



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: October 12, 2023

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: October 12, 2023

At its meeting on Friday, October 6, the TPB Steering Committee approved a resolution authorizing designation updates for Critical Urban Freight Corridors (CUFCs) within the District of Columbia. In accordance with federal transportation law, the TPB approved the designation of the region's CUFCs in 2017. Further amendments to the CUFCs were approved by the Steering Committee in 2021. With changes enacted in the recent Infrastructure Investment and Jobs Act (IIJA) and an upcoming update to the District of Columbia's official state freight plan, TPB has an opportunity to update and expand CUFC designations within the District. Andrew Meese on TPB's staff gave a presentation on the proposed designation updates. Following the presentation, the committee adopted resolution SR6-2024 authorizing the updates, as described in the attached materials.

The Steering Committee also adopted resolution SR7-2024, approving an amendment to the FY 2023–2026 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement. The Maryland Department of Transportation (MDOT) requested this amendment to reprogram and add funding for the MD 4 at Suitland Parkway Interchange Construction project. MDOT removed approximately \$21 million in National Highway Freight Program (NHFP) funding and added approximately \$81 million in National Highway Performance Program (NHPP) and matching state funds for a net increase of \$60 million to the total cost of the project. The amendment also reprogrammed approximately \$94.8 million funds from the 4-year span of the TIP into fiscal years beyond FY 2026, resulting in a net decrease of approximately \$18.6 million to the FY 2023–2026 program total.

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

Attachments:

- Adopted resolution SR6-2024 approving updates to the Critical Urban Freight Corridors in the District of Columbia,
- Adopted resolution SR7-2024 approving an amendment to the FY 2023-2026 TIP, as requested by MDOT.

TPB Steering Committee Attendance – October 6, 2023
(only voting members and alternates listed)

TPB Chair/MD rep.: Reuben Collins
TPB Vice Chair/DC Rep.: Cristina Henderson
DDOT/Tech. Cmte. Chair: Mark Rawlings
MDOT: Kari Snyder
VDOT: Amir Shahpar

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

**RESOLUTION TO UPDATE THE CRITICAL URBAN FREIGHT CORRIDORS
IN THE DISTRICT OF COLUMBIA**

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

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

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

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

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

WHEREAS, the IIJA modified requirements and constraints for CUFC designation; and

WHEREAS, TPB staff has collaborated with the District Department of Transportation (DDOT) staff to identify updates to its CUFC network as a result of the CUFC modifications of the IIJA and to coordinate with the DDOT State Freight Plan; and

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

Adopted by the TPB Steering Committee at its meeting on Friday, October 6, 2023.
Final approval following review by the full board on Wednesday, October 18, 2023.

Table 1: Existing District Critical Urban Freight Corridors to be Removed

ID	Segment	Extent A	Extent B	Length (mile)
1	58th St NE	Eastern Ave NE	East Capitol St. NE	0.66
2	Anacostia Fwy	I-295	East Capitol St. BN	2.46
			SUM	3.12

Table 2: District of Columbia Corridors to be Added

ID	Segment	Extent A	Extent B	Length (mile)
A	Riggs Rd. NE	South Dakota Ave. NE	DC Line/Eastern Ave. NE	0.46
B	S Capitol St. BN	DC Line/Southern Ave. SE	Martin Luther King Ave. SE	1.17
C	Martin Luther King Ave. SE	S Capitol St. SW/SE	Good Hope Road SE	2.58
D	Good Hope Rd. SE	Martin Luther King Ave. SE	Minnesota Ave. SE	0.24
E	Minnesota Ave. SE/NE	Good Hope Rd. SE	Nannie Helen Burrough Ave. NE	3.58
F	New Hampshire Ave. NW	North Capitol St. BN	Sherman Ave. NW	2.09
G	Massachusetts Ave. NW	Dupont Cir. NW	Westmoreland Circle NW	4.40
H	14th St. NW	Rhode Island Ave. NW	Delafield PI NW	2.77
I	16th St. NW	U St. NW/New Hampshire Ave. NW	DC Line/Eastern Ave. NE	5.20
J	Suitland Pkwy. SE	S Capitol St. SW	Alabama Ave. SE	2.79
K	Dalecarlia Pkwy. NW	Loughboro Rd. NW	Westmoreland Circle NW	0.96
L	Loughboro Rd. NW	MacArthur Rd. NW	DalecarliaParkway	0.28
M	MacArthur Blvd. NW	Foxhall Rd. NW	Little Falls Rd. NW	2.84
N	Canal Rd./Foxhall Rd. NW	M St. NW/37th St. NW	MacArthur Rd. NW	0.57
O	Arizona Ave. NW	Canal Rd. NW	Loughboro Rd. NW	0.80
P	9th St. NE/Brentwood Pkwy.	Florida Ave. NE	Mt Olivet Rd. NE	0.56
Q	9th St. NE/Brentwood Rd. NE	Mt Olivet Rd. NW	Rhode Island NE	0.93
R	Canal Rd. NW	Foxhall Rd. NW	Arizona Ave. NW	2.16
S	Canal Rd. NW	Arizona Ave. NW	Across Chain Bridge	0.72
T	Loughboro Rd. NW/Nebraska Ave. NW	Arizona Ave. NW	Tenley Circle NW	1.43
U	C St. NE/East. Capitol St. NE	22nd St. SE	Benning Rd. SE	2.74
V	Harvard. St. NW/Hobart Pl. NW & Columbia Rd. NW	Georgia Ave. NW/US 29	Warder St. NW/5th St. NW	0.34
W	Michigan Ave. NW/NE	Warder St. NW	Eastern Ave. NE	3.13
X	Maine Ave. SW	12th St. SW	6th St. SW	0.52

