 Census, the Washington D.C. UZA extended into the northern portion of Stafford County which is part of FAMPO; and

WHEREAS, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the transportation management area (TMA) in Stafford County; and

WHEREAS, the 2018 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review recommended updating this MOU;

WHEREAS, between September 2019 and February 2021, FAMPO has worked with legal counsel, VDOT, FHWA, and staff to develop and refine a draft MOU in cooperation with the TPB.

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization hereby approves the TPB-FAMPO MOU (Attachment 1) and authorizes its Chair to execute the agreement on behalf of the Policy Committee.

Adopted by the Policy Committee at its meeting on March 15, 2021.



Cindy Shelton, Chair
Fredericksburg Area Metropolitan Planning Organization
Policy Committee

Attachment 1 – TPB-FAMPO MOU



National Capital Region
Transportation Planning Board

August 26, 2021

Senator Ben Cardin
509 Hart Senate Office Building
Washington, DC 20510

Re: City of Fredrick to C&O Canal Trail Feasibility Study

Dear Senator Cardin:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application for federal funds by Journey Through Hallowed Ground (JTHG) for a grant to study the feasibility of building a trail connecting the City of Frederick, Maryland to the Chesapeake and Ohio Canal National Historical Park. The JTHG is a non-profit foundation that coordinates the protection of an area of natural and historic significance stretching in an arc through Virginia, West Virginia, and Maryland.

The requested \$1 million in grant funds would be used to conduct a feasibility study for a trail connecting the City of Frederick to the C&O Canal through Frederick County. Such a trail would provide a tremendous asset for tourism and recreation, linking and highlighting key historic and cultural resources of our region. The proposed grant recipient, JTHG, has been active in identifying opportunities for trail development and expansion, and is well-equipped to explore in further detail a trail linking Frederick's downtown with the C&O Canal Historical Park and Trail. JTHG has the support of the Maryland Department of Transportation, Frederick County, and the City of Frederick in undertaking this study.

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 proposed trail would expand on the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported 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 TPB's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by Journey Through Hallowed Ground. I anticipate that upon a successful grant award 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 "Charles Allen".

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Charles Nipe, Division Director, Frederick County Division of Public Works
Mr. Joe Adkins, Deputy Director for Planning, City of Frederick



National Capital Region
Transportation Planning Board

August 26, 2021

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

Re: FTA Areas of Persistent Poverty Program Grant Application by Prince George's County, Maryland for the Glenarden / Landover Multi-Modal and Transit Access Improvement Project

Dear Ms. Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application for federal funds under the FTA's FY 2021 Areas of Persistent Poverty Grant Program by Prince George's County, Maryland, for a grant to advance the Glenarden / Landover Multi-Modal and Transit Access Improvement Project.

The Glenarden / Landover community is in a census tract designated as an Area of Persistent Poverty and is in a Metropolitan Washington Council of Governments (MWCOC) designated Equity Emphasis area. Though located in between two major activity centers and two Washington Metropolitan Area Transit Authority (WMATA) Metro lines, the community is isolated within the larger surrounding area. The project will vastly improve transit accessibility by providing fast, frequent, reliable and safe multi-modal connections to the emerging downtown areas in New Carrollton and Largo and surrounding activity centers. With the grant funds, planning and engineering studies will be performed to identify ADA compliance and pedestrian and bicycle access issues to bus stops as well as plan for a future BRT route through the community. The studies will focus on developing integrated transit systems to provide better access to health facilities and job opportunities.

We urge your favorable consideration of Prince George's County's request, as it directly responds to regional transportation goals and priorities adopted by the TPB. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities. The TPB has long supported investment in pedestrian and bicycling infrastructure and in our public transportation system to provide a broad range of equitable and affordable transportation choices for our region.

This grant would advance the region's long-term transportation priorities in accordance with the Washington region's long-range transportation plan Visualize 2045; improved access to transit is one of the seven Aspirational Initiatives of the plan. 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 "Charles Allen".

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Terry Bellamy, Director, Prince George's County Dept of Public Works & Transportation