



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** March 14, 2024

---

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:** March 14, 2024

---

At its meeting on Friday, March 1, the TPB Steering Committee adopted the following two resolutions approving amendments to the FY 2023–2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement, as described below.

- TPB SR18-2024 – requested by DDOT to add \$406,087 in National Recreational Trails and District funding to the Galloway Street NE Trail project (T6678). This project is exempt from the air quality conformity requirement as defined in the Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012.
- TPB SR19-2024 – requested by VDOT on behalf of Virginia Railway Express (VRE), to add approximately \$11.8 million Section 5307 Urban Formula, state and local matching funds for the VRE Crossroad Yard Expansion project (T13602) in Spotsylvania County. Some VRE operational programs and capital projects extend beyond the TPB’s planning area boundaries into Spotsylvania County (a part of the Fredericksburg Area Metropolitan Planning Organization). However, for the purposes of data collection and funding, VRE has historically allocated the entirety of its National Transit Database statistics to, and therefore received the entirety of its FTA formula funding through the Washington, DC metropolitan area. This project is also exempt from the air quality conformity requirement.

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

### Attachments:

- March 1, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR18-2024 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR19-2024 approving an amendment to the TIP, as requested by VDOT

**TPB Steering Committee Attendance – March 1, 2024**  
(only voting members and alternates listed)

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



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 23-35.1 WHICH ADDS FUNDING TO THE GALLOWAY STREET NE TRAIL IMPROVEMENTS PROJECT, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

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

**WHEREAS**, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-35.1 which adds \$406,087 in National Recreational Trails formula (NRT) and District matching funds to the **Galloway Street NE Trail Improvements project (T6678)** for construction in FY 2024, as described in the attached materials:

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Amendment Summary showing the total project cost, 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) Letter from DDOT dated February 20, 2024, requesting the amendment, and

**WHEREAS**, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-35.1, creating the 35<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-35.1 which adds \$406,087 in NRT and District matching funds to the **Galloway Street NE Trail Improvements project (T6678)** for construction in FY 2024, as described the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, March 1, 2024.  
Final approval following review by the full board on Thursday, March 21, 2024.**

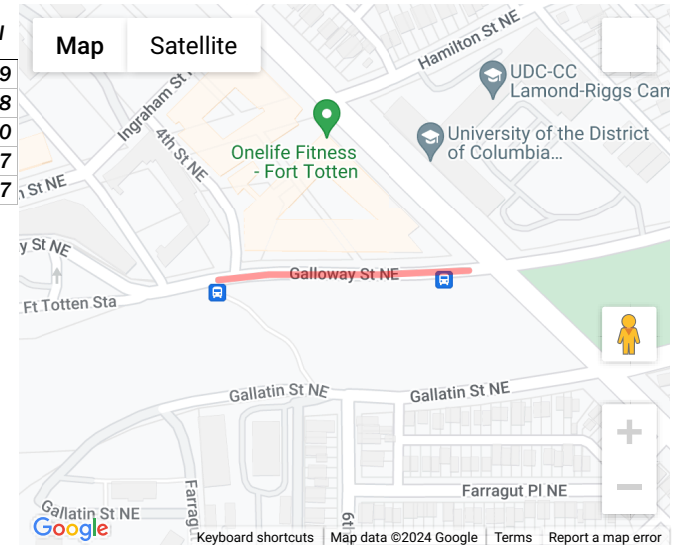


**ATTACHMENT A: OVERVIEW REPORT FOR  
 TIP ACTION 23-35.1 FORMAL AMENDMENT TO THE  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION**

<b>TIP ID</b>	<b>T6678</b>	<b>Lead Agency</b>	<b>District Department of Transportation</b>	<b>Project Type</b>	<b>Bicycle/Pedestrian - Bike/Ped</b>
<b>Project Name</b>	<b>Galloway Street NE Trail Improvements</b>	<b>County</b>	<b>Washington</b>	<b>Total Cost</b>	<b>\$906,087</b>
<b>Project Limits</b>	<b>Ft Totten Metro to South Dakota Ave NE</b>	<b>Municipality</b>	<b>District of Columbia</b>	<b>Completion Date</b>	<b>2023</b>
		<b>Agency Project ID</b>			

**Description**     *This project will complete construction of a multi-use trail along Galloway Street NE from the Fort Totten Metro to South Dakota Avenue NE.*

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		NRT	-	-	\$324,869	-	-	-	\$324,869	\$324,869
CON		DC/STATE	\$85,000	-	\$81,218	-	-	-	\$81,218	\$166,218
CON		STBG	\$415,000	-	-	-	-	-	-	\$415,000
		<b>Total CON</b>	<b>\$500,000</b>	<b>-</b>	<b>\$406,087</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$406,087</b>	<b>\$906,087</b>
		<b>Total Programmed</b>	<b>\$500,000</b>	<b>-</b>	<b>\$406,087</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$406,087</b>	<b>\$906,087</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-35.1 Amendment 2023-2026	03/21/2024	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 \$906,087

**ATTACHMENT B: SUMMARY REPORT FOR  
TIP ACTION 23-35.1 FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6678	Galloway Street NE Trail Improvements	\$500,000	\$906,087	\$406,087	81	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in CON for \$81,218 NRT</li> <li>▶ Add funds in FFY 24 in CON for \$324,869</li> </ul> <p><i>Total project cost increased from \$500,000 to \$906,087</i></p>

**Government of the District of Columbia**  
**Department of Transportation**



February 20<sup>th</sup>, 2024

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

Dear Chair Henderson,

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

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes	Revision Classification Reason
Galloway Street NE Trail Improvements	Formula/NRT	T6678	Construction	\$ 406,086	2024	80/20	Increase Formula/NRT funding for Construction by \$406,086 in FY 2024	Funding increase of less than 20% of total project cost

The 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 March 1<sup>st</sup> meeting.

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

Sincerely,

*Asad Nouri*

Asad Nouri  
 Acting Chief Administrative Officer  
 District Department of Transportation  
[Asad.Nouri@dc.gov](mailto:Asad.Nouri@dc.gov)



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-35.3 WHICH  
ADDS FUNDING FOR A NEW PROJECT: THE VIRGINIA RAILWAY EXPRESS (VRE)  
CROSSROAD YARD EXPANSION IN SPOTSYLVANIA COUNTY, AS REQUESTED BY  
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, VRE services and stations, and thus some operational programs and capital projects, extend beyond the TPB's planning area boundaries and into Spotsylvania County, which falls within the geography of the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) jurisdiction; but since the majority of its facilities and services are located in the National Capital Region, for the purposes of data collection and funding, VRE has historically allocated the entirety of its National Transit Database statistics to, and thus received the entirety of its FTA formula funding through, the Washington, DC metropolitan area, so its Program of Projects are included in the TPB's TIP, and

**WHEREAS**, on behalf of VRE, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-35.3 which adds \$11.795 million in Section 5307 Urban Formula, state, and local match funding to FY 2024 for preliminary engineering and construction of the **VRE Crossroad Yard Expansion project (T13602)** in Spotsylvania County, as described in the attached materials:

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Letter from VDOT dated February 23, 2024, requesting the amendment, and

**WHEREAS**, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-35.3, creating the 35<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-35.3 which adds \$11.795 million in Section 5307 Urban Formula, state, and local match funding to FY 2024 for preliminary engineering and construction of the **VRE Crossroad Yard Expansion project (T13602)** in Spotsylvania County, as described the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, March 1, 2024.  
Final approval following review by the full board on Thursday, March 21, 2024.**



<i>TIP ID</i>	T13602	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Rail/Fixed Guideways - Capital/SGR
<i>Project Name</i>	VRE Crossroads Yard Expansion	<i>County</i>	Spotsylvania County	<i>Total Cost</i>	\$11,795,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* This project will expand the VRE Crossroad Yard

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		LOCAL	-	-	\$25,250	-	-	-	\$25,250	\$25,250
PE		S. 5307	-	-	\$505,000	-	-	-	\$505,000	\$505,000
PE		DC/STATE	-	-	\$101,116	-	-	-	\$101,116	\$101,116
		<i>Total PE</i>	-	-	\$631,366	-	-	-	\$631,366	\$631,366
CON		LOCAL	-	-	\$446,459	-	-	-	\$446,459	\$446,459
CON		S. 5307	-	-	\$8,930,979	-	-	-	\$8,930,979	\$8,930,979
CON		DC/STATE	-	-	\$1,786,196	-	-	-	\$1,786,196	\$1,786,196
		<i>Total CON</i>	-	-	\$11,163,634	-	-	-	\$11,163,634	\$11,163,634
		<i>Total Programmed</i>	-	-	\$11,795,000	-	-	-	\$11,795,000	\$11,795,000

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-35.3	Amendment 2023-2026	3/21/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

ATTACHMENT B



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

February 23, 2024

The Honorable Christina Henderson, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4201

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendment:  
VRE Crossroads Yard Expansion – (TIP ID T13602) – New Project

Dear Chair Henderson:

The Virginia Department of Transportation (VDOT) requests the following new project be added to the FY 2023-2026 Transportation Improvement Program (TIP).

VRE Crossroads Yard Expansion (TIP ID T13602) – New Project

This project is for the expansion of the VRE Crossroads Yard. The proposed amendment will:

- Add \$25,250 (Local) FFY24 for PE Phase
- Add \$505,000 (Section 5307) FFY24 for PE Phase
- Add \$101,116 (DC/State) FFY24 for PE Phase
- Add \$446,459 (Local) FFY24 for CN Phase
- Add \$8,930,979 (Section 5307) FFY24 for CN Phase
- Add \$1,786,196 (DC/State) FFY24 for CN Phase

VDOT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on March 1, 2024. VDOT and VRE representatives will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bill Cuttler".

Bill Cuttler, P.E.  
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Amir Shahpar, P.E., VDOT-NoVA  
Ms. Christine Hoeffner, VRE  
Mr. Mark Schofield, VRE



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** March 14, 2024

---

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



National Capital Region  
**Transportation Planning Board**

February 23, 2024

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

Re: FY 2024 RAISE Program Grant Application by Montgomery County, Maryland for Project Connect: Accelerating Life Science at the North Bethesda Transit Oriented Development

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 Montgomery County, Maryland for a FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for Project Connect: Accelerating Life Science at the North Bethesda Transit Oriented Development.

The project would transform the North Bethesda Metro station into a multimodal transportation hub with improved access to Metrorail and safer, more direct access to local destinations for all. The grant will help fund the construction of a new north end entrance to North Bethesda Metro Station, improving connections to existing development and a planned FLASH bus rapid transit (BRT) station, as well as public space with opportunities for civic and recreational activities. The project would also fund safer pedestrian and bicycle access, with improved crossings, wider sidewalks, and new buffered bike lanes. Finally, the project will support a transit-oriented development (TOD) project atop the new station entrance, integrating highest and best land use with efficient transportation.

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. Move More People on Metrorail and Improve Walk and Bike Access to Transit are two of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the region's transit system. 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 Montgomery County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

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

Christina Henderson  
Chair, National Capital Region Transportation Planning Board

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



National Capital Region  
**Transportation Planning Board**

February 23, 2024

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

Re: FY 2024 RAISE Program Grant Application by the Maryland Aviation Administration for the BWI Marshall Airport Multi-Modal Ground Transportation Center and Automated People Mover Planning Study

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 Maryland Aviation Administration (MAA) for a FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program planning grant for the Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) Multi-Modal Ground Transportation Center and Automated People Mover Planning Study.

The purpose of the Planning Study is to identify critical actions to modernize key airport infrastructure, streamline the passenger journey to and from BWI Marshall, and improve employment and visitor access to the airport and its vicinity. The Planning Study will help the MAA and its partners in addressing evolving public and employee transportation needs and incorporating new opportunities and developing technologies in travel, advanced mobility, and climate resilience. Concepts will be developed for an efficient and financially sustainable centrally located ground transportation center and an automated people mover that connects key facilities at and around the airport, leading to an investment roadmap for implementation.

The TPB is housed by the Metropolitan Washington Council of Governments (COG). Together, TPB/COG have conducted the Continuous Airport System Planning Program (CASP) for 40 years for the Washington-Baltimore Air System Planning Region. The TPB has conducted the regional air passenger survey at the three Baltimore-Washington area airports (BWI, DCA, IAD) since 1973, as well as the periodic Ground Access Travel Time Study. The TPB will work with the MAA on the Planning Study to incorporate the findings of the latest travel time study and identify improvements needed for travelers to and from the National Capital Region.

The TPB requests your favorable consideration of this request by the Maryland Aviation Administration. Improvements in transportation access to the airports, including BWI Marshall, is of tremendous importance to the region's residents and businesses, as well as the many visitors to the National Capital.

Sincerely,

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

Christina Henderson  
Chair, National Capital Region Transportation Planning Board

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



National Capital Region  
**Transportation Planning Board**

March 5, 2025

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

Re: FY 2024 RAISE Program Grant Application by Fairfax County, Virginia for the Huntington TOD Multi-Modal Station Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Fairfax County for a FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Huntington TOD Multi-Modal Station Project.

The Huntington TOD Project is a comprehensive suite of multi-modal access investments that will facilitate safer, more direct connections to the Washington Metropolitan Area Transit Authority's Huntington Metrorail station. The project includes the development of a new underground bus terminal with eight bus bays which will serve as the new terminus location for the planned Richmond Highway Bus Rapid Transit ("BRT") system as well as local Fairfax Connector bus routes. The terminal will provide integrated, weather-protected, and barrier-free access to the Huntington Metrorail station entrance. In addition, the project will provide improved bicyclist and pedestrian infrastructure for better, safer connections to the surrounding community, catalyzing private transit-oriented development.

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. Move More People on Metrorail and Improve Walk and Bike Access to Transit are two of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in safety, transit accessibility, and the region's transit system. 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 Fairfax County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the project and grant funding.

Sincerely,

A handwritten signature in blue ink, appearing to read "Christina Henderson", with a long horizontal flourish extending to the right.

Christina Henderson  
Chair, National Capital Region Transportation Planning Board

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





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** March 14, 2024

---

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

# COMMUNITY LEADERSHIP INSTITUTE

Thursday, April 25, 5:30 - 9:00 P.M.

Tuesday, April 30, 5:30 - 9:00 P.M.

Thursday, May 2, 5:30 - 9:00 P.M.

At the Metropolitan Washington Council of Governments  
777 N. Capitol Street NE  
Washington, DC 20002

## National Capital Region Transportation Planning Board

The TPB is the federally designated Metropolitan Planning Organization that coordinates transportation planning and funding for the National Capital Region.

TPB members include local governments, state transportation agencies, state legislatures, and WMATA. The TPB is staffed by the Metropolitan Washington Council of Governments (COG).

Alexandria	Gaithersburg
Arlington County	Greenbelt
Bowie	Laurel
Charles County	Loudoun County
College Park	Manassas
District of Columbia	Manassas Park
City of Fairfax	Montgomery County
Fairfax County	Prince George's County
Falls Church	Prince William County
City of Frederick	Rockville
County of Frederick	Takoma Park

Learn more and apply!  
[www.mwcog.org/cli](http://www.mwcog.org/cli)



National Capital Region  
Transportation Planning Board



## What is the TPB Community Leadership Institute?

A free educational program that provides community leaders with tools to “think regionally and act locally” when getting involved in transportation decision-making.

## What do participants learn?

CLI helps community leaders understand how transportation decisions are made throughout our region and how to get involved. Participants learn about transportation, land use, economic growth, and the environment over the course of three evening sessions. By the end, participants will better understand how to connect their communities with planning efforts in the metropolitan Washington region.

The CLI is interactive with hands-on, group activities! Our facilitators are Kathy Porter, former mayor of Takoma Park, and Jay Fisette, former Arlington County Board member.

## Who participates in the CLI?

Participants reflect the region’s diverse communities and interests. The program is designed for people who are new to transportation and regional planning.

## How do I apply?

Candidates should submit a brief Statement of Interest that includes recent community leadership experience, reason for interest and a brief bio. All sessions are held at the COG offices near Union Station and are free of charge. Participants must commit to attending all three sessions. Submit Statements of Interest to John Swanson, [jswanson@mwcog.org](mailto:jswanson@mwcog.org), or online at [www.mwcog.org/cli](http://www.mwcog.org/cli).

NEWS RELEASE

## Get Ready to Roll! Bike to Work Day 2024 Registration is Now Open

Mar 4, 2024



Mark your calendars and start planning your route! Registration for Bike to Work Day 2024 is now open. This annual spring event encourages commuters across the metropolitan Washington region to leave their cars at home and experience the many benefits of bicycling to work.

Organized by COG's Commuter Connections program and the Washington Area Bicyclist Association (WABA), Bike to Work Day will take place on Friday, May 17, 2024. Participants can join the fun at over 100 pit stops throughout the District of Columbia, Maryland, and Virginia, offering a healthy and enjoyable start to the workday. The first 16,000 registrants who attend a pit stop will receive a free commemorative T-shirt and a chance to win a new bike! Many pit stops will also provide free giveaways, food, and beverages while supplies last.

Whether you're a seasoned cyclist or a curious beginner, Bike to Work Day is an ideal opportunity to try bicycling to work for the first time. Bike solo or gather your colleagues, friends, family, and get ready for a fun and rewarding experience.

Mark your calendars for Friday, May 17 and register now to secure your spot! Visit <https://www.biketoworkmetrodc.org/> for more information and to register.

Bike to Work Day 2024 is made possible through the generous support of regional sponsors, including ICF, AL's Bike Shop, GO Alex, BikeArlington, BicycleSPACE, National Landing, and Terrapin Bicycles.

Contact: **Amanda Lau**

Phone: **(202) 962-3209**

Email: [\*\*alau@mwcog.org\*\*](mailto:alau@mwcog.org)



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
**SUBJECT:** Upcoming Solicitations for Applications for the Transportation Alternatives Set-Aside Program  
**DATE:** March 14, 2024

---

The next application period in Maryland for the Transportation Alternatives Set-Aside Program (TAP) will be April 1 - May 15, 2024. TAP is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

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

Applications in Maryland must be submitted through the Maryland Department of Transportation (MDOT), which is also responsible for selecting projects using statewide TAP funds. For more information, see <https://roads.maryland.gov/mdotsha/pages/index.aspx?PageId=144>.

Unlike MDOT which solicits TAP applications every year, Virginia and the District of Columbia both conduct their TAP solicitations on two-year cycles. DDOT will conduct their next application solicitation this fall. VDOT will begin their next application period in the spring of 2025.

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

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

For more information about the TPB's role in this program, please contact John Swanson [jswanson@mwcog.org](mailto:jswanson@mwcog.org) or 202-962-3295. For information about the Maryland application process, contact Cheryl Ladota at [cladota@mdot.maryland.gov](mailto:cladota@mdot.maryland.gov).