Y	Bladensburg Rd. NE	Benning Rd. NE/Florida Ave. NE/H St. NE	New York Ave. NE	1.33
ID	Segment	Extent A	Extent B	Length (Mile)
Z	9th St. SW	Frontage Rd. SW	Maine St. SW	0.20
AA	Western Ave. NW	Westmoreland Circle NW	Chevy Chase Circle NW	1.77
BB	S St. SW.	Half St. SW	Termination of Road	0.13
DD	H St. NW	Pennsylvania Ave. NW	New York Ave. NW	0.71
EE	Pennsylvania Ave. NW	22nd St. NW	H St. NW/19th St.	0.32
FF	New York Ave. (US 50) NE	14th St. NW	9th St. NW	0.47
GG	I St. NW	Pennsylvania Ave. NW	New York Ave. NW	1.09
HH	9th St./Florida Ave. NW	U St. NW	Sherman Ave. NW	0.21
II	Sherman Ave. NW	Florida Ave. NW	New Hampshire Ave. NW/Park Rd.	0.90
LL	Virginia Ave. NW	27th St. NW	Constitution Ave. NW	1.01
KK	27th St. NW	Whitehurst Fwy NW/K St. NW	Virginia Ave. NW	0.15
MM	Constitution Ave. NW	Virginia Ave. NW	14th St. NW	0.47
NN	19th St. NW	Virginia Ave. NW	K St. NW	0.61
OO	18th St. NW	Virginia Ave. NW	K St. NW	0.67
PP	17th St. NW	R St. NW	K St. NW	0.69
QQ	12th St. NE	Michigan Ave. NE	Rhode Island NE	1.09
RR	11th St. SE	M St. SE	Good Hope Road SE	0.68
SS	M St. SW/SE	6th St. SW	11th St. SE	1.53
TT	Kennedy St. NW/NE	New Hampshire Ave. NW	Georgia Ave. NW	1.02
UU	18th St. NW	S St. NW	Columbia Rd. NW	0.60
VV	Columbia Rd. NW	Mintwood Pl NW	16th St. NW	0.55
WW	8th St. SE	M St. SE	Pennsylvania Ave. SE	0.53
XX	11th St. NW	K St. NW	Rhode Island NE	0.55
YY	Southern Ave. NE	East Capitol St. BN	63Rd. St. NE	0.17
ZZ	63Rd. St. NE	Southern Ave. NE	Eastern Ave. NE	0.19
AAA	Southeast. Blvd SE	DC-695	Pennsylvania Ave. SE	1.11
CCC	6th St. NW	Constitution Ave. NW	Rhode Island NW	1.45
EEE	Branch Ave. SE	Pennsylvania Ave. SE	Southern Ave. SE	1.01
FFF	Alabama Ave. SE	Martin Luther King Ave. SE	Pennsylvania Ave. SE	3.28
GGG	Kenilworth Ave. NE	Nannie Helen Burroughs Ave. NE	Eastern Ave. NE	0.85
SUM				68.6

Table 3: Existing District Critical Urban Freight Corridors that Remain Unchanged from 2017 Designation

ID	Segment	Extent A	Extent B	Length (mile)
1	16th St. NW	U St. NW/New Hampshire Ave. NW	K St. NW	1.00
2	Georgia Ave. NW	DC Line/Eastern Ave. NW	U St. NW	4.76
3a	Massachusetts Ave. NW	Dupont Cir NW	9th St. NW	1.06
3b	Massachusetts Ave. NW	7th St. NW	North Capitol St. BN	0.76
4a	Pennsylvania Ave. NW	29th St. NW	22nd St. NW	0.46
4b	Pennsylvania Ave. NW	14th St. NW	4th St. NW	0.88
4c	Pennsylvania Ave. NW	3rd St. NE	DC Line/Southern Ave. SE	3.48
5	Wisconsin Ave. NW	DC Line/Western Ave. NW	M St. NW	4.12
6	Connecticut Ave. NW	DC Line/Western Ave. NW	K St. NW	5.00
7	Rhode Island Ave. NE	DC Line/Eastern Ave. NE	Scott Cir NW/ 16th St. NW	4.55
8	South Dakota Ave. NE	Riggs Rd. NE	New York Ave. NE	3.70
9	Florida Ave. NW/NE	9th St. NW	H St. NE	2.44
10	North Capitol St. NE	New Hampshire Ave. NE	Louisiana Ave. NE	4.35
11	14th St. NW	Rhode Island Ave. NW	I-395	2.56
12	Nebraska Ave. NW	Military Rd. NW	Tenley Cir NW	1.20
13	H St. NE	Florida Ave. NE	Massachusetts Ave. NW	1.73
14	7th St. NW	Florida Ave. NW	Independence Ave. SW	1.98
15	Benning Rd. NE	East. Capitol St. BN	Florida Ave. NE	2.67
16	Missouri Ave. NW	Military Rd. NW	North Capitol St. BN	1.33
17	K St. NW	27th St. NW	7th St. NW	1.84
18a	Constitution Ave. NW	14th St. NW	Pennsylvania Ave. NW	0.73
18b	Constitution Ave. NW	Pennsylvania Ave. NW	Louisiana Ave. NW	0.18
19	Independence Ave. NW	14th St. SW	3Rd. St. SW	0.90
20	South Capitol St. BN	Firth Sterling Ave. SE	Canal St. SW	2.36
21	M St. NW	US29/Francis Scott Key Memorial Bridge	29th St. NW	0.68
22	Military Rd. NW	Nebraska Ave. NW	Missouri Ave. NW	1.95
23	New Hampshire Ave. NE	DC Line/Eastern Ave. NE	North Capitol St. BN	0.72
24	Dupont Cir.	Massachusetts Ave. NW	Massachusetts Ave. NW	0.27
25	U St. NW	New Hampshire Ave. NE	9th St. NW	0.68
26	Thomas Cir.	M St. NW	M St. NW	0.16

ID	Segment	Extent A	Extent B	Length (mile)
27	Tenley Cir.	Nebraska Ave. NW	Nebraska Ave. NW	0.14
28	Washington Cir.	Pennsylvania Ave. NW	Pennsylvania Ave. NW	0.23
29	Scott Cir.	Massachusetts Ave. NW	Massachusetts Ave. NW	0.12
30	New York Ave. (US 50)	DC Line NE	7th St. NW	4.60
31	East Capitol St. NE	DC Line/Southern Ave. SE	Benning Rd. SE	1.31
32	Louisiana Ave. NW	North Capital St. BN	Constitution Ave. NW	0.30
33	Riggs Rd. NE	South Dakota Ave. NE	North Capitol St. BN	0.40
34a	9th St. NW	Mt Vernon Pl NW	K St. NW	0.06
34b	9th St. NW	Pennsylvania Ave. NW	Frontage Rd. SW	0.75
35	12th St. NW	I-395 BN	Pennsylvania Ave. NW	1.11
36	Francis Scott Key Bridge	DC Line/GW Memorial Pkwy	M St. NW	0.31
37	Mt. Vernon Pl. NW	7th St. NW	9th St. NW	0.11
38	Kenilworth Ave NE	East Capitol St. BN	DC Line/Eastern Ave. NE	1.51
39	Water St NW/Whitehurst Fwy NW	350' east. of Key Bridge NW	27th St. NW	0.79
40	Bladensburg Rd NE	Eastern Ave NE	New York Ave. NE	1.23
			SUM	71.4



MEMORANDUM

TO: TPB Steering Committee
FROM: Andrew Meese, TPB Systems Performance Planning Program Director
Janie Nham, TPB Transportation Planner
SUBJECT: Proposed Critical Urban Freight Corridor (CUFC) Designation Updates for the District of Columbia
DATE: September 29, 2023

This memorandum describes proposed updates to the District of Columbia's Critical Urban Freight Corridor (CUFC) designations, originally approved by the Transportation Planning Board in November 2017. The 2021 Infrastructure Investment and Jobs Act (IIJA) increased the number of CUFC miles that a state or MPO can designate. The District Department of Transportation (DDOT) and TPB staff recently collaborated to develop recommended changes to its CUFC network under this new designation limit, described below in this memorandum and an accompanying PowerPoint presentation. Staff recommends that the TPB Steering Committee approve Resolution SR6-2024 at its October 6, 2023 meeting, to authorize the CUFC designation updates listed in the resolution and described in this memorandum.

BACKGROUND

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

Since 2016, between \$1.1 billion to \$1.5 billion¹ has been authorized annually for the NHFP to support the most critical portions of the national freight network. The FAST Act outlined requirements and constraints for identifying the subset of roadway segments to receive NHFP funding. Some of these provisions were subsequently amended under the IIJA.

Designation Responsibility

The FAST Act directed NHFP funds towards roadway segments identified as part of the National Highway Freight Network (NHFN), a subsection of the total national freight network. The NHFN is composed of various subcategories of urban and rural roadways. Of these subcategories, the TPB is responsible for designating Critical Urban Freight Corridors (CUFCs), public roads in an urbanized area that provide access to and connection between the primary highway freight system and the

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

Interstate with other important ports, public transportation facilities, or other intermodal freight facilities. The FAST Act requires the TPB to coordinate with the relevant states on the designations.

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

Requirements for Candidate Critical Urban Freight Corridors

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

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

Mileage Limitations and IIJA Amendments²

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

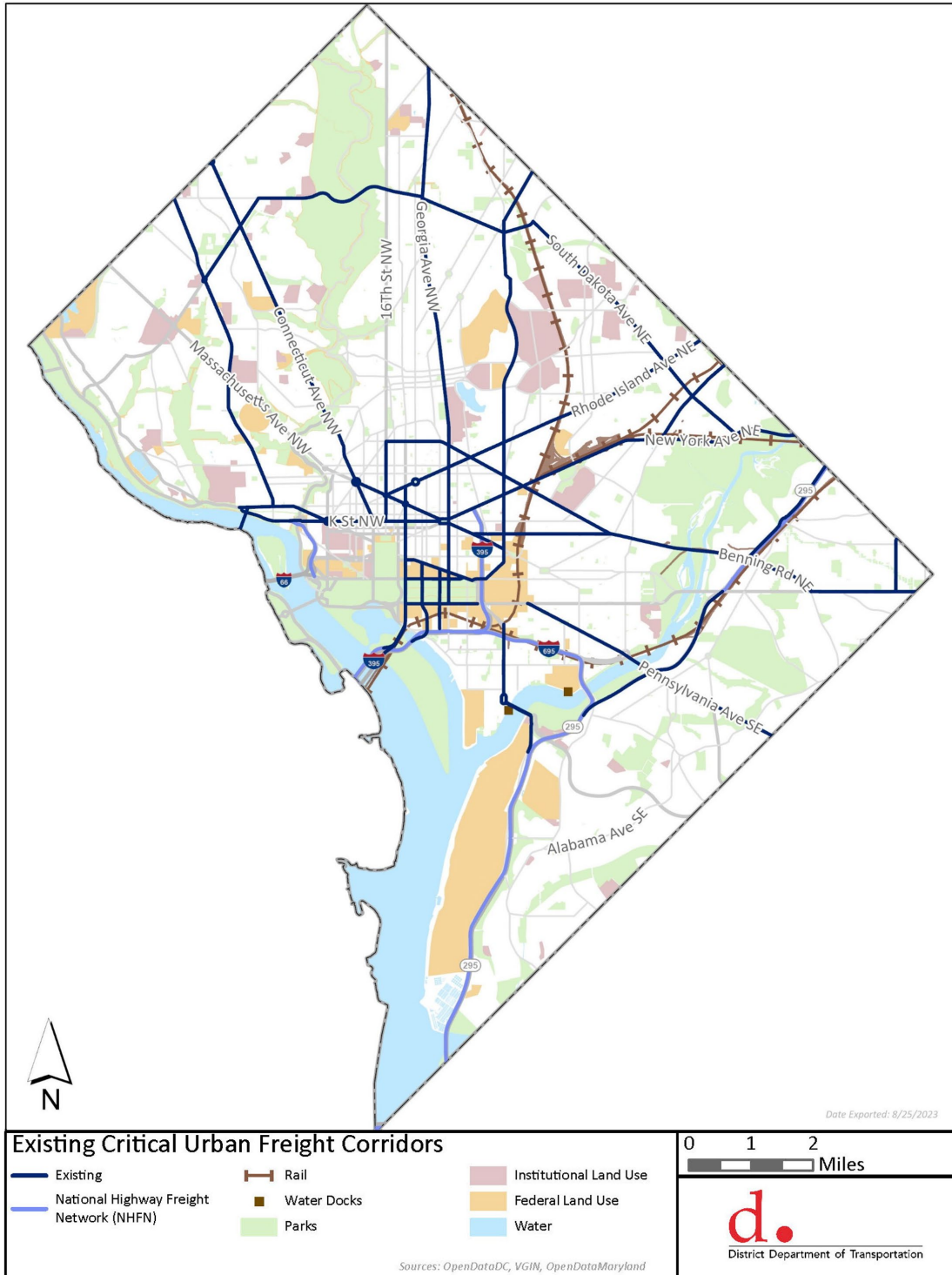
The IIJA continued all provisions that applied to CUFCs under the FAST Act, except for the mileage limitation. The IIJA increased the total amount of CUFC mileage that could be designated by states and MPOs to 150 miles of highway or 10 percent of the PHFS mileage in the state, whichever is greater.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

DISTRICT OF COLUMBIA CRITICAL URBAN FREIGHT CORRIDORS

The TPB adopted [Resolution R6-2018](#) on November 15, 2017, which established the Critical Urban Freight Corridors for the National Capital Region. The 2017 designation included 73.1 corridor miles for the District of Columbia, which are illustrated in Figure 1.

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

Figure 1: Map of Existing District CUFC Designations (Source: DDOT)



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-25.2 WHICH ADDS
FUNDING TO THE MD 4 AT SUITLAND PARKWAY INTERCHANGE CONSTRUCTION PROJECT,
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-25.2, which reduces the 4-year program total for the **MD 4 at Suitland Parkway Interchange Construction project (T3547)** by \$18.6 million, but adds a net total of approximately \$60.2 million to the total cost, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended record will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total program costs, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Fund Change Detail report providing the same information conveyed in the Change Narrative from Attachment B in a tabular format, and
- ATTACHMENT D) Letter from MDOT dated September 25, 2023, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-25.2, creating the 25th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this project was included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-25.2 which reduces the 4-year program total for the **MD 4 at Suitland Parkway Interchange Construction project (T3547)** by \$18.6 million but adds a net total of approximately \$60.2 million to the total cost, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, October 6, 2023.
Final approval following review by the full board on Wednesday, October 18, 2023.**



TIP ID T3547 **Lead Agency** Maryland Department of Transportation - State Highway Administration **Project Type** Road - Other Improvement
Project Name MD 4 at Suitland Parkway Interchange Construction **County** Prince Georges **Total Cost** \$282,722,457
Project Limits **Municipality** **Completion Date** 2028
Agency Project ID PG6181

Description Construction of a new MD 4 interchange at Suitland Parkway.

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE NHPP	\$7,898,000	-	-	-	-	-	-	\$7,898,000
PE DC/STATE	\$9,537,000	\$2,852,984	\$200,000	-	-	-	\$3,052,984	\$12,589,984
Total PE	\$17,435,000	\$2,852,984	\$200,000	-	-	-	\$3,052,984	\$20,487,984
ROW NHPP	\$8,472,000	-	\$1,181,105	\$232,000	-	-	\$1,413,105	\$9,885,105
ROW PL	\$517,000	\$105	\$236,895	-	-	-	\$237,000	\$754,000
ROW DC/STATE	\$1,011,000	\$25	\$355,000	\$58,000	-	-	\$413,025	\$1,424,025
Total ROW	\$10,000,000	\$130	\$1,773,000	\$290,000	-	-	\$2,063,130	\$12,063,130
CON NHPP	\$25,030,314	\$21,397	\$13,062,000	\$25,342,000	\$34,713,000	\$113,754,000	\$73,138,397	\$211,922,711
CON DC/STATE	\$12,639,591	\$15,041	\$703,000	\$1,364,000	\$1,869,000	\$6,123,000	\$3,951,041	\$22,713,632
Total CON	\$37,669,905	\$36,438	\$13,765,000	\$26,706,000	\$36,582,000	\$119,877,000	\$77,089,438	\$234,636,343
UT NHPP	\$5,168,000	-	-	-	-	-	-	\$5,168,000
UT DC/STATE	\$3,506,000	-	\$6,861,000	-	-	-	\$6,861,000	\$10,367,000
Total UT	\$8,674,000	-	\$6,861,000	-	-	-	\$6,861,000	\$15,535,000
Total Programmed	\$73,778,905	\$2,889,552	\$22,599,000	\$26,996,000	\$36,582,000	\$119,877,000	\$89,066,552	\$282,722,457



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-25.2 Amendment 2023-2026	10/18/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$222,475,649 to \$282,722,457

ATTACHMENT B - AMENDMENT SUMMARY REPORT
TIP ACTION 23-25.2 - FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
ADOPTED BY THE TPB STEERING COMMITTEE ON OCTOBER 6, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE NARRATIVE
T3547	MD 4 at Suitland Parkway Interchange Construction	\$222,475,649	\$282,722,457	\$60,246,808	27	Cost change(s)	<p style="text-align: right;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 19 in PE from \$4,800,000 to \$0 - Decrease funds in FFY 19 in ROW from \$1,047,000 to \$1,011,000 + Increase funds in FFY 19 in CON from \$3,117,000 to \$7,360,733 - Decrease funds in FFY 19 in UT from \$7,183,000 to \$3,234,000 + Increase funds in FFY 20 in PE from \$0 to \$4,800,000 - Decrease funds in FFY 20 in ROW from \$974,000 to \$0 - Decrease funds in FFY 20 in CON from \$3,117,000 to \$0 + Increase funds in FFY 21 in CON from \$380,000 to \$4,299,006 - Decrease funds in FFY 22 in ROW from \$54,000 to \$0 + Increase funds in FFY 22 in CON from \$507,000 to \$979,852 + Increase funds in FFY 23 in PE from \$1,468,000 to \$2,852,984 - Decrease funds in FFY 23 in ROW from \$17,000 to \$25 - Decrease funds in FFY 23 in CON from \$1,108,000 to \$15,041 - Decrease funds in FFY 23 in UT from \$193,000 to \$0 + Increase funds in FFY 24 in PE from \$0 to \$200,000 + Increase funds in FFY 24 in ROW from \$7,000 to \$355,000 - Decrease funds in FFY 24 in CON from \$1,362,000 to \$703,000 + Increase funds in FFY 24 in UT from \$0 to \$6,861,000 + Increase funds in FFY 25 in ROW from \$0 to \$58,000 + Increase funds in FFY 25 in CON from \$1,191,000 to \$1,364,000 + Increase funds in FFY 26 in CON from \$1,191,000 to \$1,869,000 + Increase funds in FFY 27 in CON from \$1,199,000 to \$1,969,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 28 in CON for \$2,004,000 ▶ Add funds in FFY 29 in CON for \$2,150,000 <p style="text-align: right;">PL</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in ROW from \$170,000 to \$105 + Increase funds in FFY 24 in ROW from \$67,000 to \$236,895 <p style="text-align: right;">NHFP</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in CON from \$2,891,058 to \$0 - Decrease funds in FFY 24 in CON from \$7,875,000 to \$0 - Decrease funds in FFY 25 in CON from \$5,250,000 to \$0 - Decrease funds in FFY 26 in CON from \$5,250,000 to \$0 <p style="text-align: right;">NHPP</p> <ul style="list-style-type: none"> + Increase funds in FFY 19 in PE from \$7,579,000 to \$7,898,000 - Decrease funds in FFY 19 in CON from \$12,468,000 to \$0 + Increase funds in FFY 20 in CON from \$12,468,000 to \$23,809,125 - Decrease funds in FFY 21 in CON from \$7,229,000 to \$719,402 - Decrease funds in FFY 22 in CON from \$9,634,000 to \$501,787 - Decrease funds in FFY 23 in ROW from \$169,000 to \$0 - Decrease funds in FFY 23 in CON from \$19,214,591 to \$21,397 - Decrease funds in FFY 23 in UT from \$3,846,000 to \$0 + Increase funds in FFY 24 in ROW from \$67,000 to \$1,181,105 - Decrease funds in FFY 24 in CON from \$19,297,000 to \$13,062,000 + Increase funds in FFY 25 in ROW from \$0 to \$232,000 + Increase funds in FFY 25 in CON from \$18,501,000 to \$25,342,000 + Increase funds in FFY 26 in CON from \$18,501,000 to \$34,713,000 + Increase funds in FFY 27 in CON from \$23,918,000 to \$36,582,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 28 in CON for \$37,225,000 ▶ Add funds in FFY 29 in CON for \$39,947,000 <p style="text-align: right;">Total project cost increased from \$222,475,649 to \$282,722,457</p>

ATTACHMENT C - FUNDING CHANGE DETAIL REPORT
TIP ACTION 23-25.2 - FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
ADOPTED BY THE TPB STEERING COMMITTEE ON OCTOBER 6, 2023

SOURCE	TIP ACTION	PRIOR TOTAL	FY 2023					FY 2024					FY 2025					FY 2026					PROGRAM TOTAL	FUTURE TOTAL	GRAND TOTAL
			PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL			
TIP ID T3547 - MD 4 at Suitland Parkway Interchange Construction																									
DC/STATE	23-00	\$26,188,000	\$1,468,000	\$17,000	\$1,108,000	\$193,000	\$2,786,000	\$0	\$7,000	\$1,362,000	\$0	\$1,369,000	\$0	\$0	\$1,191,000	\$0	\$1,191,000	\$0	\$0	\$1,191,000	\$0	\$1,191,000	\$6,537,000	\$1,199,000	\$33,924,000
	23-25.2	\$26,693,591	\$2,852,984	\$25	\$15,041	\$0	\$2,868,050	\$200,000	\$355,000	\$703,000	\$6,861,000	\$8,119,000	\$0	\$58,000	\$1,364,000	\$0	\$1,422,000	\$0	\$0	\$1,869,000	\$0	\$1,869,000	\$14,278,050	\$6,123,000	\$47,094,641
	DELTA	\$505,591	\$1,384,984	-\$16,975	-\$1,092,959	-\$193,000	\$82,050	\$200,000	\$348,000	-\$659,000	\$6,861,000	\$6,750,000	\$0	\$58,000	\$173,000	\$0	\$231,000	\$0	\$0	\$678,000	\$0	\$678,000	\$7,741,050	\$4,924,000	\$13,170,641
NHFP	23-00	\$0	\$0	\$0	\$2,891,058	\$0	\$2,891,058	\$0	\$0	\$7,875,000	\$0	\$7,875,000	\$0	\$0	\$5,250,000	\$0	\$5,250,000	\$0	\$0	\$5,250,000	\$0	\$5,250,000	\$21,266,058	\$0	\$21,266,058
	23-25.2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	DELTA	\$0	\$0	\$0	-\$2,891,058	\$0	-\$2,891,058	\$0	\$0	-\$7,875,000	\$0	-\$7,875,000	\$0	\$0	-\$5,250,000	\$0	-\$5,250,000	\$0	\$0	-\$5,250,000	\$0	-\$5,250,000	-\$21,266,058	\$0	-\$21,266,058
NHPP	23-00	\$63,018,000	\$0	\$169,000	\$19,214,591	\$3,846,000	\$23,229,591	\$0	\$67,000	\$19,297,000	\$0	\$19,364,000	\$0	\$0	\$18,501,000	\$0	\$18,501,000	\$0	\$0	\$18,501,000	\$0	\$18,501,000	\$79,595,591	\$23,918,000	\$166,531,591
	23-25.2	\$46,568,314	\$0	\$0	\$21,397	\$0	\$21,397	\$0	\$1,181,105	\$13,062,000	\$0	\$14,243,105	\$0	\$232,000	\$25,342,000	\$0	\$25,574,000	\$0	\$0	\$34,713,000	\$0	\$34,713,000	\$74,551,502	\$113,754,000	\$234,873,816
	DELTA	-\$16,449,686	\$0	-\$169,000	-\$19,193,194	-\$3,846,000	-\$23,208,194	\$0	\$1,114,105	-\$6,235,000	\$0	-\$5,120,895	\$0	\$232,000	\$6,841,000	\$0	\$7,073,000	\$0	\$0	\$16,212,000	\$0	\$16,212,000	-\$5,044,089	\$89,836,000	\$68,342,225
PL	23-00	\$517,000	\$0	\$170,000	\$0	\$0	\$170,000	\$0	\$67,000	\$0	\$0	\$67,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,000	\$0	\$754,000
	23-25.2	\$517,000	\$0	\$105	\$0	\$0	\$105	\$0	\$236,895	\$0	\$0	\$236,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,000	\$0	\$754,000	
	DELTA	\$0	\$0	-\$169,895	\$0	\$0	-\$169,895	\$0	\$169,895	\$0	\$0	\$169,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	23-00	\$89,723,000	\$1,468,000	\$356,000	\$23,213,649	\$4,039,000	\$29,076,649	\$0	\$141,000	\$28,534,000	\$0	\$28,675,000	\$0	\$0	\$24,942,000	\$0	\$24,942,000	\$0	\$0	\$24,942,000	\$0	\$24,942,000	\$107,635,649	\$25,117,000	\$222,475,649
	23-25.2	\$73,778,905	\$2,852,984	\$130	\$36,438	\$0	\$2,889,552	\$200,000	\$1,773,000	\$13,765,000	\$6,861,000	\$22,599,000	\$0	\$290,000	\$26,706,000	\$0	\$26,996,000	\$0	\$0	\$36,582,000	\$0	\$36,582,000	\$89,066,552	\$119,877,000	\$282,722,457
	DELTA	-\$15,944,095	\$1,384,984	-\$355,870	-\$23,177,211	-\$4,039,000	-\$26,187,097	\$200,000	\$1,632,000	-\$14,769,000	\$6,861,000	-\$6,076,000	\$0	\$290,000	\$1,764,000	\$0	\$2,054,000	\$0	\$0	\$11,640,000	\$0	\$11,640,000	-\$18,569,097	\$94,760,000	\$60,246,808

September 25, 2023

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

Dear Chairman Collins:

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

This action reflects SHA’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 by adding funds in advance of the project going out for advertisement. Additionally, this project is already included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045, and it will not affect the air quality determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
3547	MD 4 at Suitland Parkway Interchange Construction	\$60,300	Adds planning, preliminary engineering, right-of-way, and construction funds.

MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

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

The Honorable Reuben Collins
Page Two

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

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly distinguishable.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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

MEMORANDUM

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

ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
OPCP REGIONAL PLANNER KARI SNYDER

FROM: OFFICE OF PLANNING AND PRELIMINARY ENGINEERING (OPPE)
DEPUTY DIRECTOR ERIC BECKETT *Eric Beckett*

SUBJECT: REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE NATIONAL
CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) FY 2023-
2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND
NOTIFICATION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)

DATE: SEPTEMBER 22, 2023

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPCP approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

The State Highway Administration (SHA) hereby requests amendment of the FY 2023-2026 TIP to reflect latest cashflows and revise the total project to \$282.8 million, an increase of \$60.3 million.

ANALYSIS

As shown *MD 4 at Suitland Parkway Interchange Construction (TPB 3547)*. The design, right-of-way, utilities, and construction cashflows were updated based on the latest schedule for the project which includes advertising for construction on September 26, 2023.

The amendment ensures that the FY 2023-2026 TPB TIP reflects SHA's updated programmed project expenditures and project schedule. This project's estimated total cost is increasing from \$222.5 million to \$282.8 million, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the draft FY 2024-2029

Ms. Heather Murphy
Page Two

Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

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

ATTACHMENTS

- FY 2023-2026 TPB TIP project T3547 report
- FY 2022-2025 Maryland STIP project TPB 3547 report

cc: Ms. Lindsay Bobian, Team Leader, Office of Highway Development (OHD), SHA
Jeff Davis, P.E., Chief, Highway Design Division, OHD, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Ms. Tara Penders, Acting Chief, RIPD, OPPE, SHA
C. Scott Pomento, P.E., Director, OHD, SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA



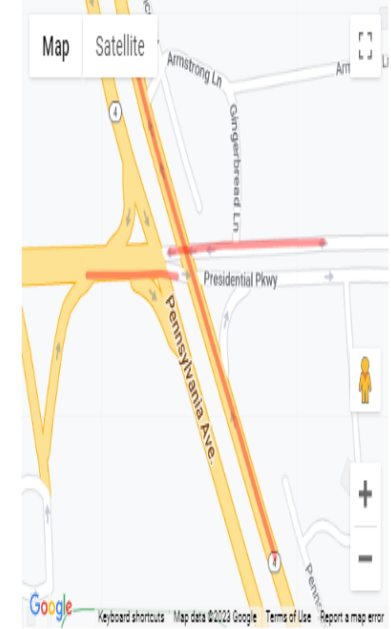
National Capital Region Transportation Planning Board
 FY 2023-2026 Transportation Improvement Program
 Maryland Department of Transportation - State Highway Administration
 ALL 23TIP TIP ACTIONS

TIP ID T3547
Project Name MD 4 at Suitland Parkway Interchange Construction
Project Limits
Description Construction of a new MD 4 interchange at Suitland Parkway.

Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID PG6181

Project Type Road - Other Improvement
Total Cost \$282,722,457
Completion Date 2028

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP		\$7,898,000	-	-	-	-	-	-	\$7,898,000
PE	DC/STATE		\$9,537,000	\$2,852,984	\$200,000	-	-	-	\$3,052,984	\$12,589,984
		Total PE	\$17,435,000	\$2,852,984	\$200,000	-	-	-	\$3,052,984	\$20,487,984
ROW	NHPP		\$8,472,000	-	\$1,181,105	\$232,000	-	-	\$1,413,105	\$9,885,105
ROW	PL		\$517,000	\$105	\$236,895	-	-	-	\$237,000	\$754,000
ROW	DC/STATE		\$1,011,000	\$25	\$355,000	\$58,000	-	-	\$413,025	\$1,424,025
		Total ROW	\$10,000,000	\$130	\$1,773,000	\$290,000	-	-	\$2,063,130	\$12,063,130
CON	NHPP		\$25,030,314	\$21,397	\$13,062,000	\$25,342,000	\$34,713,000	\$113,754,000	\$73,138,397	\$211,922,711
CON	DC/STATE		\$12,639,591	\$15,041	\$703,000	\$1,364,000	\$1,869,000	\$6,123,000	\$3,951,041	\$22,713,632
		Total CON	\$37,669,905	\$36,438	\$13,765,000	\$26,706,000	\$36,582,000	\$119,877,000	\$77,089,438	\$234,636,343
UT	NHPP		\$5,168,000	-	-	-	-	-	-	\$5,168,000
UT	DC/STATE		\$3,506,000	-	\$6,861,000	-	-	-	\$6,861,000	\$10,367,000
		Total UT	\$8,674,000	-	\$6,861,000	-	-	-	\$6,861,000	\$15,535,000
		Total Programmed	\$73,778,905	\$2,889,552	\$22,599,000	\$26,996,000	\$36,582,000	\$119,877,000	\$89,066,552	\$282,722,457



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-25.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):
 Total project cost increased from \$222,475,649 to \$282,722,457



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: October 12, 2023

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



National Capital Region
Transportation Planning Board

September 21, 2023

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

Re: FY 2023 Pilot Program for Transit Oriented Development (TOD) Planning Grant Application by the City of Alexandria, Virginia for the Duke Street Corridor project

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the City of Alexandria, Virginia for a FY 2023 Pilot Program for Transit-Oriented Development (TOD) Planning grant for the Duke Street Corridor Plan project.

The TOD Planning grant would fund the Duke Street Corridor Plan project, scheduled to begin mid-2024, which will advance recommendations from the recently completed planning for the Duke Street bus rapid transit (BRT) corridor. The project will comprehensively analyze and update land use for the areas adjacent to the planned transit corridor to reflect current City priorities related to housing affordability, equity, open space, sustainability, and mobility, while integrating transit-oriented development principles such as walkability, variety of uses, and transit-supportive density, among others. This grant would leverage resources already committed by the Northern Virginia Transportation Authority (NVTA) for design and implementation of BRT in the corridor as well as regional grants to examine the housing inventory. The project will build on recent City efforts in developing community-driven land use and transportation mobility plans that advance and expand equitable transportation access with a focus on the transit needs of low- and moderate-income residents.

The work proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's metropolitan transportation plan, Visualize 2045; bring jobs and housing closer together and improved access to transit are two of the seven Aspirational Initiatives of the plan. 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 our public transportation system and in pedestrian infrastructure to provide a broad range of equitable and affordable transportation choices for our region.

As such the TPB appreciates your favorable consideration of the City of Alexandria's application. 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 this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RC', with a long horizontal flourish extending to the right.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Adriana Castañeda, Transportation & Environmental Services Director, City of Alexandria



National Capital Region
Transportation Planning Board

September 28, 2023

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

Re: FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program Grant Application by the City of Manassas Park, Virginia for the Conner Drive-Route 28 Reconnection Initiative

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the City of Manassas Park, Virginia for a FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program grant to fund the Conner Drive-Route 28 Reconnection Initiative.

The initiative will address mobility and access for historically disadvantaged neighborhoods within the city. The grant funds will be utilized to address the most significant connectivity barrier in the city – the separation of designated economically distressed and disadvantaged neighborhoods and Persistent Poverty census tracts in the western portion of the city from emerging development and growth areas situated in the downtown area. This is the result of the location of Virginia State Route 28 without a safe west-east pedestrian pathway and the incomplete connection of Conner Drive to Route 28 and Manassas Drive. The initiative will formally launch a planning process to include a preliminary feasibility study of a pedestrian bridge and of extending Connor Drive. The city is committed to a robust community engagement process as related to planning, design, construction, operations, and related land use decisions.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'RC', with a horizontal line underneath.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Calvin O'Dell, Director, City of Manassas Park Division of Public Works

Administrator Ann E. Carlson
September 27, 2023

Thank you for the opportunity to provide comments on this proposed rule.

Sincerely,



Anita Bonds
Chair, Metropolitan Washington Air Quality Committee (MWAQC)



Takis Karantonis
Chair, Climate Energy and Environment Policy Committee (CEEPC)



Reuben Collins
Chair, National Capital Region Transportation Planning Board (TPB)



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: October 12, 2023

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: Updated Motor Vehicle Emissions Budgets (MVEBs)
DATE: October 12, 2023

The Metropolitan Washington Air Quality Committee (MWAQC) approved new Motor Vehicle Emissions Budgets (MVEBs) in an update to the region's 2008 Ozone Maintenance State Implementation Plan (SIP). The updated MVEBs will be submitted to EPA for approval and, after approved, will be used in the upcoming air quality conformity analysis of Visualize 2050.

BACKGROUND

On January 7, 2021, the U.S. Environmental Protection Agency (EPA) officially released a new version of their Motor Vehicle Emissions Simulator model, MOVES3, and required its use in all State Implementation Plan (SIP) development and transportation conformity analyses by January 2023. National Capital Region Transportation Planning Board (TPB) staff completed sensitivity test runs which showed that, using the same inputs, MOVES3 resulted in significantly higher emissions estimates than did the previous version, MOVES2014b. TPB staff shared these results with the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) in September 2022, and informed the committee that, with the change in MOVES models, the region would find it challenging to remain below the current Motor Vehicle Emissions Budgets (MVEBs), which were established in the 2008 ozone maintenance plan. The MWAQC TAC, including representatives of the state air agencies, agreed to update the MVEBs in the 2008 ozone maintenance plan.

NEW MVEBS

MVEBs provide an upper limit on the amount of allowable mobile source emissions that can be generated by the region's long-range transportation plan, which are estimated via MOVES, as part of an air quality conformity analysis. In order to have similar input assumptions used when developing the MVEBs to those used in the air quality conformity analysis, TPB staff worked with the MWAQC TAC to update the region's MVEBs. The updated MVEBs are shown in Table 1 on page 2. MWAQC approved these at its September meeting and the updated MVEBs will be submitted to EPA for approval and, after approved, will be used in the upcoming air quality conformity analysis of Visualize 2050, the region's long-range transportation plan.



September 27, 2023

Administrator Ann E. Carlson
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Re: Support for the Proposed Rule to Establish Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030–2035; Docket ID No. NHTSA–2023–0022¹

Dear Administrator Carlson:

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 express our support for the proposed rule to establish Corporate Average Fuel Economy (CAFE) Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans (HDPUVs) for Model Years 2030–2035.

MWAQC is the air quality planning committee 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 federally designated 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. 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 greenhouse gas emissions.

The National Highway Traffic Safety Administration (NHTSA) proposal to establish CAFE standards for model year 2027–2032 passenger cars and light trucks and model year 2030–2035 HDPUVs 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, together with EPA's recently proposed greenhouse gas emission standards for light-, medium- and heavy-duty vehicles, would achieve significant greenhouse gas emissions reductions and would result in substantial public health and welfare benefits. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by ambient air pollution and climate-change-related health impacts. Therefore, more stringent standards and subsequent emissions reductions have the potential to provide significant help to

¹ " Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027-2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030-2035," 88 Fed. Reg. 56128 (National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (DOT), August 17, 2023), <https://www.federalregister.gov/documents/2023/08/17/2023-16515/corporate-average-fuel-economy-standards-for-passenger-cars-and-light-trucks-for-model-years>.

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, any 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 eight 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 Draft Environmental Impact Statement (EIS),² NHTSA estimates that strengthening these standards will result in modest increases in NOx and PM2.5 emissions in 2035 for the preferred alternative (Figure S-1 and Figure S-2 of the Draft EIS). The Draft EIS also shows decreases in NOx and PM2.5 emissions in 2050 for the preferred alternative (Page S-12 of the Draft EIS). At the national level, relatively small increases in NOx emissions in 2035 of less than one percent relative to the 2035 “No Action” alternative are forecasted to mainly come from higher electricity production by fossil-fueled power plants for charging the electric vehicles. The region urges NHTSA to work closely with the EPA and other federal, regional, and state partners on implementing additional strategies and measures to further reduce emissions from the power sector.

The National Capital Region has goals to reduce greenhouse gas emissions 50% by 2030 and 80% by 2050, compared to 2005 levels. In 2022, the TPB adopted the same goals, but specifically for on-road transportation. As such, MWAQC, CEEPC, and the TPB believe that the newly proposed CAFE standards, which are estimated by NHTSA to reduce passenger car and light truck fuel consumption by 34% between 2022 and 2050 (Table S-3 of the Draft EIS) and 1.9% for HDPUVs for the same time period (Table S-4 of the Draft EIS) for the preferred alternative, are necessary for the region to achieve its greenhouse gas reduction goals. The metropolitan Washington region has implemented emissions reduction measures across all sectors, including on-road transportation, which contribute approximately 31% and 39% of the region’s greenhouse gas and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional greenhouse gas and NOx emissions reductions since these programs provide benefits across the economy.

For these reasons, MWAQC, CEEPC, and the TPB support the NHTSA’s proposal to establish new fuel efficiency standards for passenger cars and light trucks, and new fuel efficiency standards for heavy-duty pickup trucks and vans.

² “Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks, Model Years 2027–2032, and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans, Model Years 2030–2035: Summary,” Draft Environmental Impact Statement, July 2023, https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-08/CAFE-2027-2032-HDPUV-2030-2035-Draft-EIS-Summary_072723-tag.pdf.

Table 1: Revised Onroad Motor Vehicle Emissions Budgets based on MOVES3.0.4¹

Year	VOC Onroad Emissions (tpd)	NOx Onroad Emissions (tpd)
2014 Attainment Year	61.25	136.84
2025 Predicted Emissions without Safety Margin	27.92	46.52
2025 Safety Margin	5.58	9.30
2025 Interim Budget with Safety Margin	33.50	55.82
2030 Predicted Emissions without Safety Margin	21.75	34.26
2030 Safety Margin	4.35	6.85
2030 Final Budget with Safety Margin	26.10	41.11

¹ State Implementation Plan Revision: Motor Vehicle Emission Budget Revisions Based on the MOVES3 Model Washington DC-MD-VA 2008 Ozone NAAQS Maintenance Plan. Prepared by: Metropolitan Washington Council of Governments for the District Department of Energy and Environment Maryland Department of the Environment Virginia Department of Environmental Quality on behalf of the Metropolitan Washington Air Quality Committee. September 27, 2023. <https://www.mwcog.org/documents/2023/09/27/washington-dc-md-va-2008-ozone-naaqs-maintenance-plan-update-air-quality-air-quality-conformity-ozone/>



MEMORANDUM

TO: Transportation Planning Board
FROM: Pierre Gaunard, TPB Transportation Planner
SUBJECT: 2022 State of Public Transportation Report
DATE: October 12, 2023

The purpose of this memorandum is to provide a concise overview of the 2022 State of Public Transportation Report and highlight its key takeaways. An earlier draft of this report was presented to the TPB Technical Committee and the Regional Public Transportation Subcommittee for their information and feedback. Links to that draft and its related presentations are available at:

- [Draft 2022 State of Public Transportation report - September 2023](#)
- [Presentation to the TPB Technical Committee - September 2023](#)
- [Presentation to the Regional Public Transportation Subcommittee – September 2023](#) (updated).

As 2022 progressed, more and more riders returned to public transportation in the TPB region. Simultaneously, agencies continued to expand their services and adopt new fare policies to assist customers and increase demand. It's estimated that over 6.6% of commuters used public transportation within the region in 2022.¹ The Census Bureau estimates about 40% of commuters rode bus transit and 55% took the Metro.² However, 2021 data reported to the Federal Transit Administration's National Transit Database shows that the primary form of public transportation in the region is bus and streetcar service, accounting for over 65% of unlinked passenger trips.³

COVID-19 & ITS CONTINUED IMPACTS ON PUBLIC TRANSPORTATION

Transit agencies adjusted to widely shifting guidance and health conditions throughout 2022. At the beginning of the year, the pandemic's Omicron variant wave began to peak, but only four months later in April, the federal mask mandate for public transportation was found unconstitutional and operators across the country lifted their onboard masking requirements. By that time, many agencies had restored fare collection and ended rear door boarding, although their buses now featured protective barriers protecting drivers from contact with riders. As a result of changing priorities and experiences during the pandemic, most agencies in the TPB region began to reevaluate their fare policies. By December 2022, nine operators offered full or partial fare free service.

¹ Table B08301 – Means of Transportation to Work, ACS 1 Year Estimate (2022). This data does not reflect totals for the urbanized area of Fauquier County, VA.

² Id.

³ See unlinked passenger trip data from 2021 NTD Agency Profiles.

PUBLIC TRANSIT SERVICE PROFILES AND ACCOMPLISHMENTS

Profile sheets are provided for each major public transportation service in the NCR. These profiles provide a snapshot of each system's general details (e.g., fleet size, number of routes and maintenance facilities, etc.), annual operating costs, fare revenue, and ridership for the past five years. They also highlight each operator's recent accomplishments. In 2022, some of those accomplishments included:

- In Alexandria, DASH increased its ridership by 117% between Aug. 2021 and Aug. 2022,
- OmniRide inaugurated microtransit in Manassas Park to take over a low demand fixed route service,
- Ride On opened its state-of-the-art Brookville Smart Energy Bus Depot in Montgomery County,
- In Prince George's County, TheBus received a \$25 million federal grant to purchase electric buses and develop its countywide charging infrastructure, and
- WMATA celebrated the opening of the Silver Line's Phase Two to Loudoun County and began its Better Bus Network redesign project.

Also, several agencies completed their Transit Development and Asset Management Plans, among other plans and studies, like VRE's Solar Power Generation Study and NVTC's Transit Through the COVID-19 Pandemic Report.

At TPB, the 2022 update to the TPB's Bus Service Equity Analysis was released and the Visualize 2045 long range transportation plan was approved, while pivoting to the upcoming Visualize 2050 transportation plan process.