



Sunset at the World War II Memorial (John Brighenti/[Flickr](#))

TRANSPORTATION PLANNING BOARD MEETING PACKET

September 20, 2023

12:00 P.M. – 2:00 P.M.

Virtual Meeting



National Capital Region
Transportation Planning Board

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
MEMBERSHIP LIST**

September 20, 2023

2023 Officers: Chair Reuben Collins; First Vice Chair Christina Henderson;
Second Vice Chair James Walkinshaw

	Members	Alternates
<u>DISTRICT OF COLUMBIA</u>		
DC Council	Brooke Pinto	Ella Hanson
DC Council	Charles Allen	Chris Laskowski
DC Council	Christina Henderson	Heather Edelman
DC-DOT	Everett Lott	Mark Rawlings
		Sandra Marks
		Anna Chamberlin
D.C. Office of Planning	Anita Cozart	Sakina Kahn
		Dan Emerine
<u>MARYLAND</u>		
Bowie	Vacant	Mati Bazurto
Charles Co.	Reuben Collins	Jason Groth
College Park	Denise Mitchell	
Frederick Co.	Jessica Fitzwater	Mark Mishler
City of Frederick	Kelly Russell	David Edmondson
Gaithersburg	Neil Harris	Dennis Enslinger
Greenbelt	Emmett V. Jordan	Rodney Roberts
Laurel	Brian Lee	Christian Pulley
Montgomery Co.	Marilyn Balcombe	
Montgomery Co. Exec.	Marc Elrich	Christopher Conklin
		Hannah Henn
Prince George's Co.	Eric C. Olson	Wala Blegay
Prince George's Co. Exec.	Oluseyi Olugbenle	Victor Weissberg
Rockville	Bridget Newton	Emad Elshafei
Takoma Park	Cindy Dyballa	Shana Fulcher
Maryland DOT	Samantha Biddle	Joseph McAndrew
		Heather Murphy
Maryland House	Marc Korman	Kris Fair
Maryland Senate	Nancy King	
<u>VIRGINIA</u>		
Alexandria	Canek Aguirre	
Arlington Co.	Takis Karantonis	Dan Malouff
City of Fairfax	Catherine Read	Tom Ross
Fairfax Co.	Walter Alcorn	Jeffrey C. McKay
Fairfax Co.	James Walkinshaw	Rodney Lusk
Falls Church	David Snyder	
Fauquier Co.	Richard Gerhardt	Adam Shellenberger
Loudoun Co.	Matthew Letourneau	Rob Donaldson
Loudoun Co.	Kristen Umstattd	Lou Mosurak
City of Manassas	Pamela J. Sebesky	Ralph Smith
City of Manassas Park	Jeanette Rishell	
Prince William Co.	Ann B. Wheeler	Ricardo Canizales
Prince William Co.	Victor Angry	Paolo Belita
Virginia DOT	John Lynch	Maria Sinner
		Amir Shahpar
		Bill Cuttler
Virginia House	David A. Reid	
Virginia Senate	David Marsden	
<u>WMATA</u>	Allison Davis	Mark Phillips
<u>EX OFFICIO/NON-VOTING</u>		
FHWA – D.C.	Christopher Lawson	Sandra Jackson
FTA	Terry Garcia Crews	Daniel Koenig
NCPD	Julia Koster	Marcel Acosta
MWAA	Vacant	
NPS	Tammy Stidham	Laurel Hammig

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

777 North Capitol Street, NE Suite 300
Washington, DC 20002



TRANSPORTATION PLANNING BOARD

Wednesday, September 20, 2023
12:00 P.M. - 2:00 P.M.

Virtual Meeting

AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Reuben Collins, TPB Chair
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing comments to TPBcomment@mwkog.org with the subject line "Item 1 Virtual Comment Opportunity", or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, September 19, 2023, to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE JULY 19, 2023 MEETING MINUTES**
Reuben Collins, TPB Chair
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**
Mark Rawlings, TPB Technical Committee Chair
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT**
Richard Wallace, CAC Chair
Christina Henderson, AFA Chair
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Reuben Collins, TPB Chair

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwkog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

ACTION ITEM

- 12:50 P.M. 7. NATIONAL CAPITAL REGION FREIGHT PLAN APPROVAL**
Andrew Meese, TPB Program Director, Systems Performance Planning
- The draft 2023 National Capital Region Freight Plan was presented to the board in July. Following comments and revisions, the plan is ready for board approval. The new plan will succeed the regional Freight Plan approved by the TPB in 2016.
- Action: Adopt Resolution R3-2024 to approve the National Capital Region Freight Plan.**

INFORMATIONAL ITEMS

- 1:00 P.M. 8. NEW FEDERAL FUNDING PROGRAMS FOR CARBON REDUCTION**
Erin Morrow, TPB Transportation Planner
- The Bipartisan Infrastructure Law and the Inflation Reduction Act have made unprecedented amounts of federal funding available to reduce greenhouse gas emissions. Ms. Morrow will provide an overview of a few of those funding programs that have the potential to reduce greenhouse gas emissions from the on-road transportation sector.
- 1:20 P.M. 9. CLIMATE POLLUTION REDUCTION GRANT (CPRG) PROGRAM**
Jeff King, COG Director, Climate, Energy, and Air Programs
- The Board will be briefed on the new U.S. EPA Climate Pollution Reduction Planning (CPRG) grant for the Washington, DC/MD/VA/WV Metropolitan Statistical Area.
- 1:35 P.M. 10. COG ROUND 10 COOPERATIVE FORECASTS OF POPULATION, HOUSEHOLDS, AND EMPLOYMENT**
Paul DesJardin, Director, COG Department of Community Planning and Services
- Staff will present the Round 10 Cooperative Forecasts, adopted by the COG Board of Directors on June 14, 2023.
- 2:00 P.M. 11. ADJOURN**
- The next meeting is scheduled for October 18, 2023.

MEETING VIDEO

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:
www.mwcog.org/TPBmtg

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

July 19, 2023

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Reuben Collins, TPB Chair – Charles County
Kelly Russell – City of Frederick
Gary Erenrich– Montgomery County Executive
Oluseyi Olugbenle – Prince George’s County Executive
Victor Weissberg – Prince George’s County Executive
Bridget Newton - Rockville
Kris Fair– Maryland House
John Lynch – VDOT
Bill Cuttler – VDOT

MEMBERS AND ALTERNATES PRESENT *ONLINE*

Charles Allen – DC Council
Christina Henderson – DC Council
Sandra Marks – DDOT
Jessica Fitzwater - Frederick County
Neil Harris – Gaithersburg
Marilyn Balcombe – Montgomery County
Eric Olson – Prince George’s County Council
Shana Fulcher –Takoma Park
Heather Murphy – MDOT
Marc Korman – Maryland House
Takis Karantonis – Arlington County
Tom Ross – City of Fairfax
Walter Alcorn – Fairfax County - Legislative
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Kristen Umstattd – Loudoun County
Pamela Sebesky – City of Manassas
Jeannette Rishell – Manassas Park
Paolo Belita – Prince William County
David Marsden – Virginia Senate
Mark Phillips – WMATA
Sandra Jackson - FHWA
Dan Koenig – FTA
Julia Koster – NCPC
Laurel Hammig – NPS

MWCOG/TPB STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Andrew Meese
Nick Ramfos
Tim Canan
Mark Moran

Leo Pineda
John Swanson
Sergio Ritacco
Rachel Beyerle
Christina Finch
Marcela Moreno
Deborah Etheridge
Kim Sutton
Mohammad Khan
C. Patrick Zilliacus
Allison Schnur
Andrew Austin
Lindsey Martin
Amanda Harris
Jason Stanford – Northern Virginia Transportation Alliance
Richard Wallace – CAC Chair
Carol Bondurant – VDOT
Regina Moore – VDOT
Silas Sullivan – Alexandria
Malcolm Watson – FCDOT
Laura Keeley - FTA
Deborah Grant – VDOT
Kari Snyder – MDOT
Madeline Hairfield – DDOT
Joy Schaefer – Frederick County Executive
Rebecca Schwartzman – DCOP
Wendy Howard Cooper - VDOT
Rob Donaldson – Loudoun County
Bob Brown – Loudoun County
Bill Orleans
Mahmoud Arafat

1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY

Chair Reuben Collins called the meeting to order. He said the meeting was being conducted in a hybrid format. He described the procedures for conducting the meeting.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first pages of the minutes. She confirmed there was a quorum.

Jason Stanford, Northern Virginia Transportation Alliance, said that in order to become fiscally sustainable, the Metro system needs to control unprecedented and unsustainable cost growth, and match transit service with demand. He said that such improvements were supposed to have been implemented when additional funding was dedicated to the system in 2018. He said that such changes should be linked to increases in dedicated funding that are currently under discussion.

Lyn Erickson said that between noon June 20 and noon July 18, the TPB received 389 individual project comments from the Visualize 2050 initial project list feedback forum and six comments submitted via email. She reiterated that staff has created a project list feedback forum on the TPB comment page to help share specific project comments with project sponsors. She said that staff is sharing the comments twice a month,

at the Technical Committee and at TPB. She said these comments were attached to the memo. She said a short summary of them was provided at the front of the memo and then provided in full.

Lyn Erickson summarized the rest of the comments. She said Arlene Montemarano shared an article. She said that Stewart Schwartz shared two items, including survey data and a press release. She said that George Aburn, a resident of Delaware, followed up on his previous comments, and requested that the TPB address questions related to regional transportation planning and air pollution, and climate change strategies. She said that Bill Pugh shared results of a survey and a fact sheet on induced demand.

Lyn Erickson said that all the comments received were posted on the website.

2. APPROVAL OF THE JUNE 21, 2023 MEETING MINUTES

Approval of the minutes was moved by Kristin Umstattd and seconded by James Walkinshaw. The minutes were approved unanimously.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted material, Lyn Erickson of TPB staff provided a summary of the Technical Committee's meeting on July 7. The Technical Committee chair, Mark Rawlings, was not in attendance. She said the committee received briefings on the first five items on the TPB agenda. She said the committee also received briefings on three items for information and discussion, including comments received to date for Visualize 2050, a presentation of regional coordination on transit on-board surveys, and a presentation on the COG Round 10 Cooperative Forecast of populations, households, and employment.

4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT

Referring to the posted material, Richard Wallace, chair of the Community Advisory Committee, briefed the board on the committee's meeting on July 13. He said the committee received a presentation from WMATA staff about their funding and project prioritization process. He said the committee had a lively discussion about funding shortfalls and opportunities, capacity expansion, and public engagement. Separately, he said the committee reviewed the 2022 consultant evaluation of the TPB's public involvement activities.

Referring to the posted material, Christina Henderson, TPB vice chair and chair of the TPB's Access For All Advisory Committee, provided a report on the committee's meeting on June 26. She said the committee received the following briefings: DDOT staff presented on D.C.'s funding and project prioritization process; OmniRide staff presented on their agency's microtransit operations; TPB staff presented on the 2022 evaluation of the TPB's participation activities; and TPB staff presented an overview of the upcoming enhanced mobility grant solicitation.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth called attention to the video, which was playing prior to the start of the meeting, that featured the recent Commuter Connections awards ceremony. He thanked Chair Collins and Vice Chair Henderson who emceed the event.

Referring to the posted material, Kanti Srikanth said the Steering Committee met on July 7 and approved two amendments to the Transportation Improvement Program. These included a request of the District Department of Transportation, which added about \$92 million in federal and local funds for the District's bridge program and specifically for the I-395 Northbound bridge crossing the Potomac River. The second amendment was at the request of Maryland Department of Transportation for a project in Prince George's County that added about \$1.6 million for improvements to a historic bridge on Governors Bridge Road.

Referring to letters sent and received, Kanti Srikanth called attention to two letters sent by the TPB in support of applications from Montgomery County for federal grants.

Under announcements and updates, Kanti Srikanth noted that the TPB is soliciting applications for the Transit Within Reach program. He said the application deadline was August 4. He also called attention to a one-page listing of 11 new initiatives that staff will be undertaking this upcoming fiscal year. He noted that these activities all went above and beyond federal requirements and would address a number of key interests of the TPB, including equity and climate change.

David Snyder asked if TPB staff could prepare a response to the comments made by the Northern Virginia Transportation Alliance during the public comment period. He noted that the private sector throughout our region relies on the regional transit system and therefore the business community should support a solution to the Metro funding problems.

Kanti Srikanth said that a response could be developed. He noted that, as part of the next item, Chair Collins and COG Executive Director Clark Mercer had some thoughts to share on this topic.

6. CHAIR'S REMARKS

Chair Collins reminded the board that development is underway for the new long-range transportation plan. He said the key first step is receiving the list of transportation projects each of our 24 member jurisdictions plan to fund and implement between now and 2050. This is due by the end of this year. He highlighted the funding challenges that WMATA is facing.

Chair Collins said that at the COG's board's annual retreat, much of the program and discussion was focused on the WMATA funding shortfall. He noted that WMATA's General Manager and CEO, Randy Clarke, was in attendance, as was the Maryland Transportation Secretary, Virginia's Deputy Secretary, and D.C.'s Budget Director.

Clark Mercer, COG executive director, provided some additional context. He said the COG retreat, which was held the previous week, focused on economic development and the funding shortfall for WMATA. He said that these two subjects are closely related. He said that COG is committed to addressing the challenges facing WMATA. He said that collective work is needed not only to fund Metro's deficit for next year, but also to create long-term financial sustainability for the system so that questions about Metro funding do not again re-emerge in a few years.

Chair Collins announced that Gary Erenrich, long-time TPB alternate and senior staff with Montgomery County, would be retiring at the end of the month. He presented Mr. Erenrich with a plaque expressing appreciation for service to the region.

ACTION ITEMS

7. CAR FREE DAY PROCLAMATION

Referring to the handout material, Nicholas Ramfos provided background on Car Free Day, scheduled for September 22 of each year, which coincides with European Mobility Week. He explained that Car Free Day is an annual campaign on sustainable urban mobility, which goes from September 16 -22, and the goal is to introduce and promote sustainable transportation measures as alternatives to just using vehicles.

Nicholas Ramfos said the event has been held in the region since 2008 and promotes alternative forms of transportation to include transit, bicycling, scootering, walking, carpools, and telework. He stated that the overall pledge goal for 2023 is 5,000 individuals, and a survey is conducted. In 2022, almost 100 percent

of the respondents used car free or car-lite options during Car Free Day, while transit and using bikes and scooters was slightly less than what was pledged. He stated that almost 60 percent of the respondents who changed their commute mode on Car Free Day said they most likely would have driven alone to work on that day.

Nicholas Ramfos said that the website for the event is carfreemetrodc.org, promotional materials, and a Facebook and Twitter page are used to place information on, and the event does receive media attention. He said that local jurisdictions that participate are Montgomery County, Prince George's County, the Tri-County Council for Southern Maryland, City of Manassas, Prince William County, and Arlington County.

The Car Free Day 2023 Proclamation was approved by unanimous consent. Chair Reuben Collins signed the Car Free Day Proclamation.

9. VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) REQUEST TO AMEND THE FY 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Andrew Austin introduced the item referring to the handout materials. He stated that the amendment notice period began before the June TPB meeting, and no comments were received. TPB staff did receive edits from the Virginia DOT during the interagency review period.

Andrew Austin said that two new projects were added. The new projects are Ryan Road, which adds \$3.16 million to the period of the TIP, and the U.S. 1 Bus Rapid Transit project which was already in the TIP but now has a new record adding \$254 million to the period of the TIP. He said that two projects added NVTA funding: Richmond Highway Corridor Improvements Phase 2, adding approximately \$104 million in the period of the TIP and the Northstar Boulevard project, which adds \$62 million.

Andrew Austin stated that there were an additional 21 changes listed in the errata attached to the July 14 memo provided to board members. He said that the totals change VDOT's portion of the TIP from an original \$1.95 billion to approximately \$9 billion. He stated that all the projects have been included in the air quality conformity analysis of the most recently approved plan and TIP, and the TPB staff have worked closely with VDOT staff to verify the financial constraint. He thanked VDOT staff for their assistance.

Chair Reubens asked for a motion to adopt Resolution R2-2024 to amend the Northern Virginia section of the FY 2023-2026 TIP to update project and funding information to align with VDOT's draft STIP.

Takis Karantonis motioned to adopt Resolution R2-2024. Kristen Umstadd seconded the motion. The motion was approved unanimously.

INFORMATIONAL ITEMS

10. DRAFT NATIONAL CAPITAL REGION FREIGHT PLAN

Referring to the presentation, Andrew Meese provided an update of the draft 2023 update to the National Capital Freight Plan for the TPB board's review and approval at the September board meeting. He recognized the work of TPB's consultant team from ICF and TPB colleagues Janie Nham and Patrick Sukiyakis and the advice of the TPB freight subcommittee chaired by Laura MacNeil of the District DOT and the TPB Technical Committee.

Andrew Meese noted that it is a federal requirement that the TPB's metropolitan transportation planning consider freight among other factors, and the TPB has an ongoing freight planning process through the Unified Planning Work Program and the TPB Freight Subcommittee. He called the board members' attention to the fact that part of plan approval is the regionally significant freight network. He said that the TPB

developed this network to look at differential congestion inside and outside the network which is not the same and does not supersede the officially designated truck routes of the states and FHWA.

Andrew Meese said that truck freight remains dominant in the region, and the region will see growth in truck freight and multiple modes and mail delivery. He said that the plan looks at the truck-involved fatalities in the region and what is interesting is that is that even though the region has had an upward trend in overall fatalities, that trend is not reflected in truck-involved fatalities. He said that the jury is still out on long-run trends and the rise of e-commerce in general because of the whole ecosystem created by where warehouses are and how trucks deploy on a daily basis changes with e-commerce.

Andrew Meese stated that issues and challenges include congestion and according to 2016 data, the metropolitan Washington region ranked sixth for freight congestion. He said that 26 percent of the region's population live in Equity Emphasis Areas and 23 percent of the truck-rich roadways, based on functional classification, are in EEAs. He said that the chart in the plan and presentation shows that the percent of trucks in the traffic stream are similar inside and outside EEAs.

Andrew Meese stated that the plan's recommendations include continuation of things that TPB staff are doing now including subcommittee data collection, maintaining relationships with stakeholders, and airport analysis. He said that things that could be strengthened are equity analysis, safety analysis, and looking at data trends for technological developments and progress monitoring.

Andrew Meese commented that July 19 begins a 30-day comment period that lasts until August 21. He said that TPB staff will prepare a revised version for TPB Technical Committee review on September 8 and for the TPB board to review on September 20.

Bridget Newton asked if the TPB board could receive an updated crash analysis that includes beyond 2020 for the years 2021 – 2023 since it is almost 2024.

Andrew Meese replied that TPB staff will take a look, but detailed data on factors related to crashes can take a long time to come out.

Bridget Newton suggested centralizing the data around the Capital Beltway.

Mr. Meese responded that it is the matter of the review process from the police and the states and federal agencies to make sure that data is available. He said that the TPB staff will take a look to see what the most recent data is.

David Snyder asked if the TPB board will be making recommendations on the reduction of greenhouse gases and safety and how tying these two topics into future support of the region's freight system and making the system even more environmentally friendly. He said that each day brings news of a truck crash and what can the TPB do to reduce incidents. He also asked whether the freight report takes into account Virginia work on rail and plans to improve rail connectivity including the Long Bridge and whether the TPB is taking into account what states and regions are doing to support freight rail as well as passenger rail.

Andrew Meese said that the plan contains information on climate, safety, and rail expansion. He said that the TPB can review the plan to see if any enhancements or improvements could be made to that information.

Kanti Srikanth commented that the TPB adopted seven climate change mitigation strategies and identified seven additional strategies to help reduce greenhouse gases to achieve the targets that the TPB adopted for reducing on-road greenhouse gases. He said that part of the work included identifying opportunities to reduce truck-based emissions.

Kanti Srikanth stated that the TPB provided public comments to the EPA on proposed rules to tighten truck emissions. He said that the TPB wrote in support of that and identified system-wide, fleet-wide actions to tighten truck emissions, and the TPB specifically identified system-wide, fleet-wide actions that will be critical because as freight and population grows and the economy develops.

Takis Karantonis asked whether the TPB considers the type of working conditions of those who are driving and the workforce that works in these transportation networks. He also asked about the rise of e-commerce and the tendency for companies to try to deliver fast and often without consideration of the impacts. He asked if the final plan is going to include recommendations with regards to the best practice for residential delivery.

Andrew Meese said that the plan includes limited information about workforce issues but not at a detailed level that covers workforce practices or labor practices. He said that the plan does recommend the use of best practices but does not have detail because best practices might vary by jurisdiction.

Takis Karantonis said that Arlington County board members have received anecdotal input that there are streets in the county receive four, five, or six visits of local delivery, and this is inefficient. He encouraged TPB staff to look at workforce and delivery conditions related to logistical systems, cost factors, and efficiency. He stated that it would be helpful to understand how the overall business model of logistics evolves.

11. ENHANCED MOBILITY GRANT SOLICITATION

Mohammad Khan referred to the presentation materials to introduce the new Round Six Enhanced Mobility Program funding to help senior citizens and people with disabilities in the region. He said that the TPB usually receives 30 applications per solicitation.

Mohammad Khan noted the three pre-application conference dates in August in each jurisdiction, and the solicitation runs between the beginning of August and September 30 at 3:00 P.M. He said that COG has approximately \$10.8 million in federal funding that requires a match, and the two types of projects are operating, which funds can be used for required insurance, and capital mobility management for acquiring and purchasing vehicles.

Mohammad Khan said that the TPB staff requests that program applicants finish their grant within two years so that all funds are used adequately and for the right projects. He said that non-profit agencies, private providers, and local governments in DC, Maryland, and Virginia have applied in the past. He said that the application is stringent and complex and requires an ADA plan, Title VI plan, and insurance.

Mohammad Khan stated that the 2010 Census map is used for service area, and if a TPB jurisdiction is not in the service area, those agencies may apply for Section 5310 grants through Virginia Department of Rail and Public Transportation or the Maryland Department of Transportation. He said that the selection criteria for selecting projects comes from the TPB's Coordinated Human Service Transportation Plan and Access for All Advisory Committee. He said that the schedule gives the selection committee between October and November to choose recommended projects, and on December 20, when the TPB reconvenes, staff will bring the recommendations for board approval.

Mohammad Khan said that priorities that came from the AFA committee have not changed since the 2021 Enhanced Mobility selection and include mobility management, coordinated planning efforts, travel training, door to door service, access to transit stations, increased wheelchair access options, taxis, volunteer driver programs, and tailored transportation services.

Mohammad Khan asked for TPB member support in reaching as many organizations as possible with information about the program.

Gary Erenrich asked what kind of outreach TPB envisions doing to reach non-profit and human services organizations in Equity Emphasis Areas.

Mohammad Khan replied that the COG Enhanced Mobility team has connections to community leaders in those areas who are spreading the word within the community.

Kanti Srikanth said that in addition to reaching prior applicants, there are more than 100 organizations around the region that the TPB reaches in addition to TPB committees, subcommittees, the Access for All Advisory Committee, Community Advisory Committee, and TPB Technical Committee, the TPB has a larger mailing list to reach along with local human service coordination planners.

Mohammad said that Commuter Connections has done a lot of marketing for the program.

Gary Erenrich said that TPB staff indicated that it is difficult for new agencies and small organizations to complete the application and meet the requirements. He asked if there is anything that would be helpful in terms of assisting new, smaller agencies in completing applications.

Mohammad Khan said that the Enhanced Mobility team has helped smaller organizations to make sure they have proper documentation, and the pre-application conferences are there to help subrecipients. He said that the presentation given at the pre-application conferences is more in-depth and in detail in terms of what to expect and what an applicant needs. He referred to the memo in the agenda packet which goes over the presentation materials and area map.

12. 2023 TRANSPORTATION PLANNING CERTIFICATION REVIEW FOR THE WASHINGTON REGION

Lyn Erickson introduced Lauren Keeley, Federal Transit Administration Director of the Office of Planning and Program Development, who presented the results of the March 2023 TPB Transportation Planning Certification Review.

Referring to the presentation, Lauren Keeley announced that she was joined by Dan Koenig from the Federal Transit Administration and Sandra Jackson from the Federal Highway Administration, both of whom were involved in the review. She explained that the review included planning materials from both the TPB and the Fredericksburg Area MPO, was conducted on March 8 and 9, and included engagement at the TPB Community Advisory Committee meeting on March 9. She stated that the site visit is followed by a desk review of items that did not come up within the site visit, continued coordination follow-up, and then federal issue of a review report.

Laura Keeley said that every four years FHWA and FTA perform a joint review to certify the transportation planning practices of the MPO in all urbanized areas with a population over 200,000 to ensure that planning requirements are satisfactorily implemented. She said that all seven recommendations from the 2019 review report have been satisfactorily addressed including strengthened coordination with FAMPO through execution of a 2021 MOU.

Laura Keeley stated that a June 2, 2023, letter certifies the National Capital Region TPB area, finds that the TPB planning process substantially meets federal requirements, there are no corrective actions for the TPB or FAMPO, and there were seven commendations and three recommendations. She said that noteworthy practices include affirming the Region United Metropolitan Washington Planning Framework for 2030, undertaking efforts to address the region's unmet housing needs with a release of the regional fair housing

plan, and continued coordination reaffirming aspirational initiatives and adopting climate change mitigation as a goal.

Laura Keeley said that commendations focused on the Visualize 2045 update, identifying and demonstrating how the system estimates of income are reasonably expected, environmental justice, the Voices of the Region public outreach, congestion management and other performance-based planning areas, and steps toward resilience planning including hiring a transportation resiliency planner. She said that recommendation include the TPB developing an ADA transition plan, updating financial assumptions to include the inflation rate,

Laura Keeley said that next steps in the process are that FTA and FHWA can meet with MPO staff to prioritize recommendations for integration into work program tasks and provide technical assistance if the TPB has questions.

Chair Reuben Collins commended TPB staff for the results of the federal certification review.

Kanti Srikanth thanked the federal reviewers on behalf of TPB staff and the board.

13. ADJOURN

There being no other business, the meeting was adjourned at 2:18 P.M. The next meeting will be on September 20, 2023.

Meeting Highlights TPB Technical Committee – September 8, 2023

The Technical Committee met on Friday, September 8, 2023. Meeting materials can be found here: <https://www.mwcog.org/events/2023/9/8/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's September agenda.

TPB AGENDA ITEM 7 – DRAFT NATIONAL CAPITAL REGION FREIGHT PLAN

The draft 2023 National Capital Region Freight Plan was presented to the TPB and to the Technical Committee in September. Comments received and revisions made to the draft plan were reviewed. The plan is scheduled for approval by the TPB at its September 20 meeting.

TPB AGENDA ITEM 8 – NEW FEDERAL FUNDING PROGRAMS FOR CARBON REDUCTION

The Bipartisan Infrastructure Law and the Inflation Reduction Act has made unprecedented amounts of federal funding available to reduce greenhouse gas emissions. Ms. Morrow provided an overview of a few of those funding programs that have the potential to reduce greenhouse gas emissions from the on-road transportation sector.

TPB AGENDA ITEM 9 – CLIMATE POLLUTION REDUCTION GRANT (CPRG) PROGRAM

The committee was briefed on the new U.S. EPA Climate Pollution Reduction Planning (CPRG) grant for the Washington, DC/MD/VA/WV Metropolitan Statistical Area.

The following items were presented for information and discussion:

REGIONAL ELECTRIC VEHICLE (EV) PLANNING EFFORTS

The committee was briefed on the COG's Regional Electric Vehicle Deployment (REVD) Working Group and the Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy.

VISUALIZE 2050: FINANCIAL PLAN STATUS, COMMENTS RECEIVED TO DATE, PROJECT INPUTS, OTHER UPDATES

Staff reported to the Committee on public comments received to date and provided an update on the initial financial analysis results, project inputs submission status, and upcoming training(s) on entering information into the PIT.

2022 STATE OF PUBLIC TRANSPORTATION REPORT

The committee was briefed on the 2022 annual State of Public Transportation report. The purpose of this report is to provide a concise overview of the state of regional public transportation in the National Capital Region.

DRAFT CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION UPDATES FOR THE DISTRICT OF COLUMBIA

In accordance with federal transportation law, TPB designated the region's Critical Urban Freight Corridors (CUFCs) in 2017 (Resolution R6-2018), plus amendments approved by the TPB Steering Committee in 2021 (Resolution SR4-2022). With changes enacted in the recent Infrastructure Investment and Jobs Act (IIJA) plus 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. The committee will be briefed on the context and specifics of proposed changes to the District of Columbia's CUFCs, anticipated to be presented to the TPB Steering Committee for approval on October 6, 2023.

TRANSPORTATION INEQUITIES IN DISADVANTAGED COMMUNITIES

The committee was briefed on an upcoming study that will examine accessibility and mobility inequities and associated transportation planning considerations in disadvantaged communities in the Washington metropolitan region.

VEHICLE PROBE DATA USERS GROUP BOTTLENECKS WORKSHOP ANNOUNCEMENT

As a follow-up to committee discussions of the 2022 Congestion Management Process Technical Report, staff previewed and encourage member agency participation in a September 21, 2023 virtual workshop on bottlenecks analysis. The workshop will familiarize member agency staff with tools available for bottlenecks/congestion management analysis, for use in jurisdiction-level planning activities. The workshop flyer in today's meeting materials includes registration information (required) as well as pre-workshop recommendations for participants.

OTHER BUSINESS

- Proposed NHTSA Fuel Economy and Efficiency Standards: Passenger Cars and Trucks and Heavy-Duty Pick-Up Trucks and Vans
- Car Free Day will be held on Friday, September 22, 2023
- The 2022 State of the Commute report has been published and is currently being distributed
- WMATA Funding Meetings
- Transportation Resilience Forum reminder (October 3)
- Intercity Bus and Rail Travel Work session October 18
- Staff Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: September 14, 2023

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: September 14, 2023

At its meeting on September 8, 2023, the TPB Steering Committee reviewed and approved the TPB Chair's signature on a joint letter from the TPB, the Metropolitan Washington Air Quality Committee (MWAQC), and the Climate Energy & Environment Policy Committee (CEEPC) in support of a proposal by the National Highway Safety Administration (NHTSA) to revise 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. The deadline for submitting comments is October 16. MWAQC and CEEPC are scheduled to review and approve signatures for the letter at their meetings on September 27. Any revisions to the joint letter will be brought back to the TPB Steering Committee for review at its October 6 meeting.

The Steering Committee also approved an amendment to the FY 2024 Commuter Connections Work Program (CCWP) to add \$40,000 in funding from the State of Maryland to expand operations of Commuter Connections' Employer Outreach Program beyond the TPB planning area to cover all of Maryland. Kari Snyder of the Maryland Department of Transportation (MDOT) said that the decision to fund this expansion was based on positive results seen from operations within the TPB planning area.

Next the committee reviewed and approved three resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District, Maryland, and Virginia Departments of Transportation (DDOT, MDOT, and VDOT), as described below:

- TPB SR3-2024 – requested by DDOT to add \$38.4 million for one new project, the New York Avenue Bridge, NE over CSX Railroad and to reprogram funds on 45 other existing TIP project or program records, resulting in a net reduction of approximately \$4438.4 million to the 4-year program total of the TIP. The new bridge project does not increase capacity on the facility and is exempt from the air quality conformity requirement, and the other 45 projects and programs are either already included in the Air Quality Conformity Analysis of the 2022 Update to the Visualize 2045 long-range transportation plan and the FY 2023-2026 TIP or are exempt from the conformity requirement as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012.
- TPB SR4-2024 – requested by MDOT to add \$667,000 for a new study on an Area of Persistent Poverty in Prince George's County, and \$31.25 million for Prince George's County Bus and Bus Facilities Competitive Lo-No capital investment to acquire 20 new zero-emissions buses and supporting infrastructure. The study and capital investments are also exempt from the air quality conformity requirement.

- TPB SR5-2024 – requested by VDOT to add \$7.9 million to move two roadway projects - Fairfax County Parkway Widening (Southern Segment) and Conner Drive Extension and Roundabout – and \$250.9 million for Virginia State-Supported AMTRAK Operations and DASH Electric Bus Charging Infrastructure into the FY 2023-2026 TIP, and to add \$102.8 million to the Fairfax County Parkway Widening (Northern Segment) and \$17.5 million to the DASH Fleet Replacement program, both of which were already included in the TIP. The three roadway projects were all included in the Air Quality Conformity Analysis of the Visualize 2045, 2022 Update and the FY 2023-2026 TIP. The AMTRAK Operations and DASH infrastructure and bus replacement programs are 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:

- Joint comment letter from TPB, MWAQC, AND CEEPC to NHTSA in support of proposed revisions to fuel economy/efficiency standards,
- Approved amendment to the FY 2024 CCWP to add \$40,000 for the expansion of Commuter Connections’ Employer Outreach Program state-wide in Maryland,
- Adopted resolution SR3-2024 approving an amendment to the FY 2023-2026 TIP, as requested by DDOT,
- Adopted resolution SR4-2024 approving an amendment to the FY 2023-2026 TIP, as requested by MDOT.
- Adopted resolution SR4-2024 approving an amendment to the FY 2023-2026 TIP, as requested by MDOT.

TPB Steering Committee Attendance – September 8, 2023
(only voting members and alternates listed)

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

DDOT/Tech. Cmte. Chair: Mark Rawlings

MDOT: Kari Snyder

VDOT: Amir Shahpar

WMATA: Mark Phillips



September 6, 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 (HDPUs) 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 HDPUs 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.

Administrator Ann E. Carlson
September 6, 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: National Capital Region Transportation Planning Board (TPB) Steering Committee
From: Nicholas Ramfos, Director, Transportation Operations Programs
Subject: FY2024 Commuter Connections Work Program (CCWP) Amendment
Date: September 8, 2023

The intent of this memorandum is to inform the TPB's Steering Committee of and amendment to the FY2024 CCWP. The basis of the amendment is a result of the Maryland Department of Transportation's (MDOT) request to the Metropolitan Washington Council of Governments TPB staff to add a project to the FY2024 CCWP to administer MDOT's Employer Outreach Statewide program outside of the Washington DC non-attainment region.

The focus for this project will be to administer and implement the MDOT Employer Outreach Statewide program for MDOT and local jurisdictions that will be working with worksites to either start or expand commuter benefit programs in Maryland jurisdictions outside of the Washington DC non-attainment region.

Attached is a commitment letter from MDOT supporting the request along with a scope of work describing the services that will be executed as part of the added project along with a budget of \$26,133 that is inclusive of staff costs and overhead as well as indirect and non-labor direct expenses for FY2024.

The amendment to the FY 2024 Commuter Connections Work Program (CCWP) described here was approved by the TPB Steering Committee at its meeting on Friday, September 8, 2023. Final approval following review by the full board at its meeting on Wednesday, September 20, 2023.

September 1, 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:

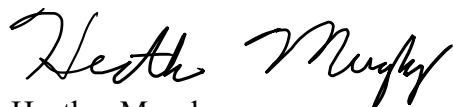
The Maryland Department of Transportation (MDOT) requests the following amendment to the Fiscal Year (FY) 2024 Commuter Connections Work Program (CCWP) for one new program element as described below and in the attached memo.

This action reflects changes to the FY 2024 CCWP to add the “MDOT Employer Outreach Statewide Program” which will allow counties outside the Washington Region to participate in the employer database, training seminars, and administrative support for implementing voluntary transportation demand management strategies at employment sites.

The MDOT requests that this amendment for \$26,133 be approved by the TPB Steering Committee at its upcoming meeting.

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,



Heather Murphy
Director
Office of Planning and Capital Programming

Attachment

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

VII. MDOT EMPLOYER OUTREACH STATEWIDE

The Employer Outreach program provides and supports outreach efforts in the Maryland jurisdictions outlined below which are outside of the Washington DC non-attainment region. This program is a jurisdictional components.

COG/TPB's Commuter Connections staff provides overall administration and arranges for sales training and support for the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

MDOT - Statewide
Anne Arundel County
City of Baltimore
Baltimore County
Carroll County
Harford County
Howard County
St. Mary's County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But the community as a whole benefits from commute alternatives programs, help reduce traffic congestion, improve air quality and other societal benefits, and support economic development. For this reason, many local governments offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to promoting Maryland's Commuter Choice program.

The Commuter Connections program's ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

COG/TPB Components of the MDOT Employer Outreach Statewide Program include:

- 1) Maintaining and updating a web-based regional employer sales contact database to facilitate local efforts and avoid duplication.
- 2) Review of individual local sales contact databases on a continuing basis to ensure quality control.
- 3) Providing bicycling information to area employers to help and support

bicycling to work by their employees.

- 4) Coordinating technical training for the regional sales database on an as needed basis.
- 5) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
- 6) Providing information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions through the Clean Air Partners program.
- 7) Offering sales training for the sales and service representatives in each of the participating jurisdictions.
- 8) Providing and updating, as needed, the Employer Levels of TDM participation.

The total annual cost for the MDOT Employer Outreach Statewide program is \$26,133.

Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Coordination with MTA on the CharmPass through their program sales staff, and/or their assigned consultant(s) to undertake a targeted outreach to employers to increase participation.
- 3) Accomplishing local program goals in Maryland jurisdictions via staff, contractors, or other entities.
- 4) COG/TPB support for the implementation of voluntary transportation demand management strategies at employment sites.

The regional jurisdictional components of the program are outlined in the project tasks below.

Project Tasks

- A. REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING AND PROGRAM ADMINISTRATION

During FY 2024, COG/TPB staff will acquire and set up an MDOT Employer Outreach statewide employer sales contact database and monitor, maintain and update the hardware and software for the web-based regional employer outreach database. In addition, COG/TPB staff will coordinate training and provide technical assistance to local sales jurisdictions upon request.

The management and monitoring and support to MDOT and Maryland jurisdictions, or consultants, in implementing voluntary transportation demand management strategies at employment sites. management. This task also includes COG/TPB staff support for providing TDM and sales training opportunities.

Cost Estimate: \$26,133

Services: Management and monitoring of Employer Outreach regional database and provision of sales representative database training as needed.
(COG/TPB staff)

Maintenance and update of regional contact management database.
(COG/TPB staff)

Sales training offered for sales and service representatives *(COG/TPB staff/sales training professionals)*.

Support to MDOT and local sales jurisdictions in Maryland to implement voluntary transportation demand management strategies at employment sites. *(COG/TPB staff)*

Staff the regional Employer Outreach Committee for MDOT and Maryland local jurisdictions outside of the Washington DC non-attainment region.
(COG/TPB staff)

Schedule: July 1, 2023 - June 30, 2024

Oversight:

Employer Outreach Committee

- Provide input and feedback on technical issues regarding the regional Employer Outreach database and feedback on training.

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 23-23.1 WHICH ADDS
FUNDING FOR ONE NEW BRIDGE PROJECT AND REPROGRAMS FUNDS ACROSS
45 EXISTING PROJECT AND PROGRAM RECORDS, 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 23-23.1, which adds approximately \$38.4 million for a new project record: **New York Ave. NE Bridge over CSX Railroad (T13571)**, and reprograms funding across the 45 other project and program records listed at the end of this resolution resulting in a net reduction of approximately \$4438.4 million to the 4-year program total of the TIP, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the new and amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost or 4-year program total before and after the amendment, the delta between those and the percentage change from the initial amount, the reason for the amendment, and a Change Summary narrative providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated August 28, 2023, requesting the amendments; and

WHEREAS, these amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-23.1, creating the 23rd 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, the South Capitol Street Corridor project (T3423) is included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the remaining projects and programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, record titles that include the word “INFORMATIONAL” in the list below and in the attached materials are those where funding was previously programmed in the current four-year span of the TIP, but is being reprogrammed beyond the fiscal years of the current TIP by this amendment; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-23.1 which adds approximately \$38.4 million for a new project record: **New York Ave. NE Bridge over CSX Railroad (T13571)**, and reprograms funding across 45 other project and program records listed below and on the following page resulting in a net reduction of approximately \$448.4 million to the 4-year program total of the TIP), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 8, 2023.
Final approval following TPB review at its meeting on Wednesday, September 20, 2023.**

**LIST OF NEW AND REPROGRAMMED PROJECTS AND PROGRAMS INCLUDED IN THIS AMENDMENT
(45 reprogrammed projects and programs listed in graduating order of change in funding amount)**

TIP ID	RECORD TITLE	CHANGE AMOUNT	AMENDED COST
T13571	New York Avenue Bridge, NE over CSX RR*	\$38,406,250	\$38,406,250
T3423	South Capitol Street Corridor	-\$572,083,000	\$207,400,000
T6490	Southwest Freeway Bridge over South Capitol Street	-\$58,318,751	\$8,500,000
T5342	Approach Bridges to 14th Street Bridge	-\$33,092,500	\$6,750,000
T11596	10th Street Bridge over I-395	-\$26,465,000	\$6,500,000
T11604	DC Circulator Bus Procurement	-\$13,659,033	\$37,777,176
T11592	I-395 Southbound Exit Ramp to Southwest Freeway	-\$12,689,750	\$14,604,000
T6801	Aspen St NW Improvements	-\$7,701,000	\$6,159,000
T6428	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	-\$3,534,500	\$14,200,000
T2927	Highway Structures Preventive Maintenance and Repairs	-\$3,210,146	\$26,676,047
T2945	District TDM (goDCgo)	-\$1,840,596	\$10,241,511
T3213	Planning and Management Systems	-\$1,522,829	\$43,353,614
T5957	Pennsylvania Ave and Potomac Ave SE Intersection Improvements	-\$1,163,300	\$23,978,645
T6812	William Howard Taft Memorial Bridge Rehabilitation	-\$929,500	\$16,000,000
T6516	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	-\$922,250	\$12,537,750
T3212	Safety Improvements Citywide	-\$681,884	\$68,384,709
T3215	Pavement Restoration -	-\$656,750	\$52,074,250
T5316	Guardrails and Attenuators	-\$495,834	\$11,361,934
T3242	Stormwater-Hydraulic Structures and Flood Management Works	-\$241,400	\$25,994,698
T5313	Urban Forestry Program	-\$172,247	\$2,227,412
T2796	National Recreational Trails	-\$156,000	\$3,264,002

T11622	National Electric Vehicle Infrastructure Deployment Program (NEVI)	-\$52,669	\$9,524,446
T2743	Great Streets - Pennsylvania Ave, SE	-\$1,000	\$15,000,000
T6105	DC Circulator	-\$1,000	\$773,994
T5802	AWI Program Manager	\$0	\$10,000,000
T11612	Research Program and Projects	\$0	\$5,000
T5298	Emergency Transportation Project	\$0	\$100,000
T3219	Commuter Connections Program	\$151,750	\$3,626,234
T11591	Clean Air Partners	\$189,000	\$536,000
T2699	Asset Preservation of Tunnels in the District of Columbia	\$398,519	\$111,697,179
T6610	Citywide Large Guide Sign Maintenance	\$702,335	\$22,826,120
T3210	Transportation Alternatives Program	\$748,950	\$5,086,123
T6102	Planning Activities Passthrough (MWCOCG)	\$1,804,037	\$27,459,382
T6644	Pavement Restoration - STBG Streets	\$3,239,297	\$4,679,297
T3202	Bridge Design	\$3,255,000	\$9,640,769
T5922	Freight Planning Program	\$4,691,720	\$8,409,875
T3216	Traffic Operations Improvements Citywide	\$8,777,025	\$60,473,481
T11611	Traffic Operations Improvements Projects	\$8,895,822	\$26,221,135
T6187	I-395 HOV Bridge over Potomac River	\$9,998,275	\$35,998,275
T6315	East Capitol Street Corridor Mobility & Safety Plan	\$11,940,426	\$61,907,725
T6657	New York Ave NE Bridge over Anacostia River	\$12,166,550	\$35,000,000
T2633	Size and Weight Enforcement Program	\$12,805,579	\$25,842,227
T6804	I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway	\$17,147,500	\$49,483,750
T6240	Safety and Geometric Improvements of I-295	\$25,471,212	\$28,272,212
T11598	Rehabilitation of Whitehurst Freeway Bridge	\$39,900,500	\$45,000,000
T5346	Theodore Roosevelt Bridge Rehabilitation	\$90,498,061	\$224,420,843
TOTALS:		-\$448,403,131	\$1,458,375,065

* Indicates new project record



<i>TIP ID</i>	T11591	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Environmental Only Project
<i>Project Name</i>	Clean Air Partners	<i>County</i>	Washington	<i>Total Cost</i>	\$536,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			

Description Clean Air Partners strives to improve public health and the environment by working with governmental agencies, businesses, organizations, and individuals throughout the region to raise awareness and reduce air pollution through education and voluntary actions. Clean Air Partners also communicate daily forecasts and real-time air quality to enable residents to change behaviors to protect their health and improve the air in the region.

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE CMAQ	-	\$66,400	\$68,400	\$70,400	\$72,400	\$151,200	\$277,600	\$428,800
PE DC/STATE	-	\$16,600	\$17,100	\$17,600	\$18,100	\$37,800	\$69,400	\$107,200
<i>Total PE</i>	-	\$83,000	\$85,500	\$88,000	\$90,500	\$189,000	\$347,000	\$536,000
<i>Total Programmed</i>	-	\$83,000	\$85,500	\$88,000	\$90,500	\$189,000	\$347,000	\$536,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$347,000 to \$536,000



<i>TIP ID</i>	T11592	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	I-395 Southbound Exit Ramp to Southwest Freeway	<i>County</i>	Washington	<i>Total Cost</i>	\$14,604,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2030
		<i>Agency Project ID</i>			
<i>Description</i>	Replace bridge deck; repair/repaint structural steel; replace bearings; repair spalls/seal cracks in substructure; upgrade approach guiderail and transition; address maintenance and rehabilitation recommendations in the inspection report.				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP	-	-	\$2,083,200	-	-	-	\$2,083,200	\$2,083,200
PE	DC/STATE	-	-	\$520,800	-	-	-	\$520,800	\$520,800
	<i>Total PE</i>	-	-	\$2,604,000	-	-	-	\$2,604,000	\$2,604,000
CON	BFP	-	-	-	-	-	\$9,600,000	-	\$9,600,000
CON	DC/STATE	-	-	-	-	-	\$2,400,000	-	\$2,400,000
	<i>Total CON</i>	-	-	-	-	-	\$12,000,000	-	\$12,000,000
	<i>Total Programmed</i>	-	-	\$2,604,000	-	-	\$12,000,000	\$2,604,000	\$14,604,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1	Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1	Amendment 2023-2026	09/20/2023	<i>Pending</i>	<i>Pending</i>

Current Change Reason

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

Funding Change(s):

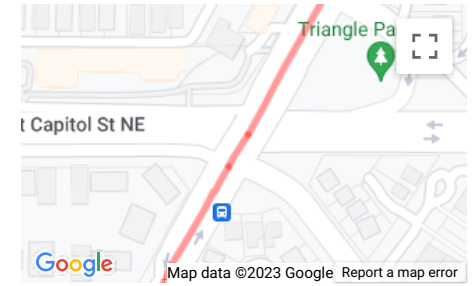
Total project cost decreased from \$27,293,750 to \$14,604,000



<i>TIP ID</i>	T11594	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	Rehabilitation of Minnesota Ave Bridge over East Capitol St.	<i>County</i>	Washington	<i>Total Cost</i>	\$0
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date 2028</i>	
		<i>Agency Project ID</i>			

Description Rehabilitation of Minnesota Ave Bridge over East Capitol St.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
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Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

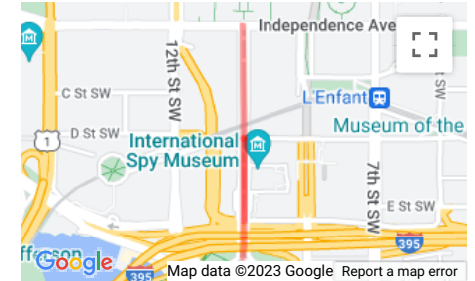
Delete project
Funding Change(s):
 Total project cost decreased from \$2,560,600 to



TIP ID	T11596	Lead Agency	District Department of Transportation	Project Type	Bridge - Rehab
Project Name	10th Street Bridge over I-395- INFORMATIONAL	County	Washington	Total Cost	\$6,500,000
Project Limits		Municipality	District of Columbia	Completion Date 2029	
		Agency Project ID			

Description The bridge is in poor condition, there is some corrosion and section loss in beams, girders, and stiffeners, bearings are in bad condition, superstructure needs to be rehabilitated/replaced. Cracks, Efflorescence and Spalls with Exposed Corroded, Reinforcing Steel in Concrete Deck Soffit, Section Loss in Steel Girders, Cracks with Efflorescence, Spalls and Delaminated Areas in Backwall and Bridge Seat, Stormwater Drainage inlets, transverse expansion joints, missing bricks, granite gutters need restore/repair

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	NHPP	-	-	-	-	-	\$5,200,000	-	\$5,200,000
CON	DC/STATE	-	-	-	-	-	\$1,300,000	-	\$1,300,000
	<i>Total CON</i>	-	-	-	-	-	\$6,500,000	-	\$6,500,000
	<i>Total Programmed</i>	-	-	-	-	-	\$6,500,000	-	\$6,500,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$32,965,000 to \$6,500,000



TIP ID T11598
Project Name Rehabilitation of Whitehurst Freeway Bridge
Project Limits

Lead Agency District Department of Transportation
County
Municipality
Agency Project ID

Project Type Bridge - Rehab
Total Cost \$45,000,000
Completion Date 2028

Description "This structure was constructed in 1949 and was last rehabilitated in 1998. The sufficiency rating is 59.4% (3/12). The 2014 inspection report notes a NBI rating of 5 for the superstructure steel cross girders and the substructure intermediate steel columns and anchor bolts with a condition description of section loss due to corrosion on stringers, cross girders, columns, and anchor bolts. The project will perform detailed bridge inspection to assess the bridge condition with deficiencies, followed by engineering design for bridge rehabilitation."

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE BFP	-	-	\$2,000,000	-	-	\$2,000,000	\$2,000,000	\$4,000,000
PE DC/STATE	-	-	\$500,000	-	-	\$500,000	\$500,000	\$1,000,000
Total PE	-	-	\$2,500,000	-	-	\$2,500,000	\$2,500,000	\$5,000,000
CON NHPP	-	-	-	-	-	\$32,000,000	-	\$32,000,000
CON DC/STATE	-	-	-	-	-	\$8,000,000	-	\$8,000,000
Total CON	-	-	-	-	-	\$40,000,000	-	\$40,000,000
Total Programmed	-	-	\$2,500,000	-	-	\$42,500,000	\$2,500,000	\$45,000,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$5,099,500 to \$45,000,000



<i>TIP ID</i>	T11605	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Preventive Maintenance
<i>Project Name</i>	South Capitol Street Bridge Asset Management	<i>County</i>	Washington	<i>Total Cost</i>	\$0
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2045
<i>Description</i>	Preventative maintenance for the new Frederick Douglass Memorial Bridge.				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
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Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

Delete project

Funding Change(s):

Total project cost decreased from \$900,000 to



TIP ID	T11611	Lead Agency	District Department of Transportation	Project Type	Transportation Operations
Project Name	Traffic Operations Improvements Projects	County		Total Cost	\$26,221,335
Project Limits		Municipality		Completion Date	2045
		Agency Project ID			

Description This project advances physical infrastructure projects related to traffic operations. a. 295 DMS Replacement b. Fiber Communication Networks on Major Arterial Corridors c. Moveable Pavement Marking Retroreflectivity Measurement and Data Collection e. Moveable Barrier System

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Various Locations
CON	HSIP	-	\$315,000	\$315,000	\$315,000	\$315,000	-	\$1,260,000	\$1,260,000
CON	NHPP	-	\$1,031,428	\$1,060,675	\$1,113,450	\$1,168,858	-	\$4,374,411	\$4,374,411
CON	DC/STATE	-	\$2,248,189	\$2,215,501	\$313,363	\$327,215	-	\$5,104,268	\$5,104,268
CON	STBG	-	\$7,821,328	\$7,661,328	-	-	-	\$15,482,656	\$15,482,656
	<i>Total CON</i>	-	\$11,415,945	\$11,252,504	\$1,741,813	\$1,811,073	-	\$26,221,335	\$26,221,335
	<i>Total Programmed</i>	-	\$11,415,945	\$11,252,504	\$1,741,813	\$1,811,073	-	\$26,221,335	\$26,221,335

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$17,325,513 to \$26,221,335



<i>TIP ID</i>	T11612	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Study/Planning/Research
<i>Project Name</i>	Research Program and Projects	<i>County</i>	Washington	<i>Total Cost</i>	\$6,000,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			

Description This project supports the State Planning & Research Program for the District Department of Transportation. It includes management of the research program and the individual projects selected each year. a. Research Development and Technology Transfer b. Research Development and Technology Transfer Projects: 1. Building Up Agency-Wide Automated Image Processing Capability to Inform Safety and Mobility 2. Identifying and Intervening with High-Risk Drivers 3. Tax Revenue and Telecommuting" 4. Low-Income Transit Fare Pilot Program Evaluation 5. Sidewalk Condition Assessment Leveraging Machine Learning/ AI and Mobile LiDAR 6. Evaluation of Different Curb Extension Treatments for Pedestrian Comfort and Safety at Intersections 7. Measuring the effectiveness of DC Commuter Benefits Law and its impact on sustainable mode choices in Washington, DC

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total		
PE	SPR	-	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	-	\$4,800,000	\$4,800,000	*Map Has Not Been Marked
PE	DC/STATE	-	\$300,000	\$300,000	\$300,000	\$300,000	-	\$1,200,000	\$1,200,000	
	<i>Total PE</i>	-	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	-	\$6,000,000	\$6,000,000	
	<i>Total Programmed</i>	-	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	-	\$6,000,000	\$6,000,000	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-05.1	Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$6,000,000



<i>TIP ID</i>	T11622	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - ITS/Technology
<i>Project Name</i>	National Electric Vehicle Infrastructure Deployment Program (NEVI)	<i>County</i>		<i>Total Cost</i>	\$9,524,446
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date 2028</i>	
		<i>Agency Project ID</i>			

Description The National Electric Vehicle Infrastructure (NEVI) Formula Program provides dedicated funding for the deployment of EV charging infrastructure. This funding will establish a publicly accessible interconnected network of EV charging stations to facilitate data collection, access, and reliability. Funding under this program is initially directed to designated Alternative Fuel Corridors (AFCs) for electric vehicles to build out this national network, particularly the Interstate Highway System.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Various Locations
PE	NEVI	-	-	\$933,333	\$933,333	\$933,333	-	\$2,799,999	\$2,799,999	
PE	DC/STATE	-	-	\$233,333	\$233,333	\$233,333	-	\$699,999	\$699,999	
	<i>Total PE</i>	-	-	\$1,166,666	\$1,166,666	\$1,166,666	-	\$3,499,998	\$3,499,998	
CON	NEVI	-	\$4,819,558	-	-	-	-	\$4,819,558	\$4,819,558	
CON	DC/STATE	-	\$1,204,890	-	-	-	-	\$1,204,890	\$1,204,890	
	<i>Total CON</i>	-	\$6,024,448	-	-	-	-	\$6,024,448	\$6,024,448	
	<i>Total Programmed</i>	-	\$6,024,448	\$1,166,666	\$1,166,666	\$1,166,666	-	\$9,524,446	\$9,524,446	

Version History

<i>TIP Document</i>			<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-11.1	Amendment	2023-2026	02/15/2023	03/03/2023	03/22/2023
23-23.1	Amendment	2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$9,577,115 to \$9,524,446



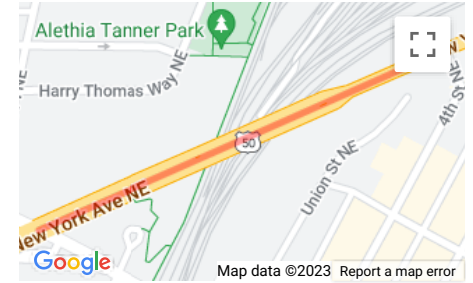
TIP ID T13571
Project Name New York Avenue Bridge, NE over CSX RR
Project Limits

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia
Agency Project ID

Project Type Bridge - Rehab
Total Cost \$38,406,250
Completion Date 2030

Description The bridge is in poor condition, there is some corrosion and section loss in beams, girders, and stiffeners, bearings are in bad condition, the superstructure needs to be rehabilitated/replaced, substructure has a major scouring problem that must be addressed through rehab.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP	-	-	-	\$1,200,000	-	\$2,400,000	\$1,200,000	\$3,600,000
PE	DC/STATE	-	-	-	\$300,000	-	\$600,000	\$300,000	\$900,000
	<i>Total PE</i>	-	-	-	\$1,500,000	-	\$3,000,000	\$1,500,000	\$4,500,000
CON	BFP	-	-	-	-	-	\$27,125,000	-	\$27,125,000
CON	DC/STATE	-	-	-	-	-	\$6,781,250	-	\$6,781,250
	<i>Total CON</i>	-	-	-	-	-	\$33,906,250	-	\$33,906,250
	<i>Total Programmed</i>	-	-	-	\$1,500,000	-	\$36,906,250	\$1,500,000	\$38,406,250



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T2633	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Freight Movement
<i>Project Name</i>	Size and Weight Enforcement Program	<i>County</i>	Washington	<i>Total Cost</i>	\$25,842,227
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	DCI029A, CI053A		

Description This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment. a. Weigh in Motion Operations Support b. Weigh in Motion Upgrade and Repair c. Upgrade Existing I-295 SB Weigh Station in the Freight Plan d. Truck Enforcement Equipment

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
CON	NHFP	\$9,122,917	\$149,730	\$157,108	\$157,108	\$9,586,863	\$9,876,463
CON	NHPP	-	\$10,242,400	-	-	\$10,242,400	\$10,242,400
CON	DC/STATE	\$2,280,730	\$2,598,033	\$39,277	\$39,277	\$4,957,317	\$5,029,717
	<i>Total CON</i>	\$11,403,647	\$12,990,163	\$196,385	\$196,385	\$24,786,580	\$25,148,580
OTHER	NHFP	\$554,917	-	-	-	\$554,917	\$554,917
OTHER	DC/STATE	\$138,730	-	-	-	\$138,730	\$138,730
	<i>Total Other</i>	\$693,647	-	-	-	\$693,647	\$693,647
	<i>Total Programmed</i>	\$12,097,294	\$12,990,163	\$196,385	\$196,385	\$25,480,227	\$25,842,227

*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1	Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-15.1	Amendment 2023-2026	04/19/2023	06/26/2023	06/26/2023
23-18	Amendment 2023-2026	05/12/2023	N/A	N/A
23-22	Amendment 2023-2026	08/25/2023	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$13,036,648 to \$25,842,227



TIP ID	T2699	Lead Agency	District Department of Transportation	Project Type	Road - Recons/Rehab/Maintenance
Project Name	Asset Preservation of Tunnels in the District of Columbia	County	Washington	Total Cost	\$111,697,179
Project Limits		Municipality	District of Columbia	Completion Date	2045
		Agency Project ID	IDCD018A, CD019A		

Description Long term performance-based asset preservation and maintenance program through which a private contractor provides maintenance services for the Districts sixteen (16) tunnels. In conjunction with this maintenance contract, FHWA requires the District to engage services of a consultant to provide the DDOT Tunnel Management staff with required technical assistance, asset evaluation support services, IT services, and required tunnel asset inspection services.

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE LOCAL	-	-	-	-	-	\$292,950
PE NHPP	\$128,008	-	-	-	\$128,008	\$1,299,808
PE DC/STATE	\$32,002	-	-	-	\$32,002	\$32,002
Total PE	\$160,010	-	-	-	\$160,010	\$1,624,760
CON LOCAL	-	-	-	-	-	\$9,873,500
CON NHPP	\$8,411,991	\$10,251,080	\$10,251,080	\$9,824,892	\$38,739,043	\$88,057,935
CON DC/STATE	\$2,102,998	\$2,562,770	\$2,562,770	\$2,456,223	\$9,684,761	\$12,140,984
Total CON	\$10,514,989	\$12,813,850	\$12,813,850	\$12,281,115	\$48,423,804	\$110,072,419
Total Programmed	\$10,674,999	\$12,813,850	\$12,813,850	\$12,281,115	\$48,583,814	\$111,697,179



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$111,298,660 to \$111,697,179



<i>TIP ID</i>	T2743	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Intersection improvement
<i>Project Name</i>	Great Streets - Pennsylvania Ave, SE	<i>County</i>	Washington	<i>Total Cost</i>	\$15,000,000
<i>Project Limits</i>	Pennsylvania Ave to Minnesota	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2026
		<i>Agency Project ID</i>	DEED0B1A		

Description Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation. Phase II will include work on Pennsylvania Ave. SE from the Sousa Bridge to west of 27th St. SE. a. Pennsylvania Ave and Minnesota Ave SE Intersection Improvements

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	HIP	-	\$12,000,000	-	-	-	\$12,000,000	\$12,000,000
CON	DC/STATE	-	\$3,000,000	-	-	-	\$3,000,000	\$3,000,000
	<i>Total CON</i>	-	\$15,000,000	-	-	-	\$15,000,000	\$15,000,000
	<i>Total Programmed</i>	-	\$15,000,000	-	-	-	\$15,000,000	\$15,000,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

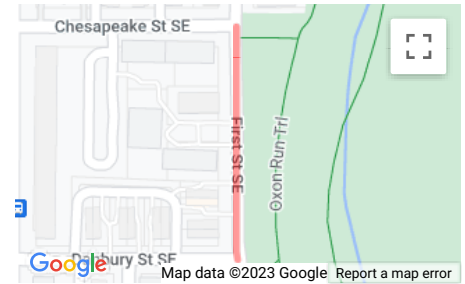
Total project cost decreased from \$15,001,000 to \$15,000,000



<i>TIP ID</i>	T2796	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bike/Ped
<i>Project Name</i>	National Recreational Trails	<i>County</i>	Washington	<i>Total Cost</i>	\$3,264,002
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	
		<i>Agency Project ID</i>	DAF066A		

Description Programs associated with the Recreational Trails Program a program established to develop and maintain recreational trails and trail-related facilities. Mostly small projects; often grants to local groups. Through the D.C. Recreational Trails Program Advisory Committee, the District Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training). a. Friends of Kenilworth Aquatic Gardens b. Student Conservation Association c. Anacostia Riverwalk Trailside Feature on 11th ST SE d. Kenilworth Aquatic Gardens Trail Maintenance and Accessibility e. Kingman and Heritage Islands Trail Maintenance f. Battery Kemble Park and Fort Totten Park Trail Maintenance g. Conditions Assessment of Oxon Run Park h. Trail and Bike Lane Counter Maintenance Program

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	NRT	\$652,800	\$652,800	\$652,800	\$652,800	\$2,611,200	\$2,611,200
PE	DC/STATE	\$163,202	\$163,200	\$163,200	\$163,200	\$652,802	\$652,802
	<i>Total PE</i>	\$816,002	\$816,000	\$816,000	\$816,000	\$3,264,002	\$3,264,002
	<i>Total Programmed</i>	\$816,002	\$816,000	\$816,000	\$816,000	\$3,264,002	\$3,264,002



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1	Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-10	Amendment 2023-2026	01/13/2023	N/A	N/A
23-14	Amendment 2023-2026	03/17/2023	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$3,420,002 to \$3,264,002



<i>TIP ID</i>	T2927	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Preventive Maintenance
<i>Project Name</i>	Highway Structures Preventive Maintenance and Repairs	<i>County</i>	Washington	<i>Total Cost</i>	\$26,676,047
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i> CD036A, CD042A, CD061			

Description This project provides a two-year base contract with two option years for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Various Locations
PE NHPP	\$88,115	-	-	-	\$88,115	\$88,115	
PE DC/STATE	\$22,029	-	-	-	\$22,029	\$22,029	
<i>Total PE</i>	\$110,144	-	-	-	\$110,144	\$110,144	
CON NHPP	\$5,075,133	\$3,888,640	\$4,096,960	\$4,305,280	\$17,366,013	\$17,366,013	
CON DC/STATE	\$1,472,252	\$1,215,200	\$1,280,300	\$1,345,400	\$5,313,152	\$5,313,152	
CON STBG	\$814,018	\$972,160	\$1,024,240	\$1,076,320	\$3,886,738	\$3,886,738	
<i>Total CON</i>	\$7,361,403	\$6,076,000	\$6,401,500	\$6,727,000	\$26,565,903	\$26,565,903	
<i>Total Programmed</i>	\$7,471,547	\$6,076,000	\$6,401,500	\$6,727,000	\$26,676,047	\$26,676,047	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1	Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$29,886,193 to \$26,676,047



<i>TIP ID</i>	T2945	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	District TDM (goDCgo)	<i>County</i>	Washington	<i>Total Cost</i>	\$10,241,511
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project</i>	IDCM074A		

Description goDCgo is responsible for promoting the use of all sustainable transportation modes in the city through marketing and outreach. The contractor will provide marketing expertise to support the growth of the goDCgo and Capital Bikeshare and advertise the service to residents, visitors, and employers. a. District TDM (goDCgo) b. Capital Bikeshare Marketing and Outreach

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	CMAQ	\$1,920,000	\$1,920,000	\$1,920,000	\$1,920,000	\$7,680,000	\$7,702,383
PE	DC/STATE	\$480,000	\$480,000	\$480,000	\$480,000	\$1,920,000	\$1,925,596
	<i>Total PE</i>	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$9,600,000	\$9,627,979
OTHER	CMAQ	\$490,825	-	-	-	\$490,825	\$490,825
OTHER	DC/STATE	\$122,707	-	-	-	\$122,707	\$122,707
	<i>Total Other</i>	\$613,532	-	-	-	\$613,532	\$613,532
	<i>Total Programmed</i>	\$3,013,532	\$2,400,000	\$2,400,000	\$2,400,000	\$10,213,532	\$10,241,511

*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$12,082,107 to \$10,241,511



<i>TIP ID</i>	T3202	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Preventive Maintenance
<i>Project Name</i>	Bridge Design	<i>County</i>	Washington	<i>Total Cost</i>	\$9,640,769
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia, Region-wide	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	DCD032C, MNT05A		
<i>Description</i>	This project provides design solutions for bridges and performs analysis, cost estimates for construction. a. Bridge Design b. Structures and Bridges Engineering c. Bridge Maintenance Program Manager				

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE BFP	\$340,000	-	\$868,000	\$868,000	\$868,000	-	\$2,604,000	\$2,944,000
PE NHPP	\$693,120	\$661,197	\$661,197	\$661,197	-	-	\$1,983,591	\$2,676,711
PE DC/STATE	\$258,280	\$672,760	\$483,581	\$487,411	\$314,131	-	\$1,957,883	\$2,216,163
PE STBG	-	\$589,804	\$405,124	\$420,445	\$388,522	-	\$1,803,895	\$1,803,895
<i>Total PE</i>	\$1,291,400	\$1,923,761	\$2,417,902	\$2,437,053	\$1,570,653	-	\$8,349,369	\$9,640,769
<i>Total Programmed</i>	\$1,291,400	\$1,923,761	\$2,417,902	\$2,437,053	\$1,570,653	-	\$8,349,369	\$9,640,769

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$6,385,769 to \$9,640,769



<i>TIP ID</i>	T3210	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	Transportation Alternatives Program	<i>County</i>	Washington	<i>Total Cost</i>	\$5,086,123
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	IDAF049A		

Description The TAP or TA Set-Aside is a reimbursable federal aid funding program for transportation-related community projects designed to strengthen the intermodal transportation system. The program aims to expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment by supporting non-traditional projects linked to the transportation system. Projects will be reviewed through a competitive process and selected based upon a number of criteria including the projects expected benefits to the community, feasibility and project readiness, consistency with agency plans and missions, and the sponsors demonstrated ability to manage a federal-aid project. a. Constitution Ave and 18th St NW Crosswalk and Paths Improvement b. Jay St NE Smart Bio-retention d. Prather's Alley Safety Improvements e. Protected Mobility Lanes on M Street SE f. Rock Creek Park Military Road Feasibility Study h. Union Station Masonry Restoration Project i. Union Station Roman Legionnaires and Interior Restoration j. Union Station Roman Legionnaires and Vestibules Restoration k. Water Street Staircase and Trailhead Improvements l. 2021 C&O Canal Trailhead Project Enhancements m. 2021 Union Station Headhouse Floor Restoration n. 2021 Union Station West Hall Restoration o. 2021 Historic Bridge Sculpture Restoration: Tigers on 16th Street Bridge & Bison on Dumbarton Bridge p. 2021 2021 Curb Extensions with Mural q. 2021 Tactical Urbanism Library r. 2021 Blair Road NW Sidewalk Improvement Project s. TAP 2022 - 11th Street Safety Intervention 2022 t. 2022 - Permanent Curb Extension Study u. USRC- Washington Union station East Hall Decorative Finishes v. FY23 Washington Union Station: East Hall Alcoves w. FY23 Green Infrastructure Remote Monitoring x. FY23 Joyce Road Trail and Beach Drive Trail y. FY23 Green Infrastructure Pilot Project Part 1 z. FY22 Capital Crescent Trail Rehabilitation

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Map Has Not Been Marked
PE	DC/STATE	\$105,947	\$249,550	\$295,120	\$295,120	\$945,737	\$945,737	
PE	TAP	\$423,789	\$998,200	\$1,180,480	\$1,180,480	\$3,782,949	\$3,782,949	
	<i>Total PE</i>	\$529,736	\$1,247,750	\$1,475,600	\$1,475,600	\$4,728,686	\$4,728,686	
CON	DC/STATE	\$71,488	-	-	-	\$71,488	\$71,488	
CON	TAP	\$285,949	-	-	-	\$285,949	\$285,949	
	<i>Total CON</i>	\$357,437	-	-	-	\$357,437	\$357,437	
	<i>Total Programmed</i>	\$887,173	\$1,247,750	\$1,475,600	\$1,475,600	\$5,086,123	\$5,086,123	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-08	Amendment 2023-2026	12/09/2022	N/A	N/A
23-10	Amendment 2023-2026	01/13/2023	N/A	N/A
23-14	Amendment 2023-2026	03/17/2023	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$4,337,173 to \$5,086,123



<i>TIP ID</i>	T3212	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bike/Ped
<i>Project Name</i>	Safety Improvements Citywide	<i>County</i>	Washington	<i>Total Cost</i>	\$68,384,709
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	DCB0, C10		

Description Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District on Federal-aid and local roads. Work includes elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, and lighting upgrades; installation of pavement markings to eliminate or reduce accidents; and installation of safety fences at overhead structures. Safety improvements are systematically identified through analyses of accident records, inspections, surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents. b. Pavement Skid Testing d. TARAS Crash Analysis Support e. Traffic Data Collection and Analysis Services f. Traffic Engineering Design g. Multi-modal Traffic & Safety Construction h. Constructability and Work Zone Safety Review i. Traffic Safety Design j. Traffic Safety Engineering Support Services k. Traffic Sign Inventory Upgrade

Phase AC/ACCP Source		FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	HSIP	\$5,561,325	\$5,561,325	\$5,561,325	\$5,561,325	\$22,245,300	\$22,245,300
PE	DC/STATE	\$1,137,300	\$1,141,925	\$1,146,925	\$1,146,925	\$4,573,075	\$4,573,075
PE	STBG	\$2,077,498	\$2,096,000	\$2,116,000	\$2,116,000	\$8,405,498	\$8,405,498
	<i>Total PE</i>	\$8,776,123	\$8,799,250	\$8,824,250	\$8,824,250	\$35,223,873	\$35,223,873
CON	DC/STATE	\$1,467,136	\$1,712,468	\$1,721,601	\$1,730,963	\$6,632,168	\$6,632,168
CON	STBG	\$5,868,544	\$6,849,870	\$6,886,404	\$6,923,850	\$26,528,668	\$26,528,668
	<i>Total CON</i>	\$7,335,680	\$8,562,338	\$8,608,005	\$8,654,813	\$33,160,836	\$33,160,836
	<i>Total Programmed</i>	\$16,111,803	\$17,361,588	\$17,432,255	\$17,479,063	\$68,384,709	\$68,384,709



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-05.1	Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-13.1	Amendment 2023-2026	03/15/2023	3/28/2023	3/28/2023
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$69,066,593 to \$68,384,709



<i>TIP ID</i>	T3213	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	Planning and Management Systems	<i>County</i>	Washington	<i>Total Cost</i>	\$43,353,614
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project</i>	IDCAL16C, PM304C, CM070A, PM301C, PM070A, AF028A		

Description a. AASHTOWARE License Fee e. Audit and Compliance g. Construction Estimate h. DBE On-Line Certification Application Program k. Infrastructure Information Technology Support Services o. moveDC s. Small Business Compliance t. SPR u. STIC Innovation Grant v. Summer Transportation Institute y. Transportation Asset Management Plan ab. Cyclomedia Paving Data Analysis

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	NHPP	\$298,766	\$545,451	\$545,451	\$545,541	\$1,935,209	\$1,935,209
PE	SPR	\$2,267,084	\$2,324,408	\$2,389,827	\$2,382,423	\$9,363,742	\$9,363,742
PE	STIC	\$125,000	-	-	-	\$125,000	\$125,000
PE	DC/STATE	\$1,782,058	\$1,366,117	\$1,807,671	\$1,480,618	\$6,436,464	\$6,466,464
PE	STBG	\$2,594,602	\$2,594,602	\$4,295,402	\$2,994,603	\$12,479,209	\$12,599,209
	<i>Total PE</i>	\$7,067,510	\$6,830,578	\$9,038,351	\$7,403,185	\$30,339,624	\$30,489,624
CON	DC/STATE	\$72,798	-	-	-	\$72,798	\$72,798
CON	STBG	\$291,192	-	-	-	\$291,192	\$291,192
	<i>Total CON</i>	\$363,990	-	-	-	\$363,990	\$363,990
PLANNING	DC/STATE	\$10,000	-	-	-	\$10,000	\$10,000
PLANNING	STBG	\$40,000	-	-	-	\$40,000	\$40,000
	<i>Total PLANNING</i>	\$50,000	-	-	-	\$50,000	\$50,000
OTHER	DC/STATE	\$731,000	\$622,500	\$622,500	\$514,000	\$2,490,000	\$2,490,000
OTHER	STBG	\$2,924,000	\$2,490,000	\$2,490,000	\$2,056,000	\$9,960,000	\$9,960,000
	<i>Total Other</i>	\$3,655,000	\$3,112,500	\$3,112,500	\$2,570,000	\$12,450,000	\$12,450,000
	<i>Total Programmed</i>	\$11,136,500	\$9,943,078	\$12,150,851	\$9,973,185	\$43,203,614	\$43,353,614

*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-05.1	Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-12	Amendment 2023-2026	Pending	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$44,876,443 to \$43,353,614



<i>TIP ID</i>	T3215	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Resurface
<i>Project Name</i>	Pavement Restoration - STBG Streets	<i>County</i>	Washington	<i>Total Cost</i>	\$52,074,250
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project</i>	IDSR092A		

Description Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
CON DC/STATE	\$2,614,850	\$2,600,000	\$2,600,000	\$2,600,000	\$10,414,850	\$10,414,850
CON STBG	\$10,459,400	\$10,400,000	\$10,400,000	\$10,400,000	\$41,659,400	\$41,659,400
<i>Total CON</i>	\$13,074,250	\$13,000,000	\$13,000,000	\$13,000,000	\$52,074,250	\$52,074,250
<i>Total Programmed</i>	\$13,074,250	\$13,000,000	\$13,000,000	\$13,000,000	\$52,074,250	\$52,074,250

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$52,731,000 to \$52,074,250



<i>TIP ID</i>	T3216	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - ITS/Technology
<i>Project Name</i>	Traffic Operations Improvements Citywide	<i>County</i>	Washington	<i>Total Cost</i>	\$60,473,481
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date 2024</i>	
		<i>Agency Project ID</i> DOSS07A, CI060A, CI034A, CI035A, PM097A, CI050A,			

Description This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Projects include: a. Advanced Transportation Management System b. ITS General Support c. ITS Maintenance g. Citywide Pavement Markings Restoration h. TMC Hardware and Data Services i. Traffic Management Center Operations j. Citywide Thermoplastic Pavement Markings

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	DC/STATE	\$86,040	\$94,783	\$94,783	\$94,784	\$370,390	\$370,390
PE	STBG	\$344,160	\$379,130	\$379,131	\$379,132	\$1,481,553	\$1,481,553
	<i>Total PE</i>	\$430,200	\$473,913	\$473,914	\$473,916	\$1,851,943	\$1,851,943
CON	HSIP	\$4,024,000	\$4,644,000	\$5,546,986	\$5,546,986	\$19,761,972	\$19,761,972
CON	NHPP	-	-	-	-	-	\$550,400
CON	DC/STATE	\$1,286,073	\$1,098,849	\$1,220,881	\$1,242,581	\$4,848,384	\$4,985,984
CON	STBG	\$2,200,293	\$2,331,396	\$2,418,196	\$2,504,996	\$9,454,881	\$9,454,881
	<i>Total CON</i>	\$7,510,366	\$8,074,245	\$9,186,063	\$9,294,563	\$34,065,237	\$34,753,237
OTHER	HSIP	\$195,300	-	-	-	\$195,300	\$195,300
OTHER	DC/STATE	\$1,092,053	\$1,271,992	\$1,093,401	\$1,316,217	\$4,773,663	\$4,773,663
OTHER	STBG	\$4,172,910	\$5,087,964	\$4,373,600	\$5,264,864	\$18,899,338	\$18,899,338
	<i>Total Other</i>	\$5,460,263	\$6,359,956	\$5,467,001	\$6,581,081	\$23,868,301	\$23,868,301
	<i>Total Programmed</i>	\$13,400,829	\$14,908,114	\$15,126,978	\$16,349,560	\$59,785,481	\$60,473,481

*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-03.1	Amendment 2023-2026	10/19/2022	11/01/2022	Pending
23-05.1	Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-08	Amendment 2023-2026	12/09/2022	N/A	N/A
23-14	Amendment 2023-2026	03/17/2023	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$51,696,456 to \$60,473,481



<i>TIP ID</i>	T3219	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	TERMs
<i>Project Name</i>	Commuter Connections Program	<i>County</i>	Washington	<i>Total Cost</i>	\$3,626,234
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	IDZU022A		

Description The purpose of the Commuter Connections Program is to reduce mobile source emissions through the reduction in the number of VMT, and support of other Transportation Control Measures. This project provides funding for Commuter Operations Center, Guaranteed Ride, Home, Marketing, Monitoring and Evaluation, Employer Outreach, and DC Kiosk.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
PE	CMAQ	\$652,503	\$707,810	\$735,199	\$805,475	\$2,900,987	\$2,900,987	*Map Has Not Been Marked
PE	DC/STATE	\$163,126	\$176,952	\$183,800	\$201,369	\$725,247	\$725,247	
	<i>Total PE</i>	\$815,629	\$884,762	\$918,999	\$1,006,844	\$3,626,234	\$3,626,234	
	<i>Total Programmed</i>	\$815,629	\$884,762	\$918,999	\$1,006,844	\$3,626,234	\$3,626,234	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):
 Total project cost increased from \$3,474,484 to \$3,626,234



TIP ID	T3242	Lead Agency	District Department of Transportation	Project Type	Infrastructure Resiliency
Project Name	Stormwater-Hydraulic Structures and Flood Management Works	County	Washington	Total Cost	\$25,994,698
Project Limits		Municipality	District of Columbia	Completion Date	2045
		Agency Project ID	CA303C, MNT02		

Description The purpose of this project is to replace/rehab existing hydraulic structures as culverts, inlets, etc.. On a bi-annual basis and based on stormwater drainage problem occurrences the structures will be inspected. On an annual basis, structures will be rehabilitated or replaced depending on their condition. The project also assesses and manages flooding conditions on transportation infrastructures. a. Culvert Inspection b. Drainage and Stormwater Improvements - Construction c. Stormwater Retrofits d. University Terrace NW Drainage Improvements e. Drainage and Stormwater Improvements - Design

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE DC/STATE	\$478,552	\$490,103	\$364,243	\$490,103	\$1,823,001	\$1,823,001
PE STBG	\$1,914,204	\$1,960,410	\$1,456,970	\$1,960,410	\$7,291,994	\$7,291,994
Total PE	\$2,392,756	\$2,450,513	\$1,821,213	\$2,450,513	\$9,114,995	\$9,114,995
CON CMAQ	-	\$2,400,000	\$2,400,000	\$979,234	\$5,779,234	\$5,779,234
CON DC/STATE	\$718,668	\$885,758	\$885,758	\$885,758	\$3,375,942	\$3,375,942
CON STBG	\$2,874,671	\$1,143,030	\$1,143,030	\$2,563,796	\$7,724,527	\$7,724,527
Total CON	\$3,593,339	\$4,428,788	\$4,428,788	\$4,428,788	\$16,879,703	\$16,879,703
Total Programmed	\$5,986,095	\$6,879,301	\$6,250,001	\$6,879,301	\$25,994,698	\$25,994,698



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-22 Amendment 2023-2026	08/25/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-24 Amendment 2023-2026	Pending	N/A	N/A

Current Change Reason

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

Funding Change(s):

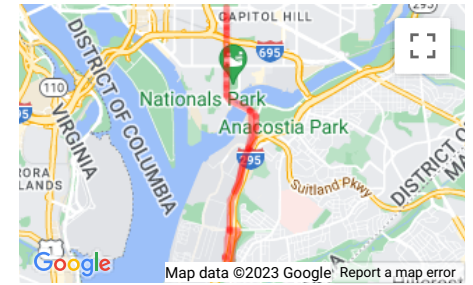
Total project cost decreased from \$26,236,098 to \$25,994,698



TIP ID T3423 **Lead Agency** District Department of Transportation **Project Type** Road - Add Capacity/Widening
Project Name South Capitol Street Corridor **County** Washington **Total Cost** \$207,400,000
Project Limits N St, MLK Ave, Suitland Pkwy, Memorial Bridge to Independence Ave. **Municipality** District of Columbia **Completion Date** 2028
Agency Project ID AWO11, AWO24A, AW001A, AW025A, CKTB6

Description Redevelopment of the South Capitol Street corridor is a part of the Anacostia Waterfront Initiative. a. New Frederick Douglass Memorial Bridge b. Suitland Parkway and I-295 Interchange Reconfiguration c. Martin Luther King Jr. Ave. and Suitland Parkway Interchange Reconfiguration d. South Capitol St from N St to SE/SW Freeway Boulevard Streetscape e. New Jersey Ave SE Streetscape improvements f. South Capitol Street Corridor Phase 2

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	GARVEE	\$166,800,000	-	-	-	-	-	-	\$166,800,000
CON	DC/STATE	-	-	-	-	-	\$7,425,000	-	\$7,425,000
CON	STBG	-	-	-	-	-	\$29,700,000	-	\$29,700,000
	Total CON	\$166,800,000	-	-	-	-	\$37,125,000	-	\$203,925,000
STUDY	LOCAL	\$200,000	-	-	-	-	-	-	\$200,000
STUDY	NHPP	\$800,000	-	-	-	-	-	-	\$800,000
	Total STUDY	\$1,000,000	-	-	-	-	-	-	\$1,000,000
OTHER	DC/STATE	-	\$495,000	-	-	-	-	\$495,000	\$495,000
OTHER	STBG	-	\$1,980,000	-	-	-	-	\$1,980,000	\$1,980,000
	Total Other	-	\$2,475,000	-	-	-	-	\$2,475,000	\$2,475,000
	Total Programmed	\$167,800,000	\$2,475,000	-	-	-	\$37,125,000	\$2,475,000	\$207,400,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-10 Amendment 2023-2026	01/13/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-24 Amendment 2023-2026	Pending	N/A	N/A

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$779,483,000 to \$207,400,000



<i>TIP ID</i>	T5298	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	Emergency Transportation Project	<i>County</i>	Washington	<i>Total Cost</i>	\$100,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia, Region-wide	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	IDAF067A		

Description The purpose of this project is to provide a vehicle that allows the Department to respond to emergencies or other unforeseen events that are not budgeted or planned such as major pavement failures, sinkholes, falling steel or concrete from bridges and other urgent needs.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Map Has Not Been Marked
PE	LOCAL	-	\$5,000	\$5,000	\$5,000	\$15,000	\$15,000	
PE	STBG	-	\$20,000	\$20,000	\$20,000	\$60,000	\$60,000	
	<i>Total PE</i>	-	\$25,000	\$25,000	\$25,000	\$75,000	\$75,000	
CON	LOCAL	\$5,000	-	-	-	\$5,000	\$5,000	
CON	STBG	\$20,000	-	-	-	\$20,000	\$20,000	
	<i>Total CON</i>	\$25,000	-	-	-	\$25,000	\$25,000	
	<i>Total Programmed</i>	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$100,000



<i>TIP ID</i>	T5313	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Landscaping/Beautification
<i>Project Name</i>	Urban Forestry Program	<i>County</i>	Washington	<i>Total Cost</i>	\$2,227,412
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	IDCG311, CG312, CG313, CG314		

Description Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
CON	NHPP	\$191,017	\$172,736	\$172,736	\$172,736	\$709,225	\$709,225	*Map Has Not Been Marked
CON	DC/STATE	\$119,982	\$108,500	\$108,500	\$108,500	\$445,482	\$445,482	
CON	STBG	\$288,913	\$261,264	\$261,264	\$261,264	\$1,072,705	\$1,072,705	
	<i>Total CON</i>	\$599,912	\$542,500	\$542,500	\$542,500	\$2,227,412	\$2,227,412	
	<i>Total Programmed</i>	\$599,912	\$542,500	\$542,500	\$542,500	\$2,227,412	\$2,227,412	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$2,399,659 to \$2,227,412



<i>TIP ID</i>	T5316	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	Guardrails and Attenuators	<i>County</i>	Washington	<i>Total Cost</i>	\$11,361,934
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	DCD062A		

Description This project repairs, replaces and upgrades safety appurtenances on and off the Federal-aid Highway System that have been damaged by errant vehicles, and replaces units that do not meet the requirements of NCHRP (National Cooperative Highway Research Program) Report 350. Work also includes construction of guiderails and attenuators at new locations and removal of units in locations where they are no longer needed. a. Guardrails and Attenuators Inventory and Design b. Guardrails and Attenuators Repair and Replacement

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Various Locations
CON	DC/STATE	\$579,787	\$525,140	\$579,390	\$588,070	\$2,272,387	\$2,272,387	
CON	STBG	\$2,319,147	\$2,100,560	\$2,317,560	\$2,352,280	\$9,089,547	\$9,089,547	
	<i>Total CON</i>	\$2,898,934	\$2,625,700	\$2,896,950	\$2,940,350	\$11,361,934	\$11,361,934	
	<i>Total Programmed</i>	\$2,898,934	\$2,625,700	\$2,896,950	\$2,940,350	\$11,361,934	\$11,361,934	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$11,857,768 to \$11,361,934



<i>TIP ID</i>	T5342	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	Approach Bridges to 14th Street Bridge	<i>County</i>	Washington	<i>Total Cost</i>	\$6,750,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia, Region-wide	<i>Completion Date</i>	2028
		<i>Agency Project ID</i>	DCD046A		

Description The approach bridges to be rehabilitated are over Maine Ave. (bridge 171-1), over the Outlet Channel (bridge 171-2) and over Haines Point Park (bridge 171-3).

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Year Total	Total
PE	NHPP		\$6,075,000	-	-	-	-	-	\$6,075,000
PE	DC/STATE		\$675,000	-	-	-	-	-	\$675,000
	<i>Total PE</i>		\$6,750,000	-	-	-	-	-	\$6,750,000
	<i>Total Programmed</i>		\$6,750,000	-	-	-	-	-	\$6,750,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$39,842,500 to \$6,750,000



TIP ID	T5346	Lead Agency	District Department of Transportation	Project Type	Bridge - Rehab
Project Name	Theodore Roosevelt Bridge Rehabilitation	County	Washington	Total Cost	\$224,420,843
Project Limits		Municipality	District of Columbia, Region-wide	Completion Date	2025
		Agency Project	IDCD026		
Description	Maintain the structure's service life for 30 years and improve safety by making necessary repairs to the existing structure. Improve safety by bringing the combined pedestrian/bicycle sidewalk into compliance with safety standards.				

Phase AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$4,197,600	-	-	-	-	-	-	\$4,197,600
PE	DC/STATE	\$896,105	\$189,561	-	-	-	-	\$189,561	\$1,085,666
PE	STBG	\$1,718,817	\$758,242	-	-	-	-	\$758,242	\$2,477,059
	Total PE	\$6,812,522	\$947,803	-	-	-	-	\$947,803	\$7,760,325
ROW	NHPP	\$22,500	-	-	-	-	-	-	\$22,500
ROW	DC/STATE	\$2,500	-	-	-	-	-	-	\$2,500
	Total ROW	\$25,000	-	-	-	-	-	-	\$25,000
CON	BFP	-	\$15,300,000	-	-	-	-	\$15,300,000	\$15,300,000
CON	HBRRP	-	\$1,658,584	-	-	-	-	\$1,658,584	\$1,658,584
CON	HIP	-	\$3,166,231	-	-	-	-	\$3,166,231	\$3,166,231
CON	NHPP	\$920,700	-	-	-	-	-	-	\$920,700
CON	DC/STATE	\$102,300	\$5,773,651	-	\$9,441,883	\$12,916,384	\$7,893,346	\$28,131,918	\$36,127,564
CON	STBG	-	\$38,455,991	-	\$37,767,532	\$51,665,534	\$31,573,382	\$127,889,057	\$159,462,439
	Total CON	\$1,023,000	\$64,354,457	-	\$47,209,415	\$64,581,918	\$39,466,728	\$176,145,790	\$216,635,518
	Total Programmed	\$7,860,522	\$65,302,260	-	\$47,209,415	\$64,581,918	\$39,466,728	\$177,093,593	\$224,420,843



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-08 Amendment 2023-2026	12/09/2022	N/A	N/A
23-22 Amendment 2023-2026	08/25/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$133,922,782 to \$224,420,843



<i>TIP ID</i>	T5802	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Preliminary Engineering/Environmental Analysis
<i>Project Name</i>	AWI Program Manager	<i>County</i>	Washington	<i>Total Cost</i>	\$10,000,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	AW035A		

Description Consultant services to supplement the NEPA process and implement design and construction of the AWI corridors. Work includes surveys; geotechnical and environmental investigation and testing preliminary ;roadway and bridge design and CE services during construction. Funding will be used for construction oversight and consultant services.

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE LOCAL	\$300,000	-	-	-	\$300,000	\$900,000	
PE NHPP	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$4,800,000	\$7,200,000	
PE State (NM)	\$750,000	-	-	-	\$750,000	\$750,000	
PE DC/STATE	\$50,000	\$300,000	\$300,000	\$300,000	\$950,000	\$950,000	
PE STBG	\$200,000	-	-	-	\$200,000	\$200,000	
<i>Total PE</i>	\$2,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,000,000	\$10,000,000	
<i>Total Programmed</i>	\$2,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,000,000	\$10,000,000	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-14 Amendment 2023-2026	03/17/2023	N/A	N/A
23-16 Amendment 2023-2026	04/14/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$10,000,000



<i>TIP ID</i>	T5922	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Freight Movement
<i>Project Name</i>	Freight Planning Program	<i>County</i>	Washington	<i>Total Cost</i>	\$8,409,875
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	IDAFO81A		

Description Development and updates of a District freight plan to enhance the safety and efficiency of goods movement for freight planning improvement and freight project implementation. a. Commercial Loading Zone Enforcement Support b. Delivery Demand Management Program c. Positive Truck Route Signage d. State Freight Plan Update e. Innovative Freight Delivery Practices, Research & Analysis f. Oversize/Overweight Routing Tool Maintenance and Enhancement

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	LOCAL	-	-	-	-	-	\$96,000
PE	NHFP	\$130,200	\$130,200	\$303,800	\$303,800	\$868,000	\$2,250,200
PE	DC/STATE	\$32,550	\$32,550	\$75,950	\$75,950	\$217,000	\$466,550
	<i>Total PE</i>	\$162,750	\$162,750	\$379,750	\$379,750	\$1,085,000	\$2,812,750
CON	NHFP	\$202,482	\$202,482	\$202,482	\$438,558	\$1,046,004	\$2,782,004
CON	DC/STATE	\$50,261	\$50,621	\$50,621	\$109,640	\$261,143	\$695,143
	<i>Total CON</i>	\$252,743	\$253,103	\$253,103	\$548,198	\$1,307,147	\$3,477,147
STUDY	NHFP	-	-	-	-	-	\$307,182
STUDY	DC/STATE	-	-	-	-	-	\$76,796
	<i>Total STUDY</i>	-	-	-	-	-	\$383,978
PLANNING	NHFP	-	-	\$694,400	-	\$694,400	\$1,388,800
PLANNING	DC/STATE	-	-	\$173,600	-	\$173,600	\$347,200
	<i>Total PLANNING</i>	-	-	\$868,000	-	\$868,000	\$1,736,000
	<i>Total Programmed</i>	\$415,493	\$415,853	\$1,500,853	\$927,948	\$3,260,147	\$8,409,875

*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-05.1	Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$3,718,155 to \$8,409,875



<i>TIP ID</i>	T5957	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Intersection improvement
<i>Project Name</i>	Pennsylvania Ave and Potomac Ave SE Intersection Improvements	<i>County</i>	Washington	<i>Total Cost</i>	\$23,978,645
<i>Project Limits</i>	Potomac Ave SE to Penn Ave	<i>Municipality</i>	District of Columbia	<i>Completion Date 2025</i>	
		<i>Agency Project ID</i>	AW0, EW002C		

Description Pedestrian and Bicycle Safety improvements including reconfiguration of the Pennsylvania Ave/Potomac Avenue intersection, new signals and crosswalks and improvement access to the Potomac Metro station.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	State (NM)	-	\$23,870,000	-	-	-	-	\$23,870,000	\$23,870,000
CON	DC/STATE	\$21,729	-	-	-	-	-	-	\$21,729
CON	STBG	\$86,916	-	-	-	-	-	-	\$86,916
	<i>Total CON</i>	\$108,645	\$23,870,000	-	-	-	-	\$23,870,000	\$23,978,645
	<i>Total Programmed</i>	\$108,645	\$23,870,000	-	-	-	-	\$23,870,000	\$23,978,645



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$25,141,945 to \$23,978,645



<i>TIP ID</i>	T6102	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Administration
<i>Project Name</i>	Planning Activities Passthrough (MWCOG)	<i>County</i>	Washington	<i>Total Cost</i>	\$27,459,382
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			
<i>Description</i>	DDOT receives an annual FHWA and FTA grant appropriation to support metropolitan planning activities and Statewide/DC based Planning Activities. a. 5303/5304 FTA Program b MATOC c. Metropolitan Planning				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE	S. 5303	\$960,537	\$529,000	\$529,000	\$529,000	\$2,547,537	\$2,547,537	
PE	S. 5304	\$575,218	\$130,700	\$130,700	\$130,700	\$967,318	\$967,318	
PE	DC/STATE	\$383,939	\$164,925	\$164,925	\$164,925	\$878,714	\$878,714	
	<i>Total PE</i>	\$1,919,694	\$824,625	\$824,625	\$824,625	\$4,393,569	\$4,393,569	
OTHER	DC/STATE	\$1,827,381	\$906,551	\$928,376	\$950,857	\$4,613,165	\$4,613,165	
OTHER	STBG	\$7,309,520	\$3,626,200	\$3,713,503	\$3,803,425	\$18,452,648	\$18,452,648	
	<i>Total Other</i>	\$9,136,901	\$4,532,751	\$4,641,879	\$4,754,282	\$23,065,813	\$23,065,813	
	<i>Total Programmed</i>	\$11,056,595	\$5,357,376	\$5,466,504	\$5,578,907	\$27,459,382	\$27,459,382	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-03.1 Amendment 2023-2026	10/19/2022	11/01/2022	Pending
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-12 Amendment 2023-2026	Pending	N/A	N/A
23-15.1 Amendment 2023-2026	04/19/2023	06/26/2023	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)
Funding Change(s):
 Total project cost increased from \$25,655,345 to \$27,459,382



<i>TIP ID</i>	T6105	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Bus
<i>Project Name</i>	DC Circulator	<i>County</i>	Washington	<i>Total Cost</i>	\$773,994
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date 2026</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	DC Circulator capital projects. a. DC Circulator On-Board Photo Enforcement b. DC Circulator Planning (TDP Implementation Activities) d. DC Circulator Sustainability and Zero Emissions Fleet Transition Plan e. DC Circulator B100 Pilot Program				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE	S. 5304	-	-	-	-	-	\$351,343	
PE	DC/STATE	-	-	-	-	-	\$87,836	
	<i>Total PE</i>	-	-	-	-	-	\$439,179	
CON	CMAQ	\$40,000	-	-	-	\$40,000	\$40,000	
CON	DC/STATE	\$10,000	-	-	-	\$10,000	\$10,000	
	<i>Total CON</i>	\$50,000	-	-	-	\$50,000	\$50,000	
STUDY	CMAQ	-	-	-	-	-	\$227,851	
STUDY	DC/STATE	-	-	-	-	-	\$56,964	
	<i>Total STUDY</i>	-	-	-	-	-	\$284,815	
	<i>Total Programmed</i>	\$50,000	-	-	-	\$50,000	\$773,994	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-03.1	Amendment 2023-2026	10/19/2022	11/01/2022	Pending
23-11.1	Amendment 2023-2026	02/15/2023	03/03/2023	03/22/2023
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$774,994 to \$773,994



TIP ID T6187
Project Name I-395 HOV Bridge over Potomac River
Project Limits Over Potomac River to Over Potomac River
Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia
Agency Project ID MRR27A

Project Type Bridge - Rehab
Total Cost \$35,998,275
Completion Date 2028

Description Repair extensive pier cracking, superstructure and substructure rehabilitation.

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON BFP	-	\$10,400,000	\$7,998,620	-	-	-	\$18,398,620	\$18,398,620
CON NHPP	-	\$10,400,000	-	-	-	-	\$10,400,000	\$10,400,000
CON DC/STATE	-	\$5,200,000	\$1,999,655	-	-	-	\$7,199,655	\$7,199,655
Total CON	-	\$26,000,000	\$9,998,275	-	-	-	\$35,998,275	\$35,998,275
Total Programmed	-	\$26,000,000	\$9,998,275	-	-	-	\$35,998,275	\$35,998,275



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

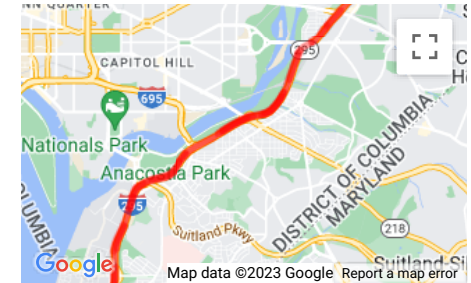
Total project cost increased from \$26,000,000 to \$35,998,275



TIP ID T6240 **Lead Agency** District Department of Transportation **Project Type** Road - Recons/Rehab/Maintenance
Project Name Safety and Geometric Improvements of I-295 **County** Washington **Total Cost** \$28,272,212
Project Limits Eastern Avenue to Chesapeake St. SE **Municipality** District of Columbia **Completion Date** 2028
Agency Project ID MRR01A

Description Safety and geometry improvement of I295/DC 295. Work includes upgrade substandard ramps, extend merge area & acceleration lane, review slip ramps, complete missing interchange movements, reduce congestion, provide access for vehicular traffic, pedestrian and cyclists that include, road configuration, sidewalk improvement, pavement markings, median, island, traffic signal, signs, street lighting, and guardrails at interchanges along I-295/DC 295 between Eastern Avenue and Chesapeake St. a. Safety and Geometric Improvements of I-295 (Long Term) b. Safety and Geometric Improvements of I-295 (Mid Term) c. Safety and Geometric Improvements of I-295 (Short Term)

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	\$200,000	-	-	-	-	\$200,000	\$200,000
PE	NHFP	-	\$800,000	-	-	-	-	\$800,000	\$800,000
PE	DC/STATE	-	-	\$677,350	-	-	\$73,564	\$677,350	\$750,914
PE	STBG	-	-	\$2,709,400	-	-	\$294,253	\$2,709,400	\$3,003,653
	Total PE	-	\$1,000,000	\$3,386,750	-	-	\$367,817	\$4,386,750	\$4,754,567
ROW	DC/STATE	-	-	\$70,215	-	-	-	\$70,215	\$70,215
ROW	STBG	-	-	\$280,860	-	-	-	\$280,860	\$280,860
	Total ROW	-	-	\$351,075	-	-	-	\$351,075	\$351,075
CON	DC/STATE	-	-	-	-	-	\$4,273,315	-	\$4,273,315
CON	STBG	-	-	-	-	-	\$17,093,255	-	\$17,093,255
	Total CON	-	-	-	-	-	\$21,366,570	-	\$21,366,570
STUDY	LOCAL	\$200,000	-	-	-	-	-	-	\$200,000
STUDY	NHPP	\$600,000	-	-	-	-	-	-	\$600,000
STUDY	DC/STATE	\$200,000	-	-	-	-	-	-	\$200,000
STUDY	STBG	\$800,000	-	-	-	-	-	-	\$800,000
	Total STUDY	\$1,800,000	-	-	-	-	-	-	\$1,800,000
	Total Programmed	\$1,800,000	\$1,000,000	\$3,737,825	-	-	\$21,734,387	\$4,737,825	\$28,272,212



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$2,801,000 to \$28,272,212



TIP ID T6315
Project Name East Capitol Street Corridor Mobility & Safety Plan
Project Limits 40th Street NE to Southern Ave NE

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia
Agency Project ID SR086A

Project Type Bike/Ped
Total Cost \$61,907,725
Completion Date 2027

Description Design and construct pedestrian safety and traffic operations improvements

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE HSIP	\$1,710,000	-	-	-	-	-	-	\$1,710,000
PE DC/STATE	\$390,000	\$455,700	-	-	-	-	\$455,700	\$845,700
PE STBG	\$800,000	\$1,822,799	-	-	-	-	\$1,822,799	\$2,622,799
Total PE	\$2,900,000	\$2,278,499	-	-	-	-	\$2,278,499	\$5,178,499
CON DC/STATE	-	-	-	-	\$3,920,648	\$7,425,198	\$3,920,648	\$11,345,846
CON STBG	-	-	-	-	\$15,682,590	\$29,700,790	\$15,682,590	\$45,383,380
Total CON	-	-	-	-	\$19,603,238	\$37,125,988	\$19,603,238	\$56,729,226
Total Programmed	\$2,900,000	\$2,278,499	-	-	\$19,603,238	\$37,125,988	\$21,881,737	\$61,907,725



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$49,967,299 to \$61,907,725



<i>TIP ID</i>	T6428	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	<i>County</i>		<i>Total Cost</i>	\$14,200,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia, Region-wide	<i>Completion Date</i>	2026
		<i>Agency Project ID</i>			

Description The existing bridge (No. 78) needs total rehabilitation to become efficient and structurally sound as part of the roadway network and enhancing traffic movement through the corridor. The rehabilitation includes total replacement of the deck, the compression joint seals over both abutments and the pier.

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE NHPP	\$560,000	-	-	-	-	-	-	\$560,000
PE DC/STATE	\$140,000	-	-	-	-	-	-	\$140,000
<i>Total PE</i>	\$700,000	-	-	-	-	-	-	\$700,000
CON DC/STATE	-	\$2,700,000	-	-	-	-	\$2,700,000	\$2,700,000
CON STBG	-	\$10,800,000	-	-	-	-	\$10,800,000	\$10,800,000
<i>Total CON</i>	-	\$13,500,000	-	-	-	-	\$13,500,000	\$13,500,000
<i>Total Programmed</i>	\$700,000	\$13,500,000	-	-	-	-	\$13,500,000	\$14,200,000



Version History

<i>TIP Document</i>			<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01.1	Amendment	2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1	Amendment	2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$17,734,500 to \$14,200,000



<i>TIP ID</i>	T6490	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Replace
<i>Project Name</i>	Southwest Freeway Bridge over South Capitol Street	<i>County</i>	Washington	<i>Total Cost</i>	\$8,500,000
<i>Project Limits</i>	over South Capitol Street	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2028
		<i>Agency Project ID</i>			
<i>Description</i>	Bridge 1103 is part of Southwest Freeway over South Capitol Street and Bridge 1109 Ramp G, it is a prestressed concrete superstructure and substructure of the Southwest Freeway over South Capitol Street that is in poor condition based on latest inspection and requires extensive rehabilitation/replacement				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$6,875,000	-	-	-	-	-	-	\$6,875,000
PE	DC/STATE	\$1,625,000	-	-	-	-	-	-	\$1,625,000
	<i>Total PE</i>	\$8,500,000	-	-	-	-	-	-	\$8,500,000
	<i>Total Programmed</i>	\$8,500,000	-	-	-	-	-	-	\$8,500,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$66,818,751 to \$8,500,000



TIP ID	T6516	Lead Agency	District Department of Transportation	Project Type	Bike/Ped
Project Name	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	County	Washington	Total Cost	\$12,537,750
Project Limits	Nebraska Ave NW to Galena PI NW	Municipality	District of Columbia	Completion Date	2027
		Agency Project ID			

Description The project area includes a rehabilitation and pavement of the 0.65-mile section of the trails at Arizona Ave from Nebraska Avenue, NW to Galena Place, NW including missing sections of the trail and rehabilitation/ reconstruction Substructure and Superstructure of approximately 110-foot long Pedestrian Bridge over Arizona Ave connecting both sides of Arizona Ave trails including pedestrian access ramp.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CMAQ	\$2,088,000	\$347,200	-	-	-	-	\$347,200	\$2,435,200
PE	DC/STATE	\$522,000	\$86,800	-	-	-	-	\$86,800	\$608,800
	Total PE	\$2,610,000	\$434,000	-	-	-	-	\$434,000	\$3,044,000
CON	LOCAL (NM)	-	-	\$9,493,750	-	-	-	\$9,493,750	\$9,493,750
	Total CON	-	-	\$9,493,750	-	-	-	\$9,493,750	\$9,493,750
	Total Programmed	\$2,610,000	\$434,000	\$9,493,750	-	-	-	\$9,927,750	\$12,537,750



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$13,460,000 to \$12,537,750



<i>TIP ID</i>	T6610	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	Citywide Large Guide Sign Maintenance	<i>County</i>	Washington	<i>Total Cost</i>	\$22,826,120
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i> DCFPID170319			

Description Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house. a. Citywide Large Guide Sign Maintenance b. Sign Structure Upgrade and Replacement

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
PE DC/STATE	\$390,557	\$434,000	-	\$227,850	\$1,052,407	\$1,052,407	*Map Has Not Been Marked
PE STBG	\$1,562,228	\$1,736,000	-	\$911,400	\$4,209,628	\$4,209,628	
<i>Total PE</i>	\$1,952,785	\$2,170,000	-	\$1,139,250	\$5,262,035	\$5,262,035	
CON NHPP	-	\$2,790,609	\$2,860,374	\$2,931,884	\$8,582,867	\$8,582,867	
CON DC/STATE	-	\$697,653	\$2,082,194	\$732,971	\$3,512,818	\$3,512,818	
CON STBG	-	-	\$5,468,400	-	\$5,468,400	\$5,468,400	
<i>Total CON</i>	-	\$3,488,262	\$10,410,968	\$3,664,855	\$17,564,085	\$17,564,085	
<i>Total Programmed</i>	\$1,952,785	\$5,658,262	\$10,410,968	\$4,804,105	\$22,826,120	\$22,826,120	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-10 Amendment 2023-2026	01/13/2023	N/A	N/A
23-12 Amendment 2023-2026	<i>Pending</i>	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	<i>Pending</i>	<i>Pending</i>

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$15,623,785 to \$22,826,120



<i>TIP ID</i>	T6644	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Signal/Signs
<i>Project Name</i>	LED Signage Procurement and Installation	<i>County</i>	Washington	<i>Total Cost</i>	\$4,679,297
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			

Description Procurement and installation of LED signage and intelligent warning systems (flashing pedestrian signs, driver feedback machines, etc.). Signs will be procured, installed, and maintained by Field Operations Branch.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
CON	NHPP	\$288,000	\$1,119,477	\$1,153,908	\$1,182,052	\$3,743,437	\$3,743,437	
CON	DC/STATE	\$72,000	\$279,870	\$288,477	\$295,513	\$935,860	\$935,860	
	<i>Total CON</i>	\$360,000	\$1,399,347	\$1,442,385	\$1,477,565	\$4,679,297	\$4,679,297	
	<i>Total Programmed</i>	\$360,000	\$1,399,347	\$1,442,385	\$1,477,565	\$4,679,297	\$4,679,297	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):
 Total project cost increased from \$1,440,000 to \$4,679,297



TIP ID	T6657	Lead Agency	District Department of Transportation	Project Type	Bridge - Rehab
Project Name	New York Ave NE Bridge over Anacostia River- INFORMATIONAL	County	Washington	Total Cost	\$35,000,000
Project Limits	Over Anacostia River	Municipality	District of Columbia	Completion Date	2030
		Agency Project ID			

Description This project will include inspections and preliminary design work to assess the need for future rehabilitation and preventive maintenance on the bridge.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	BFP	-	-	-	-	-	\$28,000,000	-	\$28,000,000
CON	DC/STATE	-	-	-	-	-	\$7,000,000	-	\$7,000,000
	<i>Total CON</i>	-	-	-	-	-	\$35,000,000	-	\$35,000,000
	<i>Total Programmed</i>	-	-	-	-	-	\$35,000,000	-	\$35,000,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

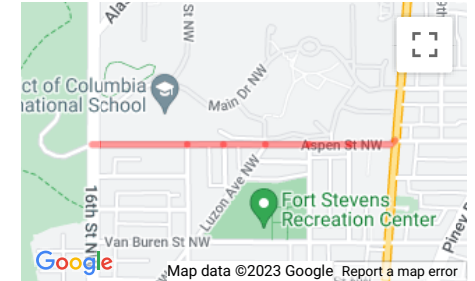
Total project cost increased from \$22,833,450 to \$35,000,000



<i>TIP ID</i>	T6801	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Recons/Rehab/Maintenance
<i>Project Name</i>	Aspen St NW Improvements	<i>County</i>	Washington	<i>Total Cost</i>	\$6,159,000
<i>Project Limits</i>	at Walter Reed Army Medical Center	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2026
		<i>Agency Project ID</i>			

Description The design for Rehabilitation of Aspen Street, NW is being facilitated for the redevelopment of Walter Reed Army Medical Center. The goal of this project is to provide an improved and sustainable transportation network, pedestrian /vehicular safety and accessibility, efficient travel options and street and sidewalk enhancement, etc. This design will support The Parks by improving traffic operations and providing traffic calming measures towards future Walter Reed development ensuring ADA compliance throughout the corridor.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	DC/STATE		\$6,159,000	-	-	-	-	-	\$6,159,000
	<i>Total CON</i>		\$6,159,000	-	-	-	-	-	\$6,159,000
	<i>Total Programmed</i>		\$6,159,000	-	-	-	-	-	\$6,159,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-20	Amendment 2023-2026	06/18/2023	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$13,860,000 to \$6,159,000



TIP ID T6804
Project Name I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp
Project Limits

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia
Agency Project ID
Project Type Bridge - Rehab
Total Cost \$49,483,750
Completion Date 2045

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

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BIP	\$1,086,085	-	-	-	-	-	-	\$1,086,085
PE	NHPP	\$2,500,914	-	\$2,000,000	-	-	\$2,000,000	\$2,000,000	\$6,500,914
PE	State (NM)	\$300,000	-	-	-	-	-	-	\$300,000
PE	DC/STATE	\$596,751	-	\$500,000	-	-	\$500,000	\$500,000	\$1,596,751
	Total PE	\$4,483,750	-	\$2,500,000	-	-	\$2,500,000	\$2,500,000	\$9,483,750
CON	NHPP	-	-	-	-	-	\$32,000,000	-	\$32,000,000
CON	DC/STATE	-	-	-	-	-	\$8,000,000	-	\$8,000,000
	Total CON	-	-	-	-	-	\$40,000,000	-	\$40,000,000
	Total Programmed	\$4,483,750	-	\$2,500,000	-	-	\$42,500,000	\$2,500,000	\$49,483,750



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$32,336,250 to \$49,483,750



<i>TIP ID</i>	T6811	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	Retroreflective Backplates	<i>County</i>	Washington	<i>Total Cost</i>	\$0
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			

Description The TOSD plans to implement retroreflective backplates as a safety improvement to reduce fatalities and serious injury crashes on the Districts roadways. Retroreflective backplates are FHWA Proven Safety Countermeasure known to reduce total crashes at an intersection by 15%, by providing greater visibility and conspicuity of traffic signal heads, particularly at night and for drivers with vision limitations. The project will include systemic installation of this measure on corridors identified through network screening in each of the eight wards, as well as similar installation for single intersections that demonstrate characteristics and a safety record of crashes susceptible to correction with this treatment.

Phase	AC/ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
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Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-13.1	Amendment 2023-2026	03/15/2023	3/28/2023	3/28/2023
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

Delete project

Funding Change(s):

Total project cost decreased from \$1,485,000 to



TIP ID	T6812	Lead Agency	District Department of Transportation	Project Type	Bridge - Rehab
Project Name	William Howard Taft Memorial Bridge Rehabilitation- INFORMATIONAL	County	Washington	Total Cost	\$16,000,000
Project Limits		Municipality	District of Columbia	Completion Date	2045
		Agency Project ID			
Description	Rehabilitation / Repairs of the aged historical bridge crossing between Ward 2 and 3. General scope of work includes repairs on numerous cracks and deterioration on bridge elements including deck, jersey barriers, railings, lighting, etc.				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	-	-	-	-	-	\$2,400,000	-	\$2,400,000
PE	DC/STATE	-	-	-	-	-	\$600,000	-	\$600,000
	<i>Total PE</i>	-	-	-	-	-	\$3,000,000	-	\$3,000,000
CON	NHPP	-	-	-	-	-	\$10,400,000	-	\$10,400,000
CON	DC/STATE	-	-	-	-	-	\$2,600,000	-	\$2,600,000
	<i>Total CON</i>	-	-	-	-	-	\$13,000,000	-	\$13,000,000
	<i>Total Programmed</i>	-	-	-	-	-	\$16,000,000	-	\$16,000,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$16,929,500 to \$16,000,000

**ATTACHMENT B - AMENDMENT SUMMARY REPORT
FOR TIP ACTION 23-23.1: 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
T13571	New York Avenue Bridge, NE over CSX RR	\$0	\$38,406,250	\$38,406,250	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Add funds in FFY 25 in PE for \$1,200,000 ▶ Add funds in FFY 27 in PE for \$2,400,000 ▶ Add funds in FFY 29 in CON for \$27,125,000 DC/STATE ▶ Add funds in FFY 25 in PE for \$300,000 ▶ Add funds in FFY 27 in PE for \$600,000 ▶ Add funds in FFY 29 in CON for \$6,781,250 <i>Total project cost \$38,406,250</i>
T3423	South Capitol Street Corridor	\$779,483,000	\$207,400,000	(\$572,083,000)	-73	Cost change(s), Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Delete funds in FFY 27 in DC/STATE ▶ Add funds in FFY 28 in CON for \$2,000,000 ▶ Add funds in FFY 29 in CON for \$5,425,000 STBG ▶ Add funds in FFY 28 in CON for \$8,000,000 ▶ Add funds in FFY 29 in CON for \$21,700,000 <i>Total project cost decreased from \$779,483,000 to \$207,400,000</i>
T6490	Southwest Freeway Bridge over South Capitol Street	\$66,818,751	\$8,500,000	(\$58,318,751)	-87	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 24 in CON for \$24,364,209 ▶ Delete funds in FFY 25 in CON for \$22,290,791 DC/STATE ▶ Delete funds in FFY 24 in CON for \$6,091,053 ▶ Delete funds in FFY 25 in CON for \$5,572,698 <i>Total project cost decreased from \$66,818,751 to \$8,500,000</i>
T5342	Approach Bridges to 14th Street Bridge	\$39,842,500	\$6,750,000	(\$33,092,500)	-83	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 24 in CON for \$26,474,000 DC/STATE ▶ Delete funds in FFY 24 in CON for \$6,618,500 <i>Total project cost decreased from \$39,842,500 to \$6,750,000</i>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11596	10th Street Bridge over I-395- INFORMATIONAL	\$32,965,000	\$6,500,000	(\$26,465,000)	-80	Cost change(s), Programming Update, Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 24 in PE for \$1,200,000 DC/STATE ▶ Delete funds in FFY 24 in PE for \$300,000 ▶ Delete funds in FFY 25 in PE for \$520,800 ▶ Delete funds in FFY 27 in CON for \$5,772,200 ▶ Add funds in FFY 28 in CON for \$300,000 ▶ Add funds in FFY 29 in CON for \$1,000,000 NHPP ▶ Delete funds in FFY 25 in PE for \$2,083,200 ▶ Delete funds in FFY 27 in CON for \$23,088,800 ▶ Add funds in FFY 28 in CON for \$1,200,000 ▶ Add funds in FFY 29 in CON for \$4,000,000 <i>Total project cost decreased from \$32,965,000 to \$6,500,000</i>
T11592	I-395 Southbound Exit Ramp to Southwest Freeway	\$27,293,750	\$14,604,000	(\$12,689,750)	-46	Cost change(s), Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 26 in CON for \$19,751,800 ▶ Add funds in FFY 28 in CON for \$9,600,000 DC/STATE ▶ Delete funds in FFY 26 in CON for \$4,937,950 ▶ Add funds in FFY 28 in CON for \$2,400,000 <i>Total project cost decreased from \$27,293,750 to \$14,604,000</i>
T6801	Aspen St NW Improvements	\$13,860,000	\$6,159,000	(\$7,701,000)	-56	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Delete funds in FFY 24 in CON for \$1,540,000 ▶ Delete funds in FFY 26 in CON for \$1,000 STBG ▶ Delete funds in FFY 24 in CON for \$6,160,000 <i>Total project cost decreased from \$13,860,000 to \$6,159,000</i>
T6428	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	\$17,734,500	\$14,200,000	(\$3,534,500)	-20	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Delete funds in FFY 24 in CON for \$706,900 STBG ▶ Delete funds in FFY 24 in CON for \$2,827,600 <i>Total project cost decreased from \$17,734,500 to \$14,200,000</i>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2927	Highway Structures Preventive Maintenance and Repairs	\$29,886,193	\$26,676,047	(\$3,210,146)	-11	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in PE from \$22,029 to \$0 - Decrease funds in FFY 24 in CON from \$1,472,252 to \$1,215,200 - Decrease funds in FFY 25 in PE from \$22,029 to \$0 - Decrease funds in FFY 25 in CON from \$1,472,252 to \$1,280,300 - Decrease funds in FFY 26 in PE from \$22,029 to \$0 - Decrease funds in FFY 26 in CON from \$1,472,252 to \$1,345,400 <p>NHPP</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in PE from \$88,115 to \$0 - Decrease funds in FFY 24 in CON from \$5,075,133 to \$3,888,640 - Decrease funds in FFY 25 in PE from \$88,115 to \$0 - Decrease funds in FFY 25 in CON from \$5,075,133 to \$4,096,960 - Decrease funds in FFY 26 in PE from \$88,115 to \$0 - Decrease funds in FFY 26 in CON from \$5,075,133 to \$4,305,280 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in CON from \$814,018 to \$972,160 + Increase funds in FFY 25 in CON from \$814,020 to \$1,024,240 + Increase funds in FFY 26 in CON from \$814,021 to \$1,076,320 <p><i>Total project cost decreased from \$29,886,193 to \$26,676,047</i></p>
T2945	District TDM (goDCgo)	\$12,082,107	\$10,241,511	(\$1,840,596)	-15	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in OTHER from \$122,707 to \$0 - Decrease funds in FFY 25 in OTHER from \$122,707 to \$0 - Decrease funds in FFY 26 in OTHER from \$122,707 to \$0 <p>CMAQ</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in OTHER from \$490,825 to \$0 - Decrease funds in FFY 25 in OTHER from \$490,825 to \$0 - Decrease funds in FFY 26 in OTHER from \$490,825 to \$0 <p><i>Total project cost decreased from \$12,082,107 to \$10,241,511</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T3213	Planning and Management Systems	\$44,876,443	\$43,353,614	(\$1,522,829)	-3	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in PLANNING from \$10,000 to \$0 - Decrease funds in FFY 24 in CON from \$63,589 to \$0 - Decrease funds in FFY 25 in PLANNING from \$10,000 to \$0 + Increase funds in FFY 25 in PE from \$1,382,471 to \$1,807,671 - Decrease funds in FFY 25 in CON from \$63,589 to \$0 - Decrease funds in FFY 26 in PLANNING from \$10,000 to \$0 - Decrease funds in FFY 26 in PE from \$1,914,618 to \$1,480,618 - Decrease funds in FFY 26 in CON from \$63,589 to \$0 <p>STBG</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in PLANNING from \$40,000 to \$0 - Decrease funds in FFY 24 in CON from \$254,354 to \$0 - Decrease funds in FFY 25 in PLANNING from \$40,000 to \$0 + Increase funds in FFY 25 in PE from \$2,594,602 to \$4,295,402 - Decrease funds in FFY 25 in CON from \$254,354 to \$0 - Decrease funds in FFY 26 in PLANNING from \$40,000 to \$0 - Decrease funds in FFY 26 in PE from \$4,730,603 to \$2,994,603 - Decrease funds in FFY 26 in CON from \$254,354 to \$0 <p>STIC</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 24 in PE for \$125,000 ▶ Delete funds in FFY 25 in PE for \$125,000 ▶ Delete funds in FFY 26 in PE for \$125,000 <p><i>Total project cost decreased from \$44,876,443 to \$43,353,614</i></p>
T5957	Pennsylvania Ave and Potomac Ave SE Intersection Improvements	\$25,141,945	\$23,978,645	(\$1,163,300)	-5	Cost change(s), Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Changed AQ Confirm:</p> <ul style="list-style-type: none"> - from "No" to "" <p>State (NM)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in CON for \$23,870,000 <p>DC/STATE</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 24 in CON for \$4,173,630 ▶ Delete funds in FFY 25 in CON for \$779,030 <p>STBG</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 24 in CON for \$16,964,520 ▶ Delete funds in FFY 25 in CON for \$3,116,120 <p><i>Total project cost decreased from \$25,141,945 to \$23,978,645</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6812	William Howard Taft Memorial Bridge Rehabilitation- INFORMATIONAL	\$16,929,500	\$16,000,000	(\$929,500)	-5	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 DC/STATE ▶ Delete funds in FFY 26 in PE for \$585,900 ▶ Add funds in FFY 27 in PE for \$600,000 ▶ Add funds in FFY 29 in CON for \$2,600,000 <p>NHPP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 26 in PE for \$2,343,600 ▶ Add funds in FFY 27 in PE for \$2,400,000 ▶ Add funds in FFY 29 in CON for \$10,400,000 <p><i>Total project cost decreased from \$16,929,500 to \$16,000,000</i></p>
T6516	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	\$13,460,000	\$12,537,750	(\$922,250)	-7	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL (NM)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in CON for \$9,493,750 <p>DC/STATE</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 24 in CON for \$1,866,200 ▶ Delete funds in FFY 25 in CON for \$217,000 <p>CMAQ</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 24 in CON for \$7,464,800 ▶ Delete funds in FFY 25 in CON for \$868,000 <p><i>Total project cost decreased from \$13,460,000 to \$12,537,750</i></p>
T3212	Safety Improvements Citywide	\$69,066,593	\$68,384,709	(\$681,884)	-1	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in PE from \$1,441,925 to \$1,141,925 + Increase funds in FFY 24 in CON from \$1,467,136 to \$1,712,468 - Decrease funds in FFY 25 in PE from \$1,446,925 to \$1,146,925 + Increase funds in FFY 25 in CON from \$1,467,136 to \$1,721,601 - Decrease funds in FFY 26 in PE from \$1,446,925 to \$1,146,925 + Increase funds in FFY 26 in CON from \$1,467,136 to \$1,730,963 <p>HSIP</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in PE from \$6,761,325 to \$5,561,325 - Decrease funds in FFY 25 in PE from \$6,761,325 to \$5,561,325 - Decrease funds in FFY 26 in PE from \$6,761,325 to \$5,561,325 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in CON from \$5,868,544 to \$6,849,870 + Increase funds in FFY 25 in CON from \$5,868,544 to \$6,886,404 + Increase funds in FFY 26 in CON from \$5,868,544 to \$6,923,850 <p><i>Total project cost decreased from \$69,066,593 to \$68,384,709</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T3215	Pavement Restoration - STBG Streets	\$52,731,000	\$52,074,250	(\$656,750)	-1	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in CON from \$2,636,550 to \$2,600,000 - Decrease funds in FFY 25 in CON from \$2,647,400 to \$2,600,000 - Decrease funds in FFY 26 in CON from \$2,647,400 to \$2,600,000 <p>STBG</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in CON from \$10,546,200 to \$10,400,000 - Decrease funds in FFY 25 in CON from \$10,589,600 to \$10,400,000 - Decrease funds in FFY 26 in CON from \$10,589,600 to \$10,400,000 <p><i>Total project cost decreased from \$52,731,000 to \$52,074,250</i></p>
T5316	Guardrails and Attenuators	\$11,857,768	\$11,361,934	(\$495,834)	-4	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in CON from \$589,710 to \$525,140 - Decrease funds in FFY 25 in CON from \$601,029 to \$579,390 - Decrease funds in FFY 26 in CON from \$601,029 to \$588,070 <p>STBG</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in CON from \$2,358,838 to \$2,100,560 - Decrease funds in FFY 25 in CON from \$2,404,114 to \$2,317,560 - Decrease funds in FFY 26 in CON from \$2,404,114 to \$2,352,280 <p><i>Total project cost decreased from \$11,857,768 to \$11,361,934</i></p>
T3242	Stormwater-Hydraulic Structures and Flood Management Works	\$26,236,098	\$25,994,698	(\$241,400)	-1	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$464,243 to \$490,103 - Decrease funds in FFY 25 in PE from \$464,243 to \$364,243 + Increase funds in FFY 26 in PE from \$464,243 to \$490,103 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$1,856,970 to \$1,960,410 - Decrease funds in FFY 25 in PE from \$1,856,970 to \$1,456,970 + Increase funds in FFY 26 in PE from \$1,856,970 to \$1,960,410 <p><i>Total project cost decreased from \$26,236,098 to \$25,994,698</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5313	Urban Forestry Program	\$2,399,659	\$2,227,412	(\$172,247)	-7	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in CON from \$119,982 to \$108,500 - Decrease funds in FFY 25 in CON from \$119,982 to \$108,500 - Decrease funds in FFY 26 in CON from \$119,983 to \$108,500 <p>NHPP</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in CON from \$191,018 to \$172,736 - Decrease funds in FFY 25 in CON from \$191,018 to \$172,736 - Decrease funds in FFY 26 in CON from \$191,019 to \$172,736 <p>STBG</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in CON from \$288,914 to \$261,264 - Decrease funds in FFY 25 in CON from \$288,915 to \$261,264 - Decrease funds in FFY 26 in CON from \$288,916 to \$261,264 <p><i>Total project cost decreased from \$2,399,659 to \$2,227,412</i></p>
T2796	National Recreational Trails	\$3,420,002	\$3,264,002	(\$156,000)	-5	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>CRP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 24 in PE for \$374,400 ▶ Delete funds in FFY 25 in PE for \$374,400 ▶ Delete funds in FFY 26 in PE for \$374,400 <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in PE from \$173,600 to \$163,200 - Decrease funds in FFY 25 in PE from \$173,600 to \$163,200 - Decrease funds in FFY 26 in PE from \$173,600 to \$163,200 <p>NRT</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$320,000 to \$652,800 + Increase funds in FFY 25 in PE from \$320,000 to \$652,800 + Increase funds in FFY 26 in PE from \$320,000 to \$652,800 <p><i>Total project cost decreased from \$3,420,002 to \$3,264,002</i></p>
T11622	National Electric Vehicle Infrastructure Deployment Program (NEVI)	\$9,577,115	\$9,524,446	(\$52,669)	-1	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$0 to \$233,333 - Decrease funds in FFY 24 in CON from \$710,534 to \$0 <ul style="list-style-type: none"> ▶ Add funds in FFY 25 in PE for \$233,333 ▶ Add funds in FFY 26 in PE for \$233,333 <p>NEVI</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$0 to \$933,333 - Decrease funds in FFY 24 in CON from \$2,842,133 to \$0 <ul style="list-style-type: none"> ▶ Add funds in FFY 25 in PE for \$933,333 ▶ Add funds in FFY 26 in PE for \$933,333 <p><i>Total project cost decreased from \$9,577,115 to \$9,524,446</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2743	Great Streets - Pennsylvania Ave, SE	\$15,001,000	\$15,000,000	(\$1,000)	0	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Changed AQ Confirm: - from "No" to "" LOCAL ► Delete funds in FFY 23 in CON for \$3,000,000 DC/STATE + Increase funds in FFY 24 in CON from \$1,000 to \$3,000,000 HIP ► Add funds in FFY 24 in CON for \$12,000,000 NHPP ► Delete funds in FFY 23 in CON for \$12,000,000 <i>Total project cost decreased from \$15,001,000 to \$15,000,000</i>
T6105	DC Circulator	\$774,994	\$773,994	(\$1,000)	0	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ► Delete funds in FFY 26 in CON for \$1,000 <i>Total project cost decreased from \$774,994 to \$773,994</i>
T5802	AWI Program Manager	\$10,000,000	\$10,000,000	\$0	0	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ► Delete funds in FFY 24 in PE for \$300,000 DC/STATE ► Add funds in FFY 24 in PE for \$300,000 <i>Total project cost stays the same \$10,000,000</i>
T11612	Research Program and Projects	\$6,000,000	\$6,000,000	\$0	0	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 23 in PE from \$0 to \$300,000 - Decrease funds in FFY 23 in CON from \$300,000 to \$0 + Increase funds in FFY 24 in PE from \$0 to \$300,000 - Decrease funds in FFY 24 in CON from \$300,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$300,000 - Decrease funds in FFY 25 in CON from \$300,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$300,000 - Decrease funds in FFY 26 in CON from \$300,000 to \$0 SPR + Increase funds in FFY 23 in PE from \$0 to \$1,200,000 - Decrease funds in FFY 23 in CON from \$1,200,000 to \$0 + Increase funds in FFY 24 in PE from \$0 to \$1,200,000 - Decrease funds in FFY 24 in CON from \$1,200,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$1,200,000 - Decrease funds in FFY 25 in CON from \$1,200,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$1,200,000 - Decrease funds in FFY 26 in CON from \$1,200,000 to \$0 <i>Total project cost stays the same \$6,000,000</i>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5298	Emergency Transportation Project	\$100,000	\$100,000	\$0	0	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$0 to \$5,000 - Decrease funds in FFY 24 in CON from \$5,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$5,000 - Decrease funds in FFY 25 in CON from \$5,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$5,000 - Decrease funds in FFY 26 in CON from \$5,000 to \$0 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$0 to \$20,000 - Decrease funds in FFY 24 in CON from \$20,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$20,000 - Decrease funds in FFY 25 in CON from \$20,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$20,000 - Decrease funds in FFY 26 in CON from \$20,000 to \$0 <p><i>Total project cost stays the same \$100,000</i></p>
T3219	Commuter Connections Program	\$3,474,484	\$3,626,234	\$151,750	4	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in PE from \$178,699 to \$176,952 + Increase funds in FFY 25 in PE from \$173,101 to \$183,800 + Increase funds in FFY 26 in PE from \$179,972 to \$201,369 <p>CMAQ</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in PE from \$714,794 to \$707,810 + Increase funds in FFY 25 in PE from \$692,401 to \$735,199 + Increase funds in FFY 26 in PE from \$719,888 to \$805,475 <p><i>Total project cost increased from \$3,474,484 to \$3,626,234</i></p>
T11591	Clean Air Partners	\$347,000	\$536,000	\$189,000	54	Cost change(s), Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$18,600 ▶ Add funds in FFY 28 in PE for \$19,200 <p>CMAQ</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$74,400 ▶ Add funds in FFY 28 in PE for \$76,800 <p><i>Total project cost increased from \$347,000 to \$536,000</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2699	Asset Preservation of Tunnels in the District of Columbia	\$111,298,660	\$111,697,179	\$398,519	0	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in PE from \$38,415 to \$0 + Increase funds in FFY 24 in CON from \$2,524,356 to \$2,562,770 - Decrease funds in FFY 25 in PE from \$38,415 to \$0 + Increase funds in FFY 25 in CON from \$2,417,759 to \$2,562,770 - Decrease funds in FFY 26 in PE from \$38,415 to \$0 + Increase funds in FFY 26 in CON from \$2,447,752 to \$2,456,223 - Decrease funds in FFY 27 in PE from \$38,415 to \$0 + Increase funds in FFY 27 in CON from \$2,417,759 to \$2,456,223 <p>NHPP</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in PE from \$153,657 to \$0 + Increase funds in FFY 24 in CON from \$10,097,423 to \$10,251,080 - Decrease funds in FFY 25 in PE from \$153,657 to \$0 + Increase funds in FFY 25 in CON from \$9,671,034 to \$10,251,080 - Decrease funds in FFY 26 in PE from \$153,657 to \$0 + Increase funds in FFY 26 in CON from \$9,791,006 to \$9,824,892 - Decrease funds in FFY 27 in PE from \$138,657 to \$0 + Increase funds in FFY 27 in CON from \$9,671,034 to \$9,824,892 <p><i>Total project cost increased from \$111,298,660 to \$111,697,179</i></p>
T3210	Transportation Alternatives Program	\$4,337,173	\$5,086,123	\$748,950	17	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$230,000 to \$249,550 + Increase funds in FFY 25 in PE from \$230,000 to \$295,120 + Increase funds in FFY 26 in PE from \$230,000 to \$295,120 <p>TAP</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$920,000 to \$998,200 + Increase funds in FFY 25 in PE from \$920,000 to \$1,180,480 + Increase funds in FFY 26 in PE from \$920,000 to \$1,180,480 <p><i>Total project cost increased from \$4,337,173 to \$5,086,123</i></p>
T6102	Planning Activities Passthrough (MWCOCG)	\$25,655,345	\$27,459,382	\$1,804,037	7	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in OTHER from \$808,325 to \$906,551 + Increase funds in FFY 25 in OTHER from \$808,325 to \$928,376 + Increase funds in FFY 26 in OTHER from \$808,325 to \$950,857 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in OTHER from \$3,233,300 to \$3,626,200 + Increase funds in FFY 25 in OTHER from \$3,233,300 to \$3,713,503 + Increase funds in FFY 26 in OTHER from \$3,233,300 to \$3,803,425 <p><i>Total project cost increased from \$25,655,345 to \$27,459,382</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6644	LED Signage Procurement and Installation	\$1,440,000	\$4,679,297	\$3,239,297	225	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in CON from \$72,000 to \$279,870 + Increase funds in FFY 25 in CON from \$72,000 to \$288,477 + Increase funds in FFY 26 in CON from \$72,000 to \$295,513 <p>NHPP</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in CON from \$288,000 to \$1,119,477 + Increase funds in FFY 25 in CON from \$288,000 to \$1,153,908 + Increase funds in FFY 26 in CON from \$288,000 to \$1,182,052 <p><i>Total project cost increased from \$1,440,000 to \$4,679,297</i></p>
T3202	Bridge Design	\$6,385,769	\$9,640,769	\$3,255,000	51	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>BFP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in PE for \$868,000 ▶ Add funds in FFY 25 in PE for \$868,000 ▶ Add funds in FFY 26 in PE for \$868,000 <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$266,581 to \$483,581 + Increase funds in FFY 25 in PE from \$270,411 to \$487,411 + Increase funds in FFY 26 in PE from \$97,131 to \$314,131 <p><i>Total project cost increased from \$6,385,769 to \$9,640,769</i></p>
T5922	Freight Planning Program	\$3,718,155	\$8,409,875	\$4,691,720	126	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in CON from \$50,261 to \$50,621 + Increase funds in FFY 25 in PLANNING from \$60,000 to \$173,600 + Increase funds in FFY 25 in CON from \$50,261 to \$50,621 ▶ Add funds in FFY 27 in PLANNING for \$173,600 PE for \$217,000 ▶ Add funds in FFY 29 in CON for \$434,000 <p>NHFP</p> <ul style="list-style-type: none"> + Increase funds in FFY 25 in PLANNING from \$240,000 to \$694,400 ▶ Add funds in FFY 27 in PLANNING for \$694,400 PE for \$868,000 ▶ Add funds in FFY 29 in CON for \$1,736,000 <p><i>Total project cost increased from \$3,718,155 to \$8,409,875</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6610	Citywide Large Guide Sign Maintenance	\$15,623,785	\$22,826,120	\$7,202,335	46	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$0 to \$434,000 - Decrease funds in FFY 24 in CON from \$1,367,100 to \$697,653 + Increase funds in FFY 25 in CON from \$1,367,100 to \$2,082,194 <ul style="list-style-type: none"> ▶ Add funds in FFY 26 in PE for \$227,850 CON for \$732,971 <p>NHPP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in CON for \$2,790,609 ▶ Add funds in FFY 25 in CON for \$2,860,374 ▶ Add funds in FFY 26 in CON for \$2,931,884 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$0 to \$1,736,000 - Decrease funds in FFY 24 in CON from \$5,468,400 to \$0 <ul style="list-style-type: none"> ▶ Add funds in FFY 26 in PE for \$911,400 <p><i>Total project cost increased from \$15,623,785 to \$22,826,120</i></p>
T3216	Traffic Operations Improvements Citywide	\$51,696,456	\$60,473,481	\$8,777,025	17	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$86,041 to \$94,783 + Increase funds in FFY 24 in CON from \$798,849 to \$1,098,849 - Decrease funds in FFY 24 in OTHER from \$1,295,599 to \$1,271,992 <ul style="list-style-type: none"> + Increase funds in FFY 25 in PE from \$86,041 to \$94,783 + Increase funds in FFY 25 in CON from \$920,881 to \$1,220,881 - Decrease funds in FFY 25 in OTHER from \$1,117,008 to \$1,093,401 <ul style="list-style-type: none"> + Increase funds in FFY 26 in PE from \$86,041 to \$94,784 + Increase funds in FFY 26 in CON from \$942,581 to \$1,242,581 - Decrease funds in FFY 26 in OTHER from \$1,339,824 to \$1,316,217 <p>HSIP</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in CON from \$1,944,000 to \$4,644,000 <ul style="list-style-type: none"> - Decrease funds in FFY 24 in OTHER from \$195,300 to \$0 + Increase funds in FFY 25 in CON from \$2,846,986 to \$5,546,986 <ul style="list-style-type: none"> - Decrease funds in FFY 25 in OTHER from \$195,300 to \$0 + Increase funds in FFY 26 in CON from \$2,846,986 to \$5,546,986 <ul style="list-style-type: none"> - Decrease funds in FFY 26 in OTHER from \$195,300 to \$0 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$344,161 to \$379,130 + Increase funds in FFY 24 in OTHER from \$4,987,094 to \$5,087,964 <ul style="list-style-type: none"> + Increase funds in FFY 25 in PE from \$344,162 to \$379,131 + Increase funds in FFY 25 in OTHER from \$4,272,730 to \$4,373,600 <ul style="list-style-type: none"> + Increase funds in FFY 26 in PE from \$344,162 to \$379,132 + Increase funds in FFY 26 in OTHER from \$5,163,993 to \$5,264,864 <p><i>Total project cost increased from \$51,696,456 to \$60,473,481</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11611	Traffic Operations Improvements Projects	\$17,325,513	\$26,221,335	\$8,895,822	51	Cost change(s), Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 24 in CON from \$436,337 to \$2,215,501 STBG + Increase funds in FFY 24 in CON from \$544,670 to \$7,661,328 <i>Total project cost increased from \$17,325,513 to \$26,221,335</i>
T6187	I-395 HOV Bridge over Potomac River	\$26,000,000	\$35,998,275	\$9,998,275	38	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Add funds in FFY 24 in CON for \$7,998,620 DC/STATE ▶ Add funds in FFY 24 in CON for \$1,999,655 <i>Total project cost increased from \$26,000,000 to \$35,998,275</i>
T6315	East Capitol Street Corridor Mobility & Safety Plan	\$49,967,299	\$61,907,725	\$11,940,426	24	Cost change(s), Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Delete funds in FFY 24 in CON for \$2,985,920 ▶ Delete funds in FFY 25 in CON for \$2,985,920 + Increase funds in FFY 26 in CON from \$2,985,920 to \$3,920,648 ▶ Add funds in FFY 27 in CON for \$3,920,648 ▶ Add funds in FFY 28 in CON for \$3,504,550 STBG ▶ Delete funds in FFY 24 in CON for \$11,943,680 ▶ Delete funds in FFY 25 in CON for \$11,943,680 + Increase funds in FFY 26 in CON from \$11,943,680 to \$15,682,590 ▶ Add funds in FFY 27 in CON for \$15,682,590 ▶ Add funds in FFY 28 in CON for \$14,018,200 <i>Total project cost increased from \$49,967,299 to \$61,907,725</i>
T6657	New York Ave NE Bridge over Anacostia River- INFORMATIONAL	\$22,833,450	\$35,000,000	\$12,166,550	53	Cost change(s), Programming Update, Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 24 in CON for \$2,013,760 ▶ Delete funds in FFY 26 in CON for \$16,253,000 ▶ Add funds in FFY 28 in CON for \$28,000,000 DC/STATE ▶ Delete funds in FFY 24 in CON for \$503,440 ▶ Delete funds in FFY 26 in CON for \$4,063,250 ▶ Add funds in FFY 28 in CON for \$7,000,000 <i>Total project cost increased from \$22,833,450 to \$35,000,000</i>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2633	Size and Weight Enforcement Program	\$13,036,648	\$25,842,227	\$12,805,579	98	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in CON from \$39,000 to \$2,598,033 NHFP - Decrease funds in FFY 24 in CON from \$156,000 to \$149,730 + Increase funds in FFY 25 in CON from \$151,900 to \$157,108 + Increase funds in FFY 26 in CON from \$151,900 to \$157,108 NHFP ▶ Add funds in FFY 24 in CON for \$10,242,400 <p><i>Total project cost increased from \$13,036,648 to \$25,842,227</i></p>
T6804	I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp	\$32,336,250	\$49,483,750	\$17,147,500	53	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in PE for \$500,000 ▶ Delete funds in FFY 25 in PE for \$651,000 + Increase funds in FFY 27 in PE from \$0 to \$500,000 - Decrease funds in FFY 27 in CON from \$4,919,500 to \$0 ▶ Add funds in FFY 29 in CON for \$8,000,000 NHFP ▶ Add funds in FFY 24 in PE for \$2,000,000 ▶ Delete funds in FFY 25 in PE for \$2,604,000 + Increase funds in FFY 27 in PE from \$0 to \$2,000,000 - Decrease funds in FFY 27 in CON from \$19,678,000 to \$0 ▶ Add funds in FFY 29 in CON for \$32,000,000 <p><i>Total project cost increased from \$32,336,250 to \$49,483,750</i></p>
T6240	Safety and Geometric Improvements of I-295	\$2,801,000	\$28,272,212	\$25,471,212	909	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 in CON for \$1,000 DC/STATE ▶ Add funds in FFY 24 in PE for \$677,350 ROW for \$70,215 ▶ Add funds in FFY 27 in PE for \$48,825 ▶ Add funds in FFY 28 in PE for \$24,739 CON for \$4,130,769 ▶ Add funds in FFY 29 in CON for \$142,546 STBG ▶ Add funds in FFY 24 in PE for \$2,709,400 ROW for \$280,860 ▶ Add funds in FFY 27 in PE for \$195,300 ▶ Add funds in FFY 28 in PE for \$98,953 CON for \$16,523,074 ▶ Add funds in FFY 29 in CON for \$570,181 <p><i>Total project cost increased from \$2,801,000 to \$28,272,212</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11598	Rehabilitation of Whitehurst Freeway Bridge	\$5,099,500	\$45,000,000	\$39,900,500	782	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>BFP</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$1,822,800 to \$2,000,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$2,000,000 <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$455,700 to \$500,000 - Decrease funds in FFY 27 in PE from \$564,200 to \$500,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 29 in CON for \$8,000,000 <p>NHPP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 in PE for \$2,256,800 ▶ Add funds in FFY 29 in CON for \$32,000,000 <p><i>Total project cost increased from \$5,099,500 to \$45,000,000</i></p>
T5346	Theodore Roosevelt Bridge Rehabilitation	\$133,922,782	\$224,420,843	\$90,498,061	68	Cost change(s), Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 24 in CON for \$12,152,001 ▶ Add funds in FFY 25 in CON for \$9,441,883 ▶ Add funds in FFY 26 in CON for \$12,916,384 ▶ Add funds in FFY 27 in CON for \$7,893,346 <p>HIP</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in CON from \$3,166,231 to \$3,166,231 <ul style="list-style-type: none"> ▶ Delete funds in FFY 24 in CON for \$16,978,243 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in CON from \$38,455,991 to \$38,455,991 <ul style="list-style-type: none"> ▶ Delete funds in FFY 24 in CON for \$31,629,756 ▶ Add funds in FFY 25 in CON for \$37,767,532 ▶ Add funds in FFY 26 in CON for \$51,665,534 ▶ Add funds in FFY 27 in CON for \$31,573,382 <p><i>Total project cost increased from \$133,922,782 to \$224,420,843</i></p>
TOTAL		\$1,854,837,187	\$1,426,593,089	(\$428,244,098)			

*ACCP is not part of the Total..

ATTACHMENT C

Government of the District of Columbia Department of Transportation



August 28th, 2023

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

Dear Chair Collins,

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

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON
T6516	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	\$13,460,000	\$12,537,750	(\$922,250)	-7	Cost change(s), Programming Update, Schedule Change(s)
T6315	East Capitol Street Corridor Mobility & Safety Plan	\$49,967,299	\$61,907,725	\$11,940,426	24	Cost change(s), Schedule Change(s)
T2796	National Recreational Trails	\$3,420,002	\$3,264,002	(\$156,000)	-5	Cost change(s)
T3212	Safety Improvements Citywide	\$69,066,593	\$68,384,709	(\$681,884)	-1	Cost change(s), Programming Update
T2927	Highway Structures Preventive Maintenance and Repairs	\$29,886,193	\$26,676,047	(\$3,210,146)	-11	Cost change(s)
T3202	Bridge Design	\$6,385,769	\$9,640,769	\$3,255,000	51	Cost change(s), Programming Update
T6187	I-395 HOV Bridge over Potomac River	\$26,000,000	\$35,998,275	\$9,998,275	38	Cost change(s), Programming Update
T5346	Theodore Roosevelt Bridge Rehabilitation	\$133,922,782	\$224,420,843	\$90,498,061	68	Cost change(s), Schedule Change(s)
T5342	Approach Bridges to 14th Street Bridge	\$39,842,500	\$6,750,000	(\$33,092,500)	-83	Cost change(s)
T6804	I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp	\$32,336,250	\$49,483,750	\$17,147,500	53	Cost change(s), Programming Update, Schedule Change(s)
T6428	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	\$17,734,500	\$14,200,000	(\$3,534,500)	-20	Cost change(s)
T13571	New York Avenue Bridge, NE over CSX RR	\$0	\$38,406,250	\$38,406,250	0	New project
T6657	New York Ave NE Bridge over Anacostia River	\$22,833,450	\$35,000,000	\$12,166,550	53	Cost change(s), Programming

						Update, Schedule Change(s)
T6812	William Howard Taft Memorial Bridge Rehabilitation	\$16,929,500	\$16,000,000	(\$929,500)	-5	Cost change(s), Programming Update, Schedule Change(s)
T11592	I-395 Southbound Exit Ramp to Southwest Freeway	\$27,293,750	\$14,604,000	(\$12,689,750)	-46	Cost change(s), Schedule Change(s)
T11598	Rehabilitation of Whitehurst Freeway Bridge	\$5,099,500	\$45,000,000	\$39,900,500	782	Cost change(s), Programming Update
T11596	10th Street Bridge over I-395	\$32,965,000	\$6,500,000	(\$26,465,000)	-80	Cost change(s), Programming Update, Schedule Change(s)
T6490	Southwest Freeway Bridge over South Capitol Street	\$66,818,751	\$8,500,000	(\$58,318,751)	-87	Cost change(s)
T11591	Clean Air Partners	\$347,000	\$536,000	\$189,000	54	Cost change(s), Schedule Change(s)
T5922	Freight Planning Program	\$3,718,155	\$8,409,875	\$4,691,720	126	Cost change(s), Programming Update
T2633	Size and Weight Enforcement Program	\$13,036,648	\$25,842,227	\$12,805,579	98	Cost change(s)
T3242	Stormwater-Hydraulic Structures and Flood Management Works	\$26,236,098	\$25,994,698	(\$241,400)	-1	Cost change(s), Programming Update, Schedule Change(s)
T5313	Urban Forestry Program	\$2,399,659	\$2,227,412	(\$172,247)	-7	Cost change(s)
T5802	AWI Program Manager	\$10,000,000	\$10,000,000	\$0	0	Programming Update
T3423	South Capitol Street Corridor	\$779,483,000	\$207,400,000	(\$572,083,000)	-73	Cost change(s), Schedule Change(s)
T3216	Traffic Operations Improvements Citywide	\$51,696,456	\$60,473,481	\$8,777,025	17	Cost change(s), Programming Update
T11622	National Electric Vehicle Infrastructure Deployment Program (NEVI)	\$9,577,115	\$9,524,446	(\$52,669)	-1	Cost change(s), Programming Update
T2743	Great Streets - Pennsylvania Ave, SE	\$15,001,000	\$15,000,000	(\$1,000)	0	Programming Update
T5957	Pennsylvania Ave and Potomac Ave SE Intersection Improvements	\$25,141,945	\$23,978,645	(\$1,163,300)	-5	Cost change(s), Schedule Change(s)
T5316	Guardrails and Attenuators	\$11,857,768	\$11,361,934	(\$495,834)	-4	Cost change(s)
T6240	Safety and Geometric Improvements of I-295	\$2,801,000	\$28,272,212	\$25,471,212	909	Cost change(s), Programming Update, Schedule Change(s)
T2699	Asset Preservation of Tunnels in the District of Columbia	\$111,298,660	\$111,697,179	\$398,519	0	Cost change(s)
T6801	Aspen St NW Improvements	\$13,860,000	\$6,159,000	(\$7,701,000)	-56	Cost change(s)
T3215	Pavement Restoration - STBG Streets	\$52,731,000	\$52,074,250	(\$656,750)	-1	Cost change(s)
T6644	LED Signage Procurement and Installation	\$1,440,000	\$4,679,297	\$3,239,297	225	Cost change(s)

T5347	Traffic Signal Maintenance	\$150,958,162	\$171,916,712	\$20,958,550	14	Cost change(s), Programming Update
T11612	Research Program and Projects	\$6,000,000	\$6,000,000	\$0	0	Programming Update
T3219	Commuter Connections Program	\$3,474,484	\$3,626,234	\$151,750	4	Cost change(s)
T6102	Planning Activities Passthrough (MWCOC)	\$25,655,345	\$27,459,382	\$1,804,037	7	Cost change(s)
T11604	DC Circulator Bus Procurement	\$51,436,209	\$37,777,176	(\$13,659,033)	-27	Cost change(s)
T6105	DC Circulator	\$774,994	\$773,994	(\$1,000)	0	Cost change(s)
T11611	Traffic Operations Improvements Projects	\$17,325,513	\$26,221,335	\$8,895,822	51	Cost change(s), Schedule Change(s)
T2945	District TDM (goDCgo)	\$12,082,107	\$10,241,511	(\$1,840,596)	-15	Cost change(s), Programming Update
T6610	Citywide Large Guide Sign Maintenance	\$15,623,785	\$22,826,120	\$7,202,335	46	Cost change(s), Programming Update
T3213	Planning and Management Systems	\$44,876,443	\$43,353,614	(\$1,522,829)	-3	Cost change(s), Programming Update, Schedule Change(s)
T3210	Transportation Alternatives Program	\$4,337,173	\$5,086,123	\$748,950	17	Cost change(s)
T5298	Emergency Transportation Project	\$100,000	\$100,000	\$0	0	Programming Update
TOTAL		\$1,854,837,187	\$1,426,593,089	(\$428,244,098)		

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 September 8th 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. Of course, please feel free to contact me directly.

Sincerely,



Kyle Scott
Acting Chief Administrative Officer
District Department of Transportation
Kyle.scott@dc.gov

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-23.2 WHICH ADDS
FUNDING FOR A NEW AREA OF PERSISTENT POVERTY STUDY AND NEW CAPITAL
INVESTMENTS IN ZERO-EMISSIONS BUSES AND SUPPORTING INFRASTRUCTURE,
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 23-23.2, which adds \$667,000 for a new study on an **Area of Persistent Poverty in Prince George's County (T13565)**, and \$31.25 million for **Prince George's County Bus and Bus Facilities Competitive Lo-No capital investment (T13566)** which will acquire 20 new zero-emissions busses and supporting infrastructure, as described in the attached materials; and

WHEREAS, the attached materials include:

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

ATTACHMENT B) Letter from MDOT dated August 25, 2023, requesting the amendments; and

WHEREAS, these amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-23.2, creating the 23rd 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, the study and capital investments for the 20 new zero-emissions buses and supporting infrastructure are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-23.2 which adds \$667,000 for a new study on an **Area of Persistent Poverty in Prince George's County (T13565)**, and \$31.25 million for **Prince George's County Bus and Bus Facilities Competitive Lo-No capital investment (T13566)** which will acquire 20 new zero-emissions busses and supporting infrastructure, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 8, 2023.
Final approval following review by the full board on Wednesday, September 20, 2023.**



<i>TIP ID</i>	T13565	<i>Lead Agency</i>	Maryland Department of Transportation - Maryland Transit Administration	<i>Project Type</i>	Study/Planning/Research
<i>Project Name</i>	Area of Persistent Poverty Prince George's County	<i>County</i>		<i>Total Cost</i>	\$666,666
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2024
		<i>Agency Project ID</i>			

Description The Prince George's County Department of Public Works will receive funding to study ways to improve traffic safety, stormwater management, and streetscapes to discourage crime and improve transit access. The study will also assess how to extend its bus rapid transit corridor to Prince George's County Community College. These improvements will connect people who live in an area that experiences persistent poverty to jobs, schools, healthcare, and other services and improve their health by reducing greenhouse-gas emissions.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
STUDY	LOCAL	-	-	\$66,666	-	-	-	\$66,666	\$66,666	
STUDY	S. 5303	-	-	\$600,000	-	-	-	\$600,000	\$600,000	
	<i>Total STUDY</i>	-	-	\$666,666	-	-	-	\$666,666	\$666,666	
	<i>Total Programmed</i>	-	-	\$666,666	-	-	-	\$666,666	\$666,666	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-23.2	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T13566	<i>Lead Agency</i>	Maryland Department of Transportation - Maryland Transit Administration	<i>Project Type</i>	Transit - Other
<i>Project Name</i>	Prince George's County Bus and Bus Facilities Competitive Low-No	<i>County</i>	Prince Georges	<i>Total Cost</i>	\$31,250,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description Prince George's County Government will receive funding to purchase 20 zero-emission, battery electric buses, upgrade the electrical system at their transit depot, add additional electric chargers at multiple transit hubs and install a microgrid.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
CON	LOCAL	-	-	\$6,250,000	-	-	-	\$6,250,000	\$6,250,000	
CON	S. 5339(B)	-	-	\$25,000,000	-	-	-	\$25,000,000	\$25,000,000	
	<i>Total CON</i>	-	-	\$31,250,000	-	-	-	\$31,250,000	\$31,250,000	
	<i>Total Programmed</i>	-	-	\$31,250,000	-	-	-	\$31,250,000	\$31,250,000	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-23.2	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

August 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 two new Maryland Transit Administration (MTA) projects for grants to Prince George's County Department of Public Works and Transportation (DPW&T) as described below and in the attached memo.

This action reflects the MTA's grant awards to implement a study and purchase zero-emission buses. These projects are not enhancing capacity and therefore, do not need an air quality conformity analysis.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
13565	Area of Persistent Poverty Prince George's County	\$667	Adds new project and funds for planning and preliminary engineering.
13566	Prince George's County Bus and Bus Facilities Competitive Low-No	\$31,250	Adds new project and funds for planning and preliminary engineering.

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

These projects are using new, previously unencumbered funds, and it 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@mdot.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

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. ELIZABETH GORDON, DIRECTOR OF PLANNING AND PROGRAMMING *EG*
MDOT MTA OFFICE OF PLANNING AND PROGRAMMING

DATE: August 7, 2023

SUBJECT: Amendment to the FY 2024-2027 WASHCOG TIP

MDOT MTA is requesting to Amend the FY 2024-2027 WASHCOG TIP by adding a new project, Area of Persistent Poverty Prince George's County (AoPP).

The Prince George's County Department of Public Works will receive funding to study ways to improve traffic safety, stormwater management, and streetscapes to discourage crime and improve transit access. The study will also assess how to extend its bus rapid transit corridor to Prince George's County Community College. These improvements will connect people who live in an area that experiences persistent poverty to jobs, schools, healthcare, and other services and improve their health by reducing greenhouse-gas emissions.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2024-2027 WASHCOG TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

cc: Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT
Mr. Tyson Byrne, Regional Planning Manager, Office of Planning & Capital Programming, MDOT


MARYLAND STATEWIDE TIP FY 2024-2027

MDOT TIP # T13565

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)		
				Federal	State/Local	Total
Area of Persistent Poverty Prince George's County	A	Exempt	n/a	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT MTA	TPB		\$ 600	\$ 67	\$ 667
Description	The Prince George's County Department of Public Works will receive funding to study ways to improve traffic safety, stormwater management, and streetscapes to discourage crime and improve transit access. The study will also assess how to extend its bus rapid transit corridor to Prince George's County Community College.					
Justification	These improvements will connect people who live in an area that experiences persistent poverty to jobs, schools, healthcare, and other services and improve their health by reducing greenhouse-gas emissions.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding					Total
		FY 2024	FY 2025	FY 2026	FY 2027		
<input checked="" type="checkbox"/> A) Adds new individual projects to the current TIP		Total	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the TIP		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Total	\$ 667	\$ -	\$ -	\$ -	\$ 667
		Federal	\$ 600	\$ -	\$ -	\$ -	\$ 600
		State/Local	\$ 67	\$ -	\$ -	\$ -	\$ 67
		Total	\$ 667	\$ -	\$ -	\$ -	\$ 667
		Federal	\$ 600	\$ -	\$ -	\$ -	\$ 600
		State/Local	\$ 67	\$ -	\$ -	\$ -	\$ 67

PHASE DETAIL

Current		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5303	\$ 600	\$ 67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 67	\$ 667
RW	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 600	\$ 67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 67	\$ 667

Change		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5303	\$ 600	\$ 67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 67	\$ 667
RW	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 600	\$ 67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 67	\$ 667

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal	\$ -	Federal	\$ 600	Federal	\$ -	Federal	\$ 600
State/Local	\$ -	State/Local	\$ 67	State/Local	\$ -	State/Local	\$ 67
Total	\$ -	Total	\$ 667	Total	\$ -	Total	\$ 667

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. ELIZABETH GORDON, DIRECTOR OF PLANNING AND PROGRAMMING 
MDOT MTA OFFICE OF PLANNING AND PROGRAMMING

DATE: August 7, 2023

SUBJECT: Amendment to the FY 2024-2027 WASHCOG TIP

MDOT MTA is requesting to Amend the FY 2024-2027 WASHCOG TIP by adding a new project, Prince George's County Bus and Bus Facilities Competitive Low-No.

Prince George's County Government will receive funding to purchase 20 zero-emission, battery electric buses, upgrade the electrical system at their transit depot, add additional electric chargers at multiple transit hubs and install a microgrid. The project will create good-paying jobs, reduce greenhouse gas emissions by an estimated 1,228 metric tons per year, and provide access to jobs, schools, and essential services, particularly for those in historically disadvantaged communities.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2024-2027 WASHCOG TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

cc: Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT
Mr. Tyson Byrne, Regional Planning Manager, Office of Planning & Capital Programming, MDOT

MARYLAND STATEWIDE TIP FY 2024-2027

MDOT TIP # 13566

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in Millions)		
				Federal	State/Local	Total
Prince George's County Bus and Bus Facilities Competitive Low- No	A	Exempt	n/a	\$ -	\$ -	\$ -
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MDOT MTA	TPB		\$ 25,000	\$ 6,250	\$ 31,250
Description	Prince George's County Government will receive funding to purchase 20 zero-emission, battery electric buses, upgrade the electrical system at their transit depot, add additional electric chargers at multiple transit hubs and install a microgrid.					
Justification	The project will create good-paying jobs, reduce greenhouse gas emissions by an estimated 1,228 metric tons per year, and provide access to jobs, schools, and essential services, particularly for those in historically disadvantaged communities.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current TIP	Total	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the TIP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Proposed (000s)	Total	\$ 31,250	\$ -	\$ -	\$ -	\$ 31,250
	Federal	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
	State/Local	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ 6,250
	Change (000s)	Total	\$ 31,250	\$ -	\$ -	\$ -	\$ 31,250
	Federal	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
	State/Local	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ 6,250



PHASE DETAIL

Current		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5339	\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250
RW	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250

Change		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5339	\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250
RW	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 25,000	Federal	\$ -	Federal	\$ 25,000
State/Local	\$ -	State/Local	\$ 6,250	State/Local	\$ -	State/Local	\$ 6,250
Total	\$ -	Total	\$ 31,250	Total	\$ -	Total	\$ 31,250

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 23-23.2 WHICH ADDS
FUNDING FOR TWO NEW ROADWAY PROJECTS AND TWO NEW TRANSIT PROGRAMS,
AND UPDATES FUNDING FOR ONE ROADWAY AND ONE TRANSIT PROJECT,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

WHEREAS, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-23.23, which adds a net total of approximately \$379 million to the four-year program of the TIP by adding approximately \$7.9 million for two new roadway project records and approximately \$250.9 million for two new transit operational program records, and programming an additional \$120.3 million on one existing roadway project record and one existing transit project record (see list at the end of this resolution) and as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the new records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost or 4-year program total before and after the amendment, the delta between those and the percentage change from the initial amount, the reason for the amendment, and a Change Summary narrative providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Two letters from VDOT dated August 28, 2023, requesting the amendments; and

WHEREAS, these amendments have been entered into the TPB’s Project InfoTrak database under TIP Action 23-23.1, creating the 23rd 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, these projects are either included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-23.3 which adds a net total of approximately \$379 million to the four-year program of the TIP by adding approximately \$7.9 million for two new roadway project records and approximately \$250.9 million for two new transit operational program records, and programming an additional \$120.3 million on one existing roadway project record and one existing transit project record (see list at the end of this resolution) and as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 8, 2023.
Final approval following review by the full board on Wednesday, September 20, 2023.**

TIP ID	RECORD TITLE	AMOUNT ADDED TO FY 2023-2026 TIP	
T13570	Virginia State-Supported Amtrak Operations	\$239,620,799	*
T13567	Fairfax County Parkway Widening (Southern Segment)	\$7,875,002	*
T13568	Conner Drive Extension and Roundabout	\$14,952	*
T13569	DASH Electric Bus Charging Infrastructure	\$11,233,000	*
T6520	Fairfax County Parkway Widening (Northern Segment)	102,768,186	
T6331	DASH Fleet Replacement Project	17,550,000	

*** Indicates new project or program record.**



<i>TIP ID</i>	T13570	<i>Lead Agency</i>	VPRA - Virginia Passenger Rail Authority	<i>Project Type</i>	Rail - Other
<i>Project Name</i>	Virginia State-Supported Amtrak Operations	<i>County</i>		<i>Total Cost</i>	\$239,620,799
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>	124309, 120532		

Description Operating expenses for two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51). The cost included is only for a portion of the routes and a portion of the train costs estimated for the jurisdiction.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
OTHER	CMAQ	-	-	\$12,196,898	\$12,698,603	\$7,971,899	-	\$32,867,400	\$32,867,400	
OTHER	DC/STATE	-	\$49,216,017	\$45,539,603	\$47,435,045	\$64,562,734	-	\$206,753,399	\$206,753,399	
	<i>Total Other</i>	-	\$49,216,017	\$57,736,501	\$60,133,648	\$72,534,633	-	\$239,620,799	\$239,620,799	
	<i>Total Programmed</i>	-	\$49,216,017	\$57,736,501	\$60,133,648	\$72,534,633	-	\$239,620,799	\$239,620,799	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-23.3 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID	T13567	Lead Agency	Virginia Department of Transportation	Project Type	Road - Add Capacity/Widening
Project Name	Fairfax County Parkway Widening (Southern Segment)	County	Fairfax	Total Cost	\$123,384,976
Project Limits	0.21 Mi South of Nomes Court to 0.15 Mi South of Route 123 (Ox Road)	Municipality		Completion Date	2027
		Agency Project ID	122982		

Description Widen Fairfax County Parkway from 4 lanes to 6 UPC 122982 will cover the Southern Segment with limits from 0.21 Mi South of Nomes Court to 0.15 Mi South of Route 123 (Ox Road). The funding information below is for UPC 122982 and does not include funding for UPC 107937. UPC 107937 will cover the Northern Segment with limits from 0.67 Mi North Route 29 to 0.21 Mi South of Nomes Court. UPC 122982 covers 2.15 Mi of UPC 107937 which originally covered the entire limits of "0.15 Mi S. of VA123" to "0.67 Mi N. of US 29", (4.219 Mi). See TIP ID 6520 for UPC 107937.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW	RSTP	-	\$2,906,863	-	\$800,000	-	-	\$3,706,863	\$3,706,863
ROW	DC/STATE	-	\$726,716	-	\$200,000	-	-	\$926,716	\$926,716
	Total ROW	-	\$3,633,579	-	\$1,000,000	-	-	\$4,633,579	\$4,633,579
CON	NVTA	-	-	-	-	-	\$108,000,000	-	\$108,000,000
CON	RSTP	-	-	-	-	-	\$6,007,979	-	\$6,007,979
CON	DC/STATE	-	\$3,241,423	-	-	-	\$1,501,995	\$3,241,423	\$4,743,418
	Total CON	-	\$3,241,423	-	-	-	\$115,509,974	\$3,241,423	\$118,751,397
	Total Programmed	-	\$6,875,002	-	\$1,000,000	-	\$115,509,974	\$7,875,002	\$123,384,976



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-23.3	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T13568	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Grade Separation
<i>Project Name</i>	Conner Drive Extension and Roundabout	<i>County</i>		<i>Total Cost</i>	\$14,952
<i>Project Limits</i>	Euclid Avenue to Manassas Drive	<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description Extension of Conner Drive southeast to Railroad Drive / Manassas Drive intersection with creation of new roundabout configuration. The extension would cross the Norfolk Southern railroad tracks thus require either grade separation meeting Norfolk Southern standards or a tunnel below the track alignment. The extension will likely require traffic control improvements at the southern terminus as well as the potential need for additional traffic controls at Euclid Drive.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
STUDY	LOCAL	-	-	\$14,952	-	-	-	\$14,952	\$14,952
	<i>Total STUDY</i>	-	-	\$14,952	-	-	-	\$14,952	\$14,952
	<i>Total Programmed</i>	-	-	\$14,952	-	-	-	\$14,952	\$14,952



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-23.3	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T13569	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transit - Capital
<i>Project Name</i>	DASH Electric Bus Charging Infrastructure	<i>County</i>		<i>Total Cost</i>	\$11,233,000
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description This new project will allow DASH to add and support thirteen (13) depot chargers to its new facility, including construction and installation of the chargers and 3 MW of electric utility upgrades. This will include a new 3 MW service to be constructed to support the new chargers. This project also includes workforce development.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	
PE	LOCAL	-	-	\$1,288,300	-	-	-	\$1,288,300	\$1,288,300	*Not Location Specific
PE	S. 5339 (C)	-	-	\$9,944,700	-	-	-	\$9,944,700	\$9,944,700	
	<i>Total PE</i>	-	-	\$11,233,000	-	-	-	\$11,233,000	\$11,233,000	
	<i>Total Programmed</i>	-	-	\$11,233,000	-	-	-	\$11,233,000	\$11,233,000	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-23.3	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T6331	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transit - Capital
<i>Project Name</i>	DASH Fleet Replacement Project	<i>County</i>		<i>Total Cost</i>	\$36,023,000
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	This project will allow DASH to accelerate its transition to a 100% zero-emissions fleet by replacing thirteen of DASHs end-of-life diesel buses with 100% battery electric buses (BEBs).				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	LOCAL	-	\$3,510,000	-	-	\$3,510,000	\$3,510,000
PE	S. 5339 (C)	-	\$14,040,000	-	-	\$14,040,000	\$14,040,000
	<i>Total PE</i>	-	\$17,550,000	-	-	\$17,550,000	\$17,550,000
CON	AC	AC	-	\$10,778,400	-	-	\$10,778,400
CON	ACC	\$2,800,000	-	-	-	\$2,800,000	\$2,800,000
CON	ACCP	ACC	-	\$10,778,400	-	-	*
CON	CMAQ	-	\$1,200,000	-	-	\$1,200,000	\$1,200,000
CON	DC/STATE	\$700,000	\$2,994,600	-	-	\$3,694,600	\$3,694,600
	<i>Total CON</i>	\$3,500,000	\$14,973,000	-	-	\$18,473,000	\$18,473,000
	<i>Total Programmed</i>	\$3,500,000	\$32,523,000	-	-	\$36,023,000	\$36,023,000

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.3 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

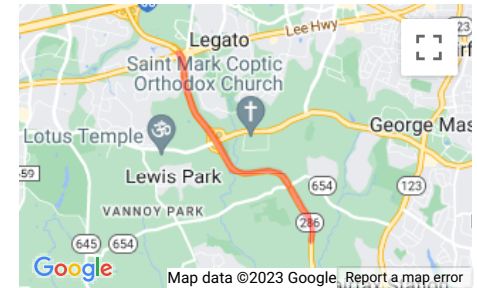
Total project cost increased from \$18,473,000 to \$36,023,000



TIP ID	T6520	Lead Agency	Virginia Department of Transportation	Project Type	Road - Add Capacity/Widening
Project Name	Fairfax County Parkway Widening (Northern Segment)	County	Fairfax	Total Cost	\$110,900,186
Project Limits	0.67 Mi North of Route 29 to 0.21 Mi North of Nomes Court	Municipality		Completion Date	2027
		Agency Project ID	107937		

Description Widen Fairfax County Parkway from 4 lanes to 6 UPC 107937 will cover the Northern Segment with limits from 0.67 Mi North Route 29 to 0.21 Mi North Nomes Court. The funding information below is for UPC 107937 and does not include funding for UPC 122982. UPC 122982 covers the Southern Segment with limits from 0.21 Mi North of Nomes Court to 0.15 Mi South Route 123 (Ox Road). UPC 122982 covers 2.15 Mi of UPC 107937 which originally covered the entire limits of "0.15 Mi S. of VA123" to "0.67 Mi N. of US 29" (4.219 Mi). See TIP ID 13567 for UPC 122982

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	\$4,942,557	-	\$2,628,035	\$2,428,965	-	\$9,999,557	\$9,999,557
PE	RSTP	-	\$825,421	-	-	-	-	\$825,421	\$825,421
PE	DC/STATE	-	\$4,942,557	-	-	\$2,428,965	-	\$7,371,522	\$7,371,522
	Total PE	-	\$10,710,535	-	\$2,628,035	\$4,857,930	-	\$18,196,500	\$18,196,500
ROW	RSTP	-	\$2,231,645	-	-	-	-	\$2,231,645	\$2,231,645
	Total ROW	-	\$2,231,645	-	-	-	-	\$2,231,645	\$2,231,645
CON	NVTA	-	\$47,622,812	-	\$37,400,000	-	-	\$85,022,812	\$85,022,812
CON	DC/STATE	-	\$2,821,194	-	\$2,628,035	-	-	\$5,449,229	\$5,449,229
	Total CON	-	\$50,444,006	-	\$40,028,035	-	-	\$90,472,041	\$90,472,041
	Total Programmed	-	\$63,386,186	-	\$42,656,070	\$4,857,930	-	\$110,900,186	\$110,900,186



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-19.3 Amendment 2023-2026	Pending	Pending	N/A
23-22 Amendment 2023-2026	08/25/2023	N/A	N/A
23-23.3 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$115,036,346 to \$110,900,186
 * ACCP is not part of the Total

**ATTACHMENT B - AMENDMENT SUMMARY REPORT FOR
TIP ACTION 23-23.3: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY VIRGINIA DEPARTMENT OF TRANSPORTATION.**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
VIRGINIA DEPARTMENT OF TRANSPORTATION							
T13567	Fairfax County Parkway Widening (Southern Segment)	\$0	\$123,384,976	\$123,384,976	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Add funds in FFY 23 in ROW for \$726,716 CON for \$3,241,423 ▶ Add funds in FFY 25 in ROW for \$200,000 ▶ Add funds in FFY 27 in CON for \$1,501,995* RSTP ▶ Add funds in FFY 23 in ROW for \$2,906,863 ▶ Add funds in FFY 25 in ROW for \$800,000 ▶ Add funds in FFY 27 in CON for \$6,007,979* NVTA ▶ Add funds in FFY 27 in CON for \$108,000,000* <i>Total project cost \$123,384,976</i>
T13568	Conner Drive Extension and Roundabout	\$0	\$14,952	\$14,952	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 24 in STUDY for \$14,952 <i>Total project cost \$14,952</i>
T13569	DASH Electric Bus Charging Infrastructure	\$0	\$11,233,000	\$11,233,000	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 24 in PE for \$1,288,300 S. 5339 (C) ▶ Add funds in FFY 24 in PE for \$9,944,700 <i>Total project cost \$11,233,000</i>
T6520	Fairfax County Parkway Widening (Northern Segment)	\$115,036,346	\$110,900,186	(\$4,136,160)	-4	Location/limits change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "Fairfax County Parkway widen from 4 to 6 lanes" to "Fairfax County Parkway Widening (Northern Segment)" LOCAL ▶ Add funds in FFY 23 in PE for \$4,942,557 ▶ Add funds in FFY 25 in PE for \$2,628,035 ▶ Add funds in FFY 26 in PE for \$2,428,965 TBD ▶ Delete funds in FFY 27 in ROW for \$4,720,464 CON for \$102,183,882 DC/STATE + Increase funds in FFY 23 in PE from \$1,626,400 to \$4,942,557 + Increase funds in FFY 23 in CON from \$0 to \$2,821,194 ▶ Add funds in FFY 25 in CON for \$2,628,035 ▶ Add funds in FFY 26 in PE for \$2,428,965 RSTP - Decrease funds in FFY 23 in PE from \$6,505,600 to \$825,421 + Increase funds in FFY 23 in ROW from \$0 to \$2,231,645 NVTA ▶ Add funds in FFY 23 in CON for \$47,622,812 ▶ Add funds in FFY 25 in CON for \$37,400,000 ▶ Delete funds in FFY 24 in PE for \$800,000 <i>Total project cost decreased from \$115,036,346 to \$110,900,186</i>
T6331	DASH Fleet Replacement Project	\$18,473,000	\$36,023,000	\$17,550,000	95	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "Transit : Vehicles" to "DASH Fleet Replacement Project"

							LOCAL
							▶ Add funds in FFY 24 in PE for \$3,510,000 S. 5339 (C)
							▶ Add funds in FFY 24 in PE for \$14,040,000
							Total project cost increased from \$18,473,000 to \$36,023,000
VIRGINIA PASSENGER RAIL AUTHORITY							
T13570	Virginia State-Supported Amtrak Operations	\$0	\$239,620,799	\$239,620,799	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE
							▶ Add funds in FFY 23 in OTHER for \$49,216,017
							▶ Add funds in FFY 24 in OTHER for \$45,539,603
							▶ Add funds in FFY 25 in OTHER for \$47,435,045
							▶ Add funds in FFY 26 in OTHER for \$64,562,734
							CMAQ
							▶ Add funds in FFY 24 in OTHER for \$12,196,898
							▶ Add funds in FFY 25 in OTHER for \$12,698,603
							▶ Add funds in FFY 26 in OTHER for \$7,971,899
							Total project cost \$239,620,799
TOTAL		\$ 133,509,346	\$ 521,176,913	\$ 387,667,567	91		

ATTACHMENT C



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

August 28, 2023

The Honorable Reuben Collins
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) Amendments:

1. Route 286 (Fairfax County Parkway) Widening – Northern Segment (TIP ID T6520 / UPC# 107937)
2. DASH Fleet Replacement Project – (TIP ID: T6331)
3. Route 286 (Fairfax County Parkway) Widening – Southern Segment (TIP ID T13567 / UPC# 122982) – *New Project*
4. Conner Drive Extension and Roundabout – (TIP ID: T13568) – *New Project*
5. DASH Electric Bus Charging Infrastructure (TIP ID: T13569) – *New Project*

Dear Chair Collins:

The Virginia Department of Transportation (VDOT) requests the following two amendments and three new projects be added to the FY 2023-2026 Transportation Improvement Program (TIP).

Project Requests for TIP Amendments

Route 286 (Fairfax County Parkway) Widening – Northern Segment (TIP ID T6520 / UPC# 107937)

This project will widen Route 286 (Fairfax County Parkway) from 4 to 6 lanes from Route 29 to Nomes Court and includes intersection improvements and pedestrian and bicycle amenities. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. As a note, TIP ID T6520 previously covered the entire segment of the Route 286 Widening from Route 29 to Route 123 (Ox Road). It has now been separated into two separate TIP ID's. T6520 covers the Northern Segment of Route 286 (Route 29 to Nomes Court) and T13567 covers the Southern Segment of Route 286 (Nomes Court to Route 123). The proposed amendment will:

- Add \$6,137,351 (State/District Funding) FY23 for PE Phase
- Add \$4,942,557 (Local Funding) FY23 for PE Phase
- Add \$2,231,645 (RSTP) FY23 for ROW Phase
- Add \$9,600,000 (NVTA) FY23 for CON Phase
- Add \$38,022,812 (NVTA) FY23 for CON Phase

- Add \$37,400,000 (NVTa) FY25 for CON Phase
- Add \$2,428,965 (State/District Funding) FY26 for PE Phase
- Add \$2,428,965 (Local Funding) FY26 for PE Phase

DASH Fleet Replacement Project (TIP ID: T6331)

This project will allow DASH to accelerate its transition to a 100% zero-emissions fleet by replacing thirteen of DASH's end-of-life diesel buses with 100% battery electric buses (BEBs). The proposed amendment will:

- Add \$14,040,000 (Sect. 5339(c) - Low or No Emissions Vehicle Program) FY24 for PE Phase
- Add \$3,510,000 (Local) FY24 PE Phase

New Project Requests Added to TIP

Route 286 (Fairfax County Parkway) Widening – Southern Segment (TIP ID T13567 / UPC# 122982) – New Project

This new project segment will widen Route 286 (Fairfax County Parkway) from 4 to 6 lanes from Nomes Court to Route 123 and includes intersection improvements, stormwater management facilities, and pedestrian and bicycle amenities. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. As a note, TIP ID T6520 previously covered the entire segment of the Route 286 Widening from Route 29 to Route 123 (Ox Road). It has now been separated into two separate TIP ID's. T13567 covers the Southern Segment of Route 286 (Nomes Court to Route 123) and T6520 covers the Northern Segment of Route 286 (Route 29 to Nomes Court). The proposed amendment will:

- Add \$2,906,863 (RSTP) FY23 for ROW Phase
- Add \$726,716 (State/District Funding) FY23 for ROW Phase
- Add \$800,000 (RSTP) FY25 for ROW Phase
- Add \$200,000 (State/District Funding) FY25 for ROW Phase
- Add \$6,007,979 (RSTP) FY27 for CON Phase
- Add \$1,501,995 (State/District Funding) FY27 for CON Phase
- Add \$3,241,423 (State/District Funding) FY27 for CON Phase
- Add \$108,000,000 (NVTa) FY27 for CON Phase

Conner Drive Extension and Roundabout – (TIP ID: T13568) – New Project

This new project will extend the southeast of Conner Drive to the Railroad Drive / Manassas Drive intersection and include the construction of a new roundabout. The extension would cross the Norfolk Southern railroad tracks. Although this project is not regionally significant; this project is needed in the TIP for the City to qualify for FHWA grant funding. The proposed amendment will:

- Add \$14,952 (Local Funding) FY24 for Study Phase

DASH Electric Bus Charging Infrastructure (TIP ID: T13569) – New Project

This new project will allow DASH to add and support thirteen (13) depot chargers to its new facility, including construction and installation of the chargers and 3 MW of electric utility

The Honorable Reuben Collins
August 28, 2023
Page Three

upgrades. This will include a new 3 MW service to be constructed to support the new chargers. This project also includes workforce development. The proposed amendment will:

- Add \$9,944,700 (Sect. 5339(c) - Low or No Emissions Vehicle Program) FY24 for PE Phase
- Add \$1,288,300 (Local Funding) FY24 for PE Phase

VDOT requests approval of the three existing and three new projects to the TIP by the Transportation Planning Board's Steering Committee at its meeting on September 8, 2023. VDOT's representative will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "John D. Lynch". The signature is fluid and cursive, with a large initial "J" and "L".

John D. Lynch, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Amir Shahpar, P.E., VDOT-NoVA



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

**P.O. Box 178 - City Hall
Alexandria, Virginia 22313**

alexandriava.gov

703.746.4025

August 23, 2023

Ms. Maria Sinner
Assistant District Administrator
Virginia Department of Transportation
4975 Alliance Drive, Suite 4E-342
Fairfax, VA 22030

Dear Ms. Sinner,

The City of Alexandria and the Alexandria Transportation Commission (ATC) requests project amendments to the FY 2023-2026 Transportation Improvement Program (TIP) to reflect project funding updates. The changes to be made to the FY2023-2026 TIP for the City's Bus and Low or No Emissions award of \$23,984,700 from the Federal Transit Administration are as outlined below:

- Amendment to add funding to DASH Fleet Replacement Project TIPID: T6331
This project will allow DASH to accelerate its transition to a 100% zero emissions fleet by replacing thirteen of DASH's end-of-life diesel buses with 100% battery electric buses (BEBs). The proposed amendment will add \$14,040,000 in the PE phase for FY24 using Federal Section 5339(c) funds for the Federal Transit Administration's Low or No Emission's Program. Also, add \$3,510,000 in the PE phase for FY24 using the City of Alexandria's local match.
- Amendment to add DASH Electric Bus Charging Infrastructure as a new project.
This project will allow DASH to add and support thirteen (13) depot chargers to its new facility, including construction and installation of the chargers and 3 MW of Electric Utility Upgrade. This will include a new 3 MW service to be constructed to support the new chargers. This project also includes workforce development. The proposed amendment will add \$9,944,700 in the PE phase for FY24 using Federal Section 5339(c) funds for the Federal Transit Administration's Low or No Emissions program. Also, add \$1,288,300 in the PE phase for FY24 using the City of Alexandria's local match.

The City requests that the Transportation Planning Board's (TPB) 2023-2026 TIP and VDOT's FY2021-2024 STIP be amended to reflect the changes, as project funds must be included in an approved TIP and STIP before the City can access these funds through the Federal Transit Administration grant application acceptance process.

Maria Sinner, Assistant District Administrator

August 23, 2023

Page 2

Thank you for your assistance with the City of Alexandria's project amendments. Should you have questions, please contact me at 703-746-4078 or tarrence.moorer@alexandriava.gov

Sincerely,

A handwritten signature in blue ink, appearing to read "Tarrence Moorner", with a stylized flourish at the end.

Tarrence Moorner,
Interim Director Transportation and Environmental Services (T&ES)

CC: James F. Parajon, City Manager
Emily A. Baker, Deputy City Manager
Hillary Orr, Deputy Director, T&ES
Jennifer Monaco, Transit Program Manager, T&ES
Philippe Simon, Grants Coordinator, T&ES



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

August 28, 2023

The Honorable Reuben Collins
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 Plan (TIP) Amendment
Virginia State-Supported Amtrak Operations (TIP ID: T13570/ UPC #20299/120532) – *New Project*

Dear Chair Collins:

On behalf of the Virginia Passenger Rail Authority (VPRA), the Virginia Department of Transportation (VDOT) requests the following new project be added to the FY 2023-2026 Transportation Improvement Program (TIP).

Virginia State-Supported Amtrak Operations (TIP ID: T13570/ UPC #20299/120532) – *New Project*

This new TIP project provides for the operating expenses associated with four Virginia supported Amtrak routes to include two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51).

Virginia has one current non-attainment area in Alexandria and other historical nonattainment areas across the state. FHWA has confirmed that CMAQ funding can be used for the new Amtrak state-supported service in the Commonwealth and can therefore be applied to gross operational and capital equipment expenses. Since these four routes cross through multiple MPOs, the cost included for TPB's adoption is only for the portion of the routes and train costs estimated within their jurisdiction.

The project cost estimate is \$239,620,800 and includes operating expenses from FY23-26. Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected project have been confirmed by VDOT and/or DRPT.

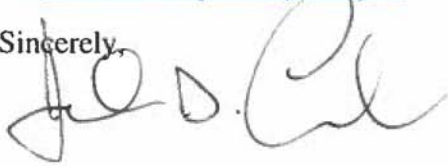
This project is not considered regionally significant for air quality, based on FHWA's rules on CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements. The CMAQ funding must be captured in the TIPs of all MPOs within the four state-supported routes before it can be administered to VPRA.

Specific funding details for this new TIP provided are attached in the VPRA memo dated August 4, 2023.

The Honorable Reuben Collins
August 28, 2023
Page Two

VDOT requests approval of this new VPRA project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on September 8, 2023. Should you have any additional question or concerns, please contact Ms. Naomi Klein, VPRA Planner Manager at 804-638-0594 or via email at naomi.klein@vpra.virginia.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "John D. Lynch". The signature is fluid and cursive, with a large initial "J" and "L".

John D. Lynch, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Amir Shahpar, P.E., VDOT-NoVA



COMMONWEALTH of VIRGINIA

Virginia Passenger Rail Authority

DJ Stadtler
Executive Director

919 East Main Street, Suite 2400
Richmond, Virginia 23219

(804) 303-8700
www.vpra.virginia.gov

August 4, 2023

Ms. Maria Sinner
Assistant District Administrator
Planning and Investment Management
Virginia Department of Transportation
4975 Alliance Drive, Suite 4E-342
Fairfax, VA 22030

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendment:
Virginia State-Supported Amtrak Operations (UPC # 20299/120532) - New Project

Dear Ms. Sinner,

The Virginia Passenger Rail Authority (VPRA) requests that the National Capital Region Transportation Planning Board (TPB) add the Virginia State-Supported Amtrak Operations project to the FY 2023-2026 Transportation Improvement Plan (TIP). The specific details of the project request are provided below:

UPC NO	20299/12 0532	SCOPE	Operational expenses related to eight trains.			
SYSTEM	Primary	JURISDICTION	Statewide	OVERSIGHT		
PROJECT	Virginia State-Supported Amtrak Operations			ADMIN BY	VPRA	
DESCRIPTION	Operating expenses for two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51). The cost included is only for a portion of the routes and a portion of the train costs estimated for the jurisdiction.					
PROGRAM NOTE	TIP AMD - FY 2023-2026 Transportation Improvement Program (TIP) Amendment – Virginia State-Support Amtrak Operations					
ROUTE/STREET	Roanoke Operations (Route 46), Newport News Operations (Route 47), Norfolk Operations (Route 50), Richmond Operations (Route 51)			TOTAL COST	\$239,620,800	
FUND SOURCE	FY23	FY24	FY25	FY26	Total FY23-26	
PE Federal CMAQ	\$0	\$12,196,898	\$12,698,603	\$7,971,899	\$32,867,400	
PE State CMAQ	\$0	\$3,049,224	\$3,174,651	\$1,992,975	\$8,216,850	
PE VPRA	\$49,216,017	\$42,490,379	\$44,260,394	\$62,569,759	\$198,536,550	

Additional Information

For background, the Commonwealth has programmed \$111 million of CMAQ funds to the VPRA for the four state-supported Amtrak routes. Virginia has one current non-attainment area in Alexandria and historical nonattainment areas in areas such as Hampton Roads, Richmond, and Petersburg. FHWA has confirmed that CMAQ funding can be used for the new Amtrak state-supported service in the Commonwealth to be applied to gross operational and capital equipment expenses. This includes operating expenses for service that began in July 2022 for three trains on the Norfolk route (Route 50) and two trains on the Roanoke route (Route 46). The Virginia State-Supported Amtrak Operations project also includes planned new service in FY26 for two trains on the Newport News route (Route 47) and one on the Richmond route (Route 51). Because the routes cross through multiple MPOs, the cost included for TBP's adoption is only for the portion of the routes and train costs estimated within their jurisdiction.

The project cost estimate is \$239,620,800. This cost includes operating expenses from FY23-26. Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected project have been confirmed by VDOT and DRPT.

This project is not considered regionally significant for air quality, based on FHWA's rules on CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements. The CMAQ funding must be captured in the TIPs of all MPOs within the four state-supported routes before it can be administered to VPRA.

If you have any questions or need more information, please contact Naomi Klein, Senior Planning Manager, at naomi.klein@vpva.virginia.gov.

Sincerely,



Steve Pittard
Chief Financial Officer

Copy: Naomi Klein, VPRA
Christine Fix, VPRA
Selma Nuhanovic, VPRA
Shannon Perry, VPRA
Amir Shahpar, VDOT
Regina Moore, VDOT
Amy Garbarini, DRPT
Todd Horsley, DRPT
Andrew Austin, MWCOG
Lyn Erickson, MWCOG



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: September 14, 2023

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



National Capital Region
Transportation Planning Board

August 3, 2023

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

Re: FY 2023-2024 Multimodal Project Discretionary Grant Opportunity (MPDG) Application by the District of Columbia for the H Street Bridge NE Replacement Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Multimodal Project Discretionary Grant Opportunity (MPDG) grant to fund the implementation of the H Street Bridge NE Replacement Project.

The H Street Bridge NE Replacement project in Washington DC will rebuild H Street NE over the Amtrak rail yard just north of Washington Union Station between North Capitol Street and 3rd Street NE. The current bridge, also known as the “Hopscotch Bridge” due to its public artwork, not only carries a major road but also has a terminus station of the DC Streetcar in its median and is the access road to the Union Station intercity bus center and parking garage. The H Street Bridge NE must be replaced in the near future to address structural deficiencies, maintain modal relationships, accommodate future streetcar expansion, and support growing communities surrounding Washington Union Station. The project will fully replace the existing bridge and streetcar tracks, with improved structural supports to meet future needs and enhance resiliency and allowing the streetcar stop closer access to Union Station and its multimodal connections.

This bridge project is consistent with the regional transportation goals adopted by the TPB and as identified in the Washington region’s long-range transportation plan, Visualize 2045. The TPB has long supported investment in keeping the region’s existing transportation network in a state of good repair as well as public transportation and resiliency improvements. This grant would advance the region’s long-term transportation priorities in accordance with the TBP’s Vision and Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "RC", with a long horizontal flourish underneath.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

August 3, 2023

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

Re: FY 2023-2024 Multimodal Project Discretionary Grant Opportunity (MPDG) Application by the District of Columbia for the Benning Road Bridges and Transportation Improvements Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Multimodal Project Discretionary Grant Opportunity (MPDG) grant to fund the implementation of the Benning Road Bridges and Transportation Improvements Project.

The Benning Road Bridges and Transportation Improvements Project in Washington DC includes the replacement of the Benning Road bridges over the Anacostia Freeway (DC 295), the rehabilitation of the Ethel Kennedy Memorial Bridge and the bridge over Kingman Lake, enhancing pedestrian and bicycle facilities, and improving safety and access along the two-mile corridor. The project will allow for the existing DC Streetcar line to extend across the Anacostia River to connect to the Benning Road Metrorail station on a center-running alignment, providing Ward 7 with a vital new transit link to Ward 5. Overall, the project addresses state-of-good repair needs, will improve safety, and lays the foundation for public transportation improvements that will help reduce greenhouse gas emissions.

This bridge and multimodal project is consistent with the regional transportation goals adopted by the TPB and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in keeping the region's existing transportation network in a state of good repair as well as public transportation and safety improvements. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'DC' followed by a stylized flourish.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

August 3, 2023

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

Re: FY 2023-2024 Multimodal Project Discretionary Grant Opportunity (MPDG) Application by the District of Columbia for the East Capitol Street Safety and Mobility Improvements Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Multimodal Project Discretionary Grant Opportunity (MPDG) grant to fund the implementation of the East Capitol Street Safety and Mobility Improvements Project.

The East Capitol Street Safety and Mobility Project will upgrade intersections and streets to improve safety and access for all users of East Capitol Street. Elements of the project include reconstructing three major road intersections and access to a community recreation center to improve safety through geometric reconfigurations; building over four miles of designated bike lanes; constructing floating bus stops offset from the curb; and adding high-visibility crosswalks, HAWK (High-Intensity Activated crosswalk) beacons, and curb extensions to enhance pedestrian visibility and safety, along with enhanced traffic signal timing. Overall, the project will improve equitable access to transit services for historically disadvantaged communities, connect residential centers with jobs, schools, and activity centers, and improve safety for all modes of travel along a two-mile-long corridor.

The project is consistent with the regional transportation goals adopted by the TPB and as identified in the region's long-range transportation plan, Visualize 2045. The TPB has long supported safety improvements and targeted transportation investments that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

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

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

August 17, 2023

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

Re: FY 2023-2024 Multimodal Program Discretionary Grant Application by the Virginia Department of Transportation for the National Landing Connecting Communities Through Choice Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Virginia Department of Transportation (VDOT) for a FY 2023–2024 Multimodal Program Discretionary Grant (MPDG) grant for the National Landing Connecting Communities Through Choice project.

The Connecting Communities Through Choice project seeks to transform a segment of elevated urban freeway in the National Landing district, located in Arlington County, Virginia, to an at-grade, tree-lined urban boulevard with wide spaces for sidewalks, street trees, lighting, and other amenities desired by citizens and landowners—and with safe crossings for pedestrians, bicyclists, and other users. Part of the Route 1 highway through the National Landing district, this transformation will reconnect the Crystal City business district to adjacent neighborhoods, creating space for public transit, walking, and cycling, improving safety and transit accessibility, and providing mobility for residents and employees of the expanding Amazon headquarters and other mixed-use developments in this area.

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

The TPB requests your favorable consideration of this request by VDOT. 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'.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: W. Sheppard Miller III, Secretary, Virginia Department of Transportation



National Capital Region
Transportation Planning Board

September 12, 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 Maryland Department of Transportation for the Unlocking University Boulevard Community Connectivity Planning Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland Department of Transportation (MDOT) for a FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program grant to fund the Unlocking University Boulevard Community Connectivity Planning Project.

The planning project will analyze pedestrian and non-motorized transportation access throughout the University Boulevard (MD 193) corridor, engaging communities and stakeholders around the future of the corridor between Rhode Island Avenue to Hanover Parkway. The project will study and analyze potential road diets, sidewalks and active transportation gaps, transit infrastructure improvements, crosswalks, and trail connectivity to create stronger neighborhood connectivity and access to essential destinations. The project will build on previous planning efforts of the Maryland-National Capital Park and Planning Commission and the City of Greenbelt to develop a unified vision for the corridor. The MDOT State Highway Administration (SHA), as the facility owner, will lead engagement with all community stakeholders to complete this planning project.

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 safety improvements and investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of 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 and would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

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

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Joe McAndrew, Deputy Secretary, Maryland Department of Transportation



National Capital Region
Transportation Planning Board

September 13, 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 Maryland Department of Transportation for the Forest Glen, Wheaton, and Glenmont Community Connection Plan

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 Department of Transportation (MDOT) for a FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program grant to fund the Forest Glen, Wheaton, and Glenmont Community Connection Plan.

The Forest Glen, Wheaton, and Glenmont Community Connection Plan will engage communities and stakeholders along the Georgia Avenue (MD 97) corridor to determine the pedestrian, bicycle, transit, and safety needs of community residents between Forest Glen Road and Layhill Road (MD 182). The plan will identify approaches to redesign the corridor to meet those needs as well as identify public infrastructure improvements to include in future joint development efforts at the Wheaton Washington Metropolitan Area Transit Authority (WMATA) Red Line rail station. The Wheaton station efforts will include the evaluation of strategies for redevelopment of the Park & Ride and bus loop facilities, which would encourage economic development and facilitate station improvements to increase walkability and accessibility. The plan will allow MDOT to determine solutions that expand community connectivity, encourage economic development, support affordable housing developments, and provide better access to three rail stations and a major regional hospital.

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 safety improvements and investment in pedestrian infrastructure for our region. The provision of access to rail transit stations would also support an Aspirational Initiative of Visualize 2045: improve walk and bike access to transit. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Joe McAndrew, Deputy Secretary, Maryland Department of Transportation



June 23, 2023

Kanti Srikanth
Director of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Re: Street Smart FY 2024 funding

Dear Mr. Srikanth:

Thank you for your letter requesting funding support for the Transportation Planning Board's (TPB) FY 2024 Street Smart Pedestrian and Bicycle Safety Campaign.

I am pleased to inform you that Metro will renew its support of the program with \$150,000 in funding for the 2024 campaign, and this letter reflects that commitment. At some point in every Metro trip, each of our customers is a pedestrian. With this in mind, Metro views the Street Smart campaign as integral to its pedestrian and bicyclist safety program. We look forward to participating fully in this effort with the TPB and our regional partners.

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

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

Sincerely,

Theresa Impastato
EVP and Chief Safety Officer

**Washington
Metropolitan Area
Transit Authority**

300 Seventh Street SW,
Washington, DC 20024
202/962-1234

wmata.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: September 14, 2023

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

COG's Nicholas Ramfos Inducted Into the Association for Commuter Transportation Hall of Fame

Nicholas Ramfos, COG Director of Transportation Operations Programs, was inducted into the [Association for Commuter Transportation](#) (ACT) Hall of Fame on August 2 at the association's 37th Annual International Conference. Ramfos has led the [Commuter Connections](#) program for the metropolitan Washington region for the past 27 years.

In addition to managing the region's transportation demand management (TDM) program, Ramfos oversees the Enhanced Mobility Program for COG, which serves people with disabilities and older adults through Federal Transit Administration Section 5310 grants. Ramfos also helped facilitate the start-up of the [Washington Metrorail Safety Commission](#). The commission is an independent agency established by Congress, the District of Columbia, Maryland, and Virginia in 2017 to oversee and enforce Metrorail safety practices.

Prior to joining COG, Ramfos held key TDM roles with SEMCOG in Detroit, CATS in Chicago, SANDAG in San Diego, and VPSI headquarters. A long-time member of ACT, Ramfos has served as the organization's Vanpool Council Chair, Board Member, Public Policy Council Chair, and National Vice President. Ramfos has presented at over 60 conferences as a TDM and marketing subject matter expert covering a range of topics such as ridesharing initiatives, marketing, bicycling, TDM as part of long-range transportation planning, shared-use mobility, commuter incentives, and telework.

On behalf of COG and the TPB, congratulations and thank you to Nicholas for his career-long dedication to supporting commuter transportation options, mobility, and accessibility for workers, students, and all travelers in the metropolitan Washington region and beyond!



(Nicholas Ramfos and David McMaster, ACT President/ACT)



MEMORANDUM

TO: National Capitol Region Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Programs
SUBJECT: Car Free Day 2023
DATE: September 20, 2023

As a reminder, this year's Car Free Day will be held on Friday, September 22, 2023. The goal of the event is to have at least 5,000 residents pledge to go Car Free by using transit, bicycling, e-scootering, walking, or teleworking, or to go "Car-Lite" by using carpools or vanpools. This is a world-wide event and has been celebrated in the Washington DC metropolitan region since 2008. The website for the event is www.carfreemetrodc.org.

Attached is the event flyer for your review and use. The flyer can be downloaded by visiting: <https://www.carfreemetrodc.org/about-car-free-day/>.

Take the Free Pledge at CarFreeMetroDC.org



FREE



DAY



SEPTEMBER 22, 2023

Take the free pledge to be eligible for great prizes, even if you're already car free or car-lite, commuting full-time or on a hybrid work schedule.

#CarFreeDay @CarFreeMetroDC

 **COMMUTER CONNECTIONS**

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**CAR
FREE
DAY**
METRO DC



9.22.23



MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: Mohammad Azeem Khan, Enhanced Mobility Program Manager
SUBJECT: Enhanced Mobility Solicitation Status
DATE: September 14, 2023

BACKGROUND

The intent of this memorandum is to provide an update on the COG/TPB staff's efforts for the 2023 Enhanced Mobility Solicitation. The solicitation for the sixth round of the Enhanced Mobility Program started August 1, 2023, to fund project proposals for two years. The Enhanced Mobility program aims to fill gaps in transportation for older adults and persons with disabilities by providing matching grants for services that go above and beyond traditional public transit and the Americans with Disabilities Act (ADA) complementary paratransit service. Eligible projects include travel training, vehicle acquisition, and volunteer driver programs specifically serving people who have mobility impairments.

To date COG/TPB staff have held three pre-application conferences in the month of August 2023 in each state in the region. This allowed applicants to understand what is required of this grant and what program parameters are set in place by both FTA and COG. In the three mandatory Pre-Application conferences held, COG/TPB staff has recorded 58 individuals that attended representing a total of 45 organizations across the Washington DC metropolitan region. The application deadline for Enhanced Mobility Round 6 is September 30, 2023 at 3 PM.

COG/TPB staff will begin reviewing applications for completeness the first week of October 2023 prior to providing the applications for scoring to the 2023 Enhanced Mobility Selection Committee. COG/TPB staff have formally requested and have received verification of representation from the District of Columbia, Maryland, and Virginia. COG/TPB staff is also working to secure a national expert to participate on the Selection Committee. This Selection Committee will be chaired by Councilmember Christina Henderson and have scheduled dates for the selection committee to meet.

On October 16, 2023, the Selection Committee will convene to detail the selection criteria set forth by the 2023 Coordinated Human Service Transportation Plan and to discuss the review and scoring of eligible applications received. On November 9, 2023, the Selection Committee will reconvene to discuss each member's score for each application and discuss a recommendation for the TPB to consider on December 17, 2023.

Competitive Selection Process and Priority Projects

The Coordinated Human Service Transportation Plan outlines the selection process for Enhanced Mobility grants. An independent selection committee, chaired by a TPB member, will be comprised of

local and national experts in transit, human services, disabilities and aging who will review the applications and make recommendations for funding to the TPB. Selection Committee members evaluate applications on the selection criteria listed here and further described at mwcog.org/enhancedmobility:

- Coordination among agencies;
- Responsiveness to the TPB's Coordinated Human Service Transportation Plan (Strategies and/or Priority Projects);
- Institutional capacity to manage and administer an FTA grant (includes past grant performance);
- Project feasibility;
- Regional need;
- Equity Emphasis Areas; and
- Customer focus.

The TPB's Coordinated Human Service Transportation Plan identifies the following priority projects to make the best use of limited grant funding. Applications that respond to any of the priority projects will receive up to 12 points in the selection process scoring which is comprised of seven criteria that total to a maximum of 100 points. Applicants can still propose eligible projects other than the priority projects. For specific eligibility guidance, see the FTA circular 9070.1G¹ or contact TPB staff. More details on priority projects can be found here:

[mwcog.org/assets/1/6/Priority Projects from ADOPTED COORDINATED PLAN 12.19.18.pdf](http://mwcog.org/assets/1/6/Priority%20Projects%20from%20ADOPTED%20COORDINATED%20PLAN%2012.19.18.pdf).

Priority Projects

- Mobility Management
- Coordinated Planning Efforts
- Travel Training
- Door-through-Door or Escorted Transportation Service
- Increase Access to Transit Stations
- Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services
- Volunteer Driver Programs
- Tailored Transportation Service for Clients of Human Service Agencies

TIMELINE

After the TPB approves the Selection Committee's recommendations for grant funding anticipated in December 2023, COG/TPB staff will notify applicants in writing and those selected for funding will have approximately 30 days to complete the required FTA documents. Following FTA approval, COG will provide sub-grant agreements to the recipients. Depending on the timing of FTA approval and the final signature of the sub-grant agreements, grantees can expect to begin project implementation in late 2024/early 2025.

FOR MORE INFORMATION

Please contact Mohammad Azeem Khan (mkhan@mwcog.org, (202) 962-3253).

¹ FTA Circular 9070.1G is at <https://www.federalregister.gov/documents/2014/06/06/2014-13178/enhanced-mobility-of-seniors-and-individuals-with-disabilities-final-circular>



MEMORANDUM

TO: National Capitol Region Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Programs
SUBJECT: 2022 State of the Commute General Public Report
DATE: September 14, 2023

The 2022 Commuter Connections State of the Commute general public report was published and distributed to TPB members recently. The survey has been conducted every three years since 2001 and examines commuting travel to and from work in the region by documenting trends in commuting patterns and exploring workers' awareness and use of regional transportation infrastructure and information and assistance services. The survey also collects commuters' opinions about current transportation initiatives.

The State of the Commute is a random sample survey of employed persons in the Washington metropolitan region and was conducted through the Internet. The survey sample plan set a minimum target of 8,246 workers region-wide, with separate targets for individual jurisdictions in the study area. Upon completion of the interviews, responses were expanded to represent the commute patterns of residents in the cities and counties within the Washington metropolitan non-attainment region. A total of 8,396 interviews were completed for the survey.

The survey was designed to meet multiple objectives, including commute trend analysis and evaluation of Transportation Demand Management (TDM) services administered by Commuter Connections. Wherever possible, questions used in previous SOC surveys were replicated to allow for trend analysis.

Data collection for the 2022 SOC survey included the following topics:

- Commute patterns
- Commute changes, commute ease, and commute satisfaction
- Telework
- Availability of and attitudes toward transportation options
- Awareness and impacts of commute advertising
- Awareness and use of commuter assistance resources
- Employer-provided commuter assistance services
- Technology-based applications and driverless cars

The report can be downloaded by visiting: <https://www.commuterconnections.org/wp-content/uploads/SOC-2022-Full-Publication.pdf>.

August 30, 2023

The Honorable Shalanda Young
Director
Office of Management and Budget
Washington, DC 20503

Re: Federal Workplace Schedules and Remote Work Policies

Dear Director Young:

As the Chief Administrative Officers (CAO) for the National Capital Region (NCR), we are deeply grateful for your support for our counties and cities. The Biden Administration is a strong partner in improving the quality of life for our residents. Collectively, we work on behalf of 23 jurisdictions in Maryland, Virginia, and the District of Columbia, representing nearly six million residents.

In April, you issued guidance to federal agencies to “substantially increase meaningful in-person work at federal offices.” Earlier this month, President Biden reiterated this priority with his Chief of Staff, Jeff Zients, asking all federal managers to “aggressively execute this shift in September and October.”

We support President Biden’s policy and write to you today to provide our perspectives as your partners in the region. As you look to implement updated schedules for the federal workplace, there may be lessons learned from our collective experience, as our local governments have transitioned over the last several years from a remote environment to in-person and hybrid schedules.

We employ roughly 100,000 outstanding individuals, and the large majority of our employees work in-person on a full-time basis. For those who are eligible to telework, employees typically report to work in-person two to three days a week (not including weekends). We have found that this strikes an appropriate balance and provides the best level of service for taxpayers. Being able to work together, troubleshoot problems, take on big ideas, and provide face-to-face service for our residents is achieved while still providing flexibility for our personnel to work from home.

We take great pride in partnering with the federal government – the largest employer in the country and by far in the metropolitan Washington region – to ensure that the federal workforce thrives in our communities. We work closely with the Virginia Railway Express (VRE) and Maryland Area Regional Commuter (MARC) services to ensure your workers experience safe and timely commutes via our rail system. We are close partners with the Washington Metropolitan Area Transit Authority (WMATA), and federal workers constitute the majority of riders on WMATA. As you consider plans from agencies across the federal government, coordinating with these transit systems is important. It is difficult to efficiently operate train systems and WMATA without predictable ridership spread across the work week.

In summary, we are grateful for your and President Biden’s leadership in thoughtfully finding a balance and path forward on this important issue. We stand by ready to work with you on this transition and appreciate your hard work and dedication.

The Honorable Shalanda Young
August 23, 2023

Please contact Clark Mercer, COG Executive Director, at cmercerc@mwccog.org if you have any questions. Thank you for your consideration.

Sincerely,



City Manager, City of Falls Church
Chair, COG CAO Committee

[Tara H. Jackson](#)

[Tara H. Jackson \(Aug 18, 2023 12:16 EDT\)](#)

CAO, Prince George's County
Vice Chair, COG CAO Committee



Deputy Mayor, District of Columbia
Vice Chair, COG CAO Committee

[Clark Mercer](#)

Executive Director, COG

Members of COG CAO Committee:



City Manager, City of Alexandria

[Michelle Bailey Hedgepeth](#)

[Michelle Bailey Hedgepeth \(Aug 16, 2023 15:37 EDT\)](#)

Town Administrator, Town of Bladensburg

[Deborah E. Hall](#)

[Deborah E. Hall \(Aug 16, 2023 17:01 EDT\)](#)

County Administrator, Charles County

[Robert A. Stalzer](#)

[Robert A. Stalzer \(Aug 17, 2023 10:00 EDT\)](#)

City Manager, City of Fairfax



CAO, Frederick County

[Tanisha Briley](#)

[Tanisha Briley \(Aug 16, 2023 16:37 EDT\)](#)

City Manager, City of Gaithersburg

[Tracey Douglas](#)

[Tracey Douglas \(Aug 28, 2023 12:10 EDT\)](#)

City Administrator, City of Hyattsville

[Tim Hemstreet](#)

[Tim Hemstreet \(Aug 21, 2023 12:48 EDT\)](#)

County Administrator, Loudoun County

[Barack Matite](#)

[Barack Matite \(Aug 26, 2023 02:43 GMT+3\)](#)

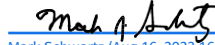
Acting City Manager, City of Rockville

[Christopher J. Shorter](#)

County Executive, Prince William County

[Andrew Bolduc](#)

Deputy City Manager, City of Takoma Park



[Mark Schwartz \(Aug 16, 2023 16:00 EDT\)](#)

County Manager, Arlington County

[Alfred Lott](#)

[Alfred Lott \(Aug 25, 2023 13:39 EDT\)](#)

City Manager, City of Bowie

[Kenneth A. Young](#)

[Kenneth A. Young \(Aug 16, 2023 14:39 EDT\)](#)

City Manager, City of College Park

[Bryan J. Hill](#)

[Bryan J. Hill \(Aug 22, 2023 15:28 EDT\)](#)

County Executive, Fairfax County



Mayor, City of Frederick

[Josue Salmeron](#)

[Josue Salmeron \(Aug 23, 2023 10:37 EDT\)](#)

City Manager, City of Greenbelt

[Christian L. Pulley](#)

[Christian L. Pulley \(Aug 24, 2023 16:19 EDT\)](#)

City Administrator, City of Laurel

[W. Patrick Pate](#)

[W. Patrick Pate \(Aug 17, 2023 08:48 GMT+1\)](#)

City Manager, City of Manassas



CAO, Montgomery County



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: WMATA Funding Discussions – July Public Comment Response
DATE: September 14, 2023

This memorandum responds to a request made at the July 19, 2023 Transportation Planning Board (TPB) meeting following public comment from the Northern Virginia Transportation Alliance. A spokesperson for the Alliance made oral remarks and subsequently provided a hardcopy statement. The comment referred extensively to the [LaHood report of 2017](#) analyzing the finances, management, and operations of the Washington Metropolitan Area Transit Authority (WMATA or Metro) and requested that accountability and operational improvements such as those in the report be made before more funding is provided for Metro. The Alliance’s comment concluded with an appeal to “ensure that Metro has the reforms and sustainable funding necessary to provide a world class transit service that is worthy of the DC region for the next decade and beyond.” Members of the TPB then asked staff to prepare a response.

STAFF RESPONSE

WMATA is facing a fiscal crisis, with a projected shortfall or gap of approximately \$750 million to fund operations in fiscal year 2025 (starting July 1, 2024) and larger shortfalls projected into the future. This issue has generated considerable attention, through news articles in regional media, in announcements by the WMATA Board and General Manager, and in discussions at various regional forums. The TPB was notified of this matter at its March 15, 2023 meeting and it was one of the reasons for the TPB modifying its schedule for the update of the long range transportation plan (Visualize 2050) at its April 19, 2023 meeting.

The impact of the coronavirus pandemic and the ensuing changes in commute travel has led to changes in travel patterns and volume of travel, with a significant impact on public transportation systems across the nation. Within this region, Metrorail ridership is currently at just over 50 percent of pre-pandemic levels while Metrobus ridership has recovered more quickly and is currently at about 88 percent of pre-pandemic levels. The significant reduction in commute travel owing to very high levels of teleworking has had a particularly disproportionate impact on WMATA’s finances.

Commuter travel on the rail system, which is typically over longer distances and brings in higher fare revenues, is significantly reduced from pre-pandemic conditions and recovery has been slower. Operating the rail system is labor intensive with about 70 percent of WMATA’s operating costs associated with labor costs. Apart from the ridership changes, other unforeseen issues such as the labor market and the challenges in employee retention and hiring and inflation effects on the costs of goods and services have exacerbated the fiscal crisis being faced by WMATA. WMATA has been making changes to its service plans to respond to changes in travel demand and patterns while also seeking to improve transit service, especially for traditionally disadvantaged populations, through its Better Bus effort and the Bus Network Redesign in progress.

Other issues have also impacted WMATA's finances, including an increase in fare evasion. WMATA has worked proactively on this issue and is taking actions to counteract evasion including redesigned Metrorail fare gates and increased police and security patrols. WMATA has also worked with its member jurisdictions to enact enabling regulations and program to hold fare evaders to account.

WMATA has also implemented several management actions regarding its personnel, benefits, assets, and other direct cost areas that have helped control its operating costs. Recent estimates are that these actions provided about \$300M in cost reductions.

This combination of much slower rate of ridership recovery (tied to the return to office vs. teleworking), a high level of inflation, and a very tight labor market has made the task of closing the gap between rider and system revenues and regular subsidies particularly challenging, especially when the nature and timing of a long-term stabilization in travel patterns and commutes is uncertain.

The Metropolitan Washington Council of Governments (COG) is taking the lead to help convene a regional conversation on achieving a sustainable financial funding situation for WMATA in fiscal year 2025 and into the future. The issue was taken up at the COG annual retreat in July, following which a July 20 [news release](#) was issued stating that "COG will spend the next several months partnering across jurisdictions and with WMATA leadership to identify paths forward and work toward solutions." TPB staff are participating in this conversation and will work to keep the board updated on outcomes from the conversation.


MARYLAND DEPARTMENT OF TRANSPORTATION

2023 SCHEDULE
ANNUAL CONSULTATION MEETING
www.ctp.maryland.gov

Day	Date	County	Time	Location
T	9/19/23	Worcester	10:00 AM	County Government Center, One West Market Street, Room 1101, Snow Hill, MD 21863 Watch the meeting on worcestercountymd.swagit.com/live .
		Wicomico	7:00 PM	Wicomico County Youth & Civic Center, 500 Glen Avenue, Salisbury, MD 21804 Watch the meeting on https://www.pac14.org/
T	10/03/23	Caroline	10:00 AM	Health and Public Services Building, 403 South 7 th Street, Denton, MD 21629
		Somerset	2:00 PM	County Office Complex, Commissioners Meeting Room, 11916 Somerset Avenue, Princess Anne, MD 21853 Listen live to the meeting at Listen Live link: Live meeting link for Somerset County Roads Board Mtg 10-3-23
		Dorchester	6:00 PM	County Office Building, Room 110, 501 Court Lane, Cambridge, MD 21613 Watch the meeting at www.townhallstreams.com
TH	10/05/23	Washington	10:00 AM	Washington County Public Safety Training Center, 1850 Public Safety Place Hagerstown, MD 21740 Watch the meeting at https://www.facebook.com/WashingtonCountyMD/
		Allegany	2:00 PM	County Office Complex, 701 Kelly Road, Suite 100, Cumberland, MD 21502 Join the meeting at https://meet.google.com/ofk-ngrj-ftz or dial into the meeting at 516-778-5349 PIN: 621 486 914#
F	10/06/23	Garrett	10:00 AM	Garrett County Courthouse, 203 South Fourth Street, Room 209, Oakland, MD 21550 Watch the meeting on www.facebook.com/garrettcountygovernment/
T	10/10/23	Prince George's	1:30 PM	Wayne K. Curry Administration Bldg., 1st Floor Council Hearing Room, 1301 McCormick Drive, Largo, MD 20774 Watch the meeting at https://pgccouncil.us/303/County-Council-Video (select the "In Progress" link)
T	10/17/23	St. Mary's	10:00 AM	Commissioners Meeting Room, Chesapeake Building, 41770 Baldrige Street, Leonardtown, MD 20650 Watch the meeting on www.youtube.com/user/StMarysCoMDGov .
		Charles	2:00 PM	Charles County Government Building, 200 Baltimore Street, LaPlata, MD 20646 Watch the meeting on Comcast 95 (SD) and 1070 (HD), Verizon FIOS 10, Roku or Apple TV streaming devices for Charles County Government, or www.CharlesCountyMD.gov , or listen to the meeting at 301-645-0500.
M	10/23/23	Baltimore COUNTY	10:00 AM	Towson University, University Union Ballroom, 3 rd Floor of University Union Building, 281 University Avenue, Towson, MD 21204 (parking in Union Garage University Union Directions & Parking Towson University -- map apps will guide – no street address)
		Baltimore CITY	3:30 PM	TBD
T	10/24/23	Kent	10:00 AM	County Commissioners Hearing Room, 400 High Street, Chestertown, MD 21620 Listen to the meeting at 872-239-8359, Meeting ID 757 864 133#
		Queen Anne's	3:00 PM	County Commissioners Office, The Liberty Building, 107 N. Liberty Street, Centreville, MD 21617 Watch the meeting at https://qactv.com/broadcasting-now/
TH	10/26/23	Montgomery	7:00 PM	TBD

Maryland Department of Transportation

2023 SCHEDULE ANNUAL CONSULTATION MEETING www.ctp.maryland.gov

M	10/30/23	Howard	6:00 PM	Banneker Conference Room, George Howard Building, 3430 Court House Drive, Ellicott City, MD 21043 Watch the meeting at https://cc.howardcountymd.gov/watch-us
T	10/31/23	Cecil	10:00 AM	Cecil County Administrative Building, 200 Chesapeake Boulevard, Elkton, MD 21921
W	11/01/23	Harford	10:00 AM	TBD
TH	11/02/23	Carroll	2:00 PM	Carroll County Government Office Building, 225 N. Center Street, Westminster, MD 21157 Watch the meeting at https://youtube.com/live/sqmFakaoHB0?feature=share
		Frederick	7:00 PM	Winchester Hall, 1st Floor Hearing Room, 12 East Church Street, Frederick, MD 21701 Watch the meeting on www.frederickcountymd.gov/FCGtv .
T	11/7/23	Talbot	3:00 PM	Talbot County Free Library – Easton Branch, 100 West Dover Street, Easton, MD 21601 Watch the meeting on Zoom: https://us06web.zoom.us/j/85498915093?pwd=bTZCRERXWSsremN2ZXVuNHVXSXYvUT09 Meeting ID 854 9891 5093, Passcode: 254851
T	11/14/23	Calvert	10:00 AM	Circuit Courthouse, 2 nd Floor Commissioners Hearing Room, 175 Main Street, Prince Frederick, MD 20678 Watch the meeting on www.calvertcountymd.gov/1501/Meetings-On-Demand , or listen at 888-475-4499 or 877-853-5257, Meeting ID 899 4188 8251, Passcode is #
		Anne Arundel	2:00 PM	Arundel Center, 1 st Floor Council Chambers, 44 Calvert Street, Annapolis, MD 21401 (use Calvert Street entrance; ID required) Watch the meeting on Anne Arundel TV Live at https://www.aacounty.org/services-and-programs/government-television or on local cable channels 98 for Comcast or Broadstripe, 38 for Verizon, 998 for HD Comcast, 1962 for HD Verizon, or 498 for HD Broadstripe

Please note that these are County meetings, and the County decides the meeting format. As always, these meetings are subject to change. Please check back closer to the meeting you plan to attend to ensure the meeting is still in-person and/or the meeting date/time hasn't changed.

Items highlighted in **YELLOW** are changes to the date, time, or location.

ITEM 7 – Action
September 20, 2023

National Capital Region Freight Plan Approval

Action: Adopt Resolution R3-2024 to approve the National Capital Region Freight Plan.

Background: The draft 2023 National Capital Region Freight Plan was presented to the board in July. Following comments and revisions, the plan is ready for board approval. The new plan will succeed the regional Freight Plan approved by the TPB in 2016.

Attachments

- National Capital Region Freight Plan Comments and Responses Memo
- National Capital Region Freight Plan – Full draft plan, including Resolution R3-2024
- National Capital Region Freight Plan – Executive Summary, including a copy of Resolution R3-2024



MEMORANDUM

TO: Transportation Planning Board (TPB)
FROM: Andrew J. Meese, TPB Systems Performance Planning Program Director
SUBJECT: Comments and Responses on Draft National Capital Region Freight Plan
DATE: September 14, 2023

TPB staff presented the draft 2023 National Capital Region Freight Plan to the Transportation Planning Board at the July 19, 2023 meeting, beginning a comment period on the draft plan through August 21. Comments were raised both at the July 19 meeting as well as subsequently. This memorandum summarizes comments received and staff's proposed responses and/or associated changes to the draft Freight Plan. The TPB will be asked to approve the Freight Plan (as revised) at its September 20 meeting.

SUMMARY OF COMMENTS RAISED DURING THE JULY 19 TPB MEETING

- *The draft plan includes safety data regarding truck-involved crashes through 2020. Are data for more recent years available that could be added?* Official safety data can take years to become available because of long vetting processes at local, state, and federal levels. Staff did find that the National Highway Traffic Safety Administration had very recently released data for 2021, which had not been available at the time that staff and our consultants were undertaking our analysis earlier this spring. However, it will take some months for these new data sets to be analyzed, thus they will not be available for inclusion in this document. Staff will be able to provide future updates, particularly through TPB's Transportation Safety Subcommittee, when results are available.
- *Does the plan address freight's role in reducing greenhouse gas emissions, making the freight system more environmentally friendly, and reducing crashes?* TPB in its greenhouse gas studies identified strategies to be explored for freight vehicles, especially fleet-wide, national actions. The draft Freight Plan references TPB's greenhouse gas recommendations and documents, as well as those regarding transportation safety. The draft Freight Plan makes recommendations on environment and safety by means of referencing and supporting the TPB's already identified goals and strategies on these issues.
- *Does the plan consider best practices to address 1) working conditions of drivers and the freight industry workforce; and 2) inefficient multiple package deliveries/trucks in neighborhoods?* More information on logistics and workforce issues would be appreciated. The draft Freight Plan encourages best practices but was not able to get into detail on these multiple issues. Staff recommends these be raised as discussion topics for future meetings of the Freight Subcommittee, as well as considered for enhancements in future updates of the Freight Plan.

SUMMARY OF COMMENTS AND CHANGES AFTER THE JULY 19 MEETING

- *Will the plan be updated to reflect pending/anticipated changes to TPB membership and/or boundaries following the recent release of 2020 Census information?* The draft Freight Plan will reflect TPB membership and boundaries as of when it is approved by TPB, anticipated to be at the September 20 meeting. Future plans will reflect updated members/boundaries at that time.
- *Can detailed inset maps be added on 1) truck parking areas and 2) truck involved crash locations?* Staff is not able to add such insets at this time, but can consider these for future publications.
- *Air cargo data are shown for Dulles (IAD) and BWI Airports. Is there any air cargo data available for DCA (Reagan National Airport)?* DCA air cargo totals are much lower than IAD and BWI, and did not appear in the data source used for tonnage at top air cargo airports. The Metropolitan Washington Airports Authority does publish some data about DCA's air cargo activity on its website, however, and it can be found at: <https://www.mwaa.com/financial-statistics/reagan-air-traffic-statistics/2023-reagan-air-traffic-statistics>
- *One of the TIP project listings cited in the Freight Plan (Fairfax County Parkway) has now been split into two projects, and this needs to be reflected.* Staff has made the change to reflect the update.

NEXT STEPS

Meeting materials for the September 20, 2023 TPB meeting include a revised draft plan, reflecting as appropriate changes based on the above, as well as a revised draft Executive Summary, presentation, this memorandum, and Resolution R3-2024 which would approve the plan. Staff recommends TPB approval of R3-2024 to approve the updated *National Capital Region Freight Plan*.

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

RESOLUTION APPROVING THE NATIONAL CAPITAL REGION FREIGHT PLAN

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 Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall conduct a planning process that addresses economic vitality, freight mobility, and the integration and connectivity of the transportation system for freight; and

WHEREAS, the TPB *Vision*, which was adopted on October 21, 1998 includes:

- Policy Goal 2, which states that "... the region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the region..."; and
- Policy Goal 2, Objective 5: "Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment"; and
- Policy Goal 8, Strategy 5: "Develop a regional plan for freight movement"; and

WHEREAS, the TPB created a Freight Subcommittee in 2008 with the primary mission to advise the TPB, the TPB Technical Committee, and other TPB subcommittees on freight transportation matters, as well as to provide a forum for information sharing and coordination on freight transportation issues among TPB member agencies and freight stakeholders; and

WHEREAS, the Freight Subcommittee oversaw the development of the first *National Capital Region Freight Plan*, approved by the TPB and published in 2010, as well as overseeing a TPB-approved 2016 update and expansion of the plan; and

WHEREAS, the Freight Subcommittee, working with subject matter expert staff and consultants, has now overseen the development of the 2023 update to the *National Capital Region Freight Plan*; and

WHEREAS, following from the discussions at an October 21, 2015 TPB work session, TPB staff in consultation with the TPB, the Freight Subcommittee, the TPB Technical Committee, and other stakeholders developed a comprehensive set of regional freight policies included within the *National Capital Region Freight Plan* in 2016, which have now been updated for the 2023 plan; and

WHEREAS, the *National Capital Region Freight Plan* reflects an emphasis on safety, including hazardous materials issues and infrastructure state of good repair; and

WHEREAS, the *National Capital Region Freight Plan* identifies updated key findings, recommendations, and policies, in support of the TPB *Vision* and *Visualize 2045* goals, and will be a resource for member agency planning activities; and

WHEREAS, at its July 19, 2023 meeting, the TPB was briefed on the draft *National Capital Region Freight Plan*.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the attached *National Capital Region Freight Plan*.

NATIONAL CAPITAL REGION FREIGHT PLAN - DRAFT

2023 Update to the Freight Plan

September 2023

DRAFT



National Capital Region
Transportation Planning Board

NATIONAL CAPITAL REGION FREIGHT PLAN

September 2023

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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ACRONYMS

AADTT	Average Annual Daily Truck Traffic	FAA	Federal Aviation Administration
ACI	Airports Council International	FAF	Freight Analysis Framework
ATRI	American Transportation Research Institute	FARS	Fatality Analysis Reporting System
BIL	Bipartisan Infrastructure Law	FAST Act	Fixing America's Surface Transportation Act
BTS	Bureau of Transportation Statistics	FHWA	Federal Highway Administration
BWI	Baltimore Washington International Thurgood Marshall Airport	FIRST	Fatality and Injury Reporting System Tool
CASP	Continuous Airport Systems Planning Program	FMCSA	Federal Motor Carrier Safety Administration
COG	Metropolitan Washington Council of Governments	FRA	Federal Railroad Administration
CRISI	Consolidated Rail Infrastructure and Safety Improvement	FTA	Federal Transit Administration
CUFC	Critical Urban Freight Corridor	GDP	Gross Domestic Product
DC	Washington, D.C.	GIS	Geographic Information Systems
DCA	Ronald Reagan Washington National Airport	HPMS	Highway Performance Monitoring System
DDOT	District of Columbia Department of Transportation	IAD	Washington Dulles International Airport
DHS	Department of Homeland Security	IJA	Infrastructure Investment and Jobs Act
DLLR	Department of Labor, Licensing, and Regulation	INFRA Grant	Nationally Significant Multimodal Freight and Highway Program
DOD	Department of Defense	IRA	Inflation Reduction Act
DRPT	Virginia Department of Rail and Public Transportation	LTL	Less Than Truckload
EEA	Equity Emphasis Area	L RTP	Long-Range Transportation Plan
EV	Electric Vehicle	MAP-21	Moving Ahead for Progress in the 21 st Century Act
		MARAD	Maritime Administration

Mega Grant	National Infrastructure Project Assistance Program	PHMSA	Pipeline and Hazardous Material Administration
MD	Maryland	PUDO	Pickups and Drop-offs
MDOTSHA	Maryland Department of Transportation State Highway Administration	RESF	Regional Emergency Support Function
MDTA	Maryland Transportation Authority (toll facilities agency)	RITIS	Regional Integrated Transportation Information System
MPA	Maryland Port Administration	RTPP	Regional Transportation Priorities Plan
MPO	Metropolitan Planning Organization	SCAG	Southern California Association of Governments
MSA	Metropolitan Statistical Area	STAA	Surface Transportation Assistance Act of 1982
MSTM	Maryland Statewide Transportation Model	TIH	Toxic Inhalation Hazard
NCR	National Capital Region	TIP	Transportation Improvement Plan
NCRC	National Capital Region Coordination	TPB	National Capital Region Transportation Planning Board
NHS	National Highway System	TTI	Travel Time Index
NPMRDS	National Performance Management Research Data Set	TTR	Travel Time Reliability
NSFHP	Nationally Significant Freight and Highway Projects	TTRR	Truck Travel Time Reliability
OFM	Office of Freight and Multimodalism	UPWP	Unified Planning Work Program
OIPI	Office of Intermodal Planning and Investment	USDOT	United States Department of Transportation
PA	Pennsylvania	VA	Virginia
PHFS	Primary Highway Freight System	VDOT	Virginia Department of Transportation
		VPA	Virginia Port Authority

SUMMARY OF KEY POINTS

The National Capital Region Freight Plan (the Plan) describes the role freight transportation plays in the region's economy, provides an overview of the region's multimodal freight transportation system, describes the drivers of freight demand and the freight flows resulting from it, identifies the most significant freight issues and trends impacting the region, and provides recommendations to ensure the multimodal freight transportation system continues to support the economy of the region and the quality of life of its residents and visitors.

The Plan is a technical reference and serves as a foundation for future regional freight planning activities and sets the stage for freight to be considered in the region's federally-recognized metropolitan long-range transportation plan (Visualize 2045 and its successors) and other regional planning activities.

The following are key points from the Plan:

1. Freight movement in the region is shaped by regional policies (such as those articulated in Visualize 2045), state-level policies, and federal priorities and performance measures enacted by the Infrastructure Investment and Jobs Act (2021). See [Section 1](#) for an overview of what these policies and requirements mean for freight planning in the region.
2. Commercial trucking remains the dominant freight transportation mode in the region. In 2020, commercial trucking accounted for 73 percent of the region's freight transported by value and 72 percent of the region's freight transported by weight. See [Section 2](#) for more details.
3. Since the 2016 Freight Plan, technological trends, evolving supply chain and logistics patterns, and impacts from the COVID-19 pandemic have altered how freight is transported. See [Section 4](#) for an overview of how these changes are impacting goods movement in the region.
4. Proactively managing freight movement and delivery at the regional and local levels is critical as the region's population continues to grow and demand for goods increases. The National Capital Region Transportation Planning Board is committed to better understanding the community impacts of freight movement in the region to help local jurisdictions accommodate freight needs, sustain the health and wellbeing of residents and visitors, and to mitigate negative community impacts from freight movement. See [Section 5.3](#) for more details.
5. Freight movement remains vital to the economy of the National Capital Region and to the quality of life of its residents.

1. INTRODUCTION

The National Capital Region's multimodal transportation system is vital to the economy of the region and to the quality of life of its residents. It connects people and businesses to important regional activity centers and to major domestic and international markets. Each year hundreds of millions of tons of freight valued in billions of dollars move over the Region's roadways and railways and pass through its airports. The region's service-based economy, with its growing employment, population, and wealth will continue to drive demand for freight in the foreseeable future. Economic growth along the eastern seaboard, throughout the nation, and across the world will also result in greater quantities of goods moving into, out of, and through the region—especially along the I-95 corridor. Evolving logistics practices, changes in where goods are produced and how they are distributed, and increasing urbanization are but a few of the factors that will impact how freight will move across the region in the future. The National Capital Region Transportation Planning Board (TPB) as the Metropolitan Planning Organization (MPO) for metropolitan Washington has an important role to play in ensuring that the regional transportation system continues to be responsive to and supportive of the freight demands placed upon it by its residents, businesses, and visitors.

1.1. About the Plan

The National Capital Region Freight Plan (the Plan) describes the role freight transportation plays in the region's economy, provides an overview of the region's multimodal freight transportation system, describes the drivers of freight demand and the freight flows resulting from it, identifies the most significant freight issues in the region, and provides recommendations to ensure the multimodal freight transportation system continues to support the economy of the region and the quality of life of its residents and visitors. The Plan serves as a foundation for future regional freight planning activities and builds on the results of the original National Capital Region Freight Plan adopted in 2010, and the Update adopted in 2016. Much of the content in the Plan has its origins in that previous Plan and in the extensive freight and rail planning efforts of the Federal Highway Administration, the Federal Motor Carrier Safety Administration; the Federal Railroad Administration; a wide range of State and regional freight plans—especially those of the Commonwealth of Virginia, the District of Columbia, and the State of Maryland; and numerous publications of the Transportation Research Board. It provides relevant context and support for the freight element of Visualize 2045. It provides the basis for understanding the goods movement impacts of transportation projects included in the region's Transportation Improvement Program. Because the efficient and safe movement freight is important to the economic health of the region and the quality of life of its residents, this freight plan is intended to be a helpful reference to planners and elected officials in their continuing efforts to make the region a better place to live, work, and visit.

1.1.1. OVERVIEW

The Plan is organized into the following major sections:

Executive Summary – provides highlights of the Plan.

1.0 Introduction – highlights the importance of freight to the region, provides an overview of the Plan and its institutional and regulatory context, and lists planning and data assumptions on which the Plan is formed.

2.0 Multimodal Freight Transportation System - describes the physical infrastructure, including roadways, railways, airports, and intermodal facilities, that comprise the region's freight transportation system.

3.0 Freight Demand - identifies the key commodities transported into, out of, within, and through the region; describes the relative importance of the various transportation modes used to move these commodities; identifies their origins and destinations; and forecasts how these elements are expected to change in the future.

4.0 Key Trends Influencing Freight in the Region – discusses the broad trends, including demographic and economic trends and supply chain and logistics patterns impacting freight, and the impact of COVID-19 on freight transportation within the region.

5.0 Regional Freight Issues, Challenges, and Opportunities – identifies key issues associated with freight transportation in the region.

6.0 Regional Freight Policies - describes the freight-related policies that the Transportation Planning Board promotes. Member jurisdictions are also encouraged to consider these policies within their respective transportation planning processes.

7.0 National Capital Region Projects Important to Freight – lists projects that are important to goods movement within the region.

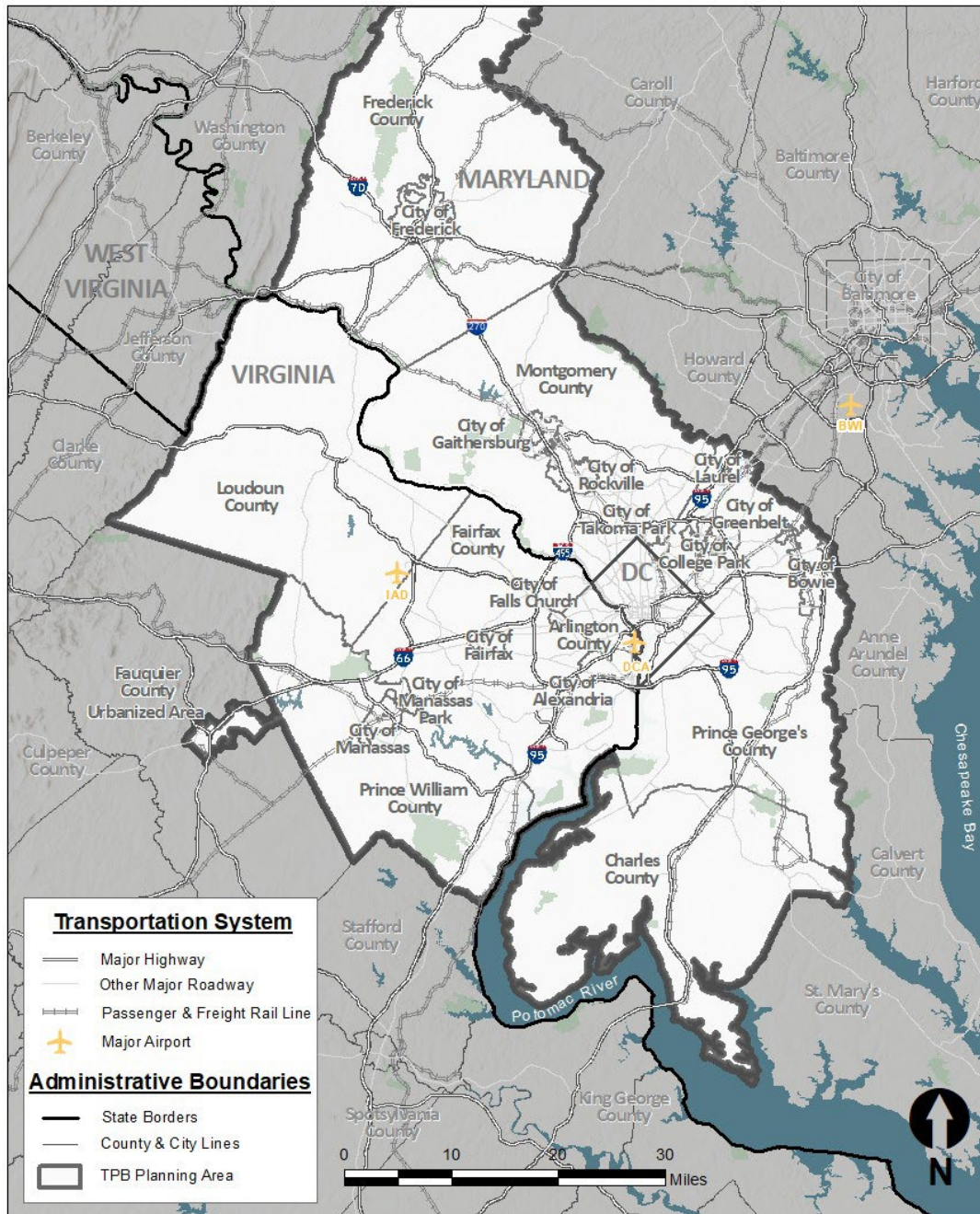
8.0 Recommendations and Next Steps – summarizes recommended actions and activities related to maintaining and strengthening the regional freight planning process.

Appendices – provide additional background and technically detailed materials that support the content within the body of the main document.

1.2. Freight Planning in the National Capital Region

The Transportation Planning Board member jurisdictions can be found in Figure 1 below and includes 23 jurisdictions: District of Columbia, City of Bowie, City of College Park, Charles County, City of Frederick, Frederick County, City of Gaithersburg, City of Greenbelt, City of Laurel, Montgomery County, Prince George’s County, City of Rockville, City of Takoma Park, City of Alexandria, Arlington County, City of Fairfax, Fairfax County, City of Falls Church, Loudoun County, City of Manassas, City of Manassas Park, Prince William County, and the urbanized area around Warrenton in Fauquier County.

Figure 1: TPB Member Jurisdictions



Source: Metropolitan Washington Council of Governments GIS Data, 2023.

1.2.1 VISUALIZE 2045 AND THE TRANSPORTATION PLANNING BOARD VISION

The TPB adopted Visualize 2045^a, the National Capital Region’s long-range transportation plan (LRTP), in 2022. Visualize 2045 details how the TPB and its members tackle transportation challenges facing the region, gather public input, and advance the most effective strategies to make progress on the region’s transportation goals. A key freight policy goal of Visualize 2045 is that by addressing the congestion and mobility challenges forecast for the region, the LRTP’s proposed

initiatives will improve the ability of the transportation system to respond to the needs of freight movement. Visualize 2045 identifies two freight-related planning factors and two freight-related planning goals:

- Planning Factors

- Increase the accessibility and mobility of people and freight.
- Enhance the integration and connectivity of the transportation system across and between modes for people and freight.

- Planning Goals

- Promote a strong regional economy, including a healthy regional core and dynamic Activity Centers.
- Support inter-regional and international travel and commerce.

Visualize 2045 also includes trends and strategies to direct freight planning in the region.

- The impacts of e-commerce may have lasting impacts on long-range regional planning, including addressing changing demands for retail space and freight-related needs. Visualize 2045's public survey determined that one year after the COVID-19 pandemic is over, a majority (58 percent) of respondents expect their online shopping habits to continue. This continued expansion of e-commerce has increased the number of trucks competing for the limited supply of roadway and curbside space, increasing curbside management challenges.
- Equity considerations in distributing the costs and benefits of freight transportation. Noise, vibrations, and air pollution from freight transportation should not be disproportionately concentrated in low-income and minority communities. The region should work to distribute negative externalities and balance benefits of freight innovation, such as low-or zero emission vehicles and the distribution of delivery lockers.

Two documents preceding Visualize 2045 also shape the priorities and goals for freight planning in the National Capital Region. The TPB Transportation Vision, adopted in 1998, provides a framework to guide the region's transportation planning and investment decisions into the 21st Century. The Vision identifies eight broad goals with associated objectives and strategies. Two of the goals are closely tied to freight transportation (see below) and are supported by this Plan:

- Goal 2: The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, and services in a walkable environment.
- Goal 2, Objective 3: A web of multi-modal transportation connections which provide convenient access (including improved mobility with reduced reliance on the automobile) between the regional core and regional activity centers, reinforcing existing transportation connections and creating new connections where appropriate.
- Goal 8, Strategy 5: Develop a regional plan for freight movement.

The second influential document is the Regional Transportation Priorities Plan (RTPP), approved by TPB in January 2014. The RTPP builds on the Vision goals by identifying strategies with the greatest potential to respond to our most significant transportation challenges. The strategies are intended to be complementary, to make better use of existing infrastructure, and to be within reach both financially and politically. The RTPP identifies priorities and strategies that impact freight, including the following:

- Ensure maintenance of roads and bridges;
- Alleviate roadway bottlenecks;
- Concentrate growth in activity centers; and
- Enhance circulation within activity centers.

1.2.2. REGIONAL FREIGHT PLANNING

The Transportation Planning Board (TPB) considers freight in its overall metropolitan transportation planning process and addresses freight issues within its Long-Range Transportation Plan (Visualize 2045) as well as its Transportation Improvement Program (TIP). Federal regulations require that the transportation planning processes of Metropolitan Planning Organizations (MPOs) such as the TPB provide for consideration and implementation of projects, strategies, and services that support economic vitality, increase accessibility and mobility of freight, and enhance the integration and connectivity of the transportation system for freight (among other requirements).¹ To ensure these requirements are met, the TPB has included a regional freight planning task in its Unified Planning Work Program (UPWP) since 2007. Also beginning in 2007, the TPB has funded dedicated freight planning staffing and convened the TPB Freight Subcommittee.

The TPB Freight Subcommittee's mission is to integrate freight matters into the region's transportation planning process. It also aims to raise awareness of freight issues among local elected officials and the public. The subcommittee serves as a forum for discussion and makes recommendations on freight-related action items for consideration by the TPB Technical Committee and the Transportation Planning Board. The subcommittee meets regularly (generally bimonthly), and its meetings are open to the public. A wide range of topics are covered during subcommittee meetings such as: updates on statewide freight planning activities conducted by the Departments of Transportation (DOTs) of Maryland, Virginia, and the District of Columbia; presentations by freight railroads, airports authorities, trucking companies, manufacturers, builders, retailers, and other private- and public-sector entities; analyses of supply chain resiliency; reviews of freight-related research findings, and presentations on local curbside management efforts. Attendees typically include, but are not limited to, state DOT representatives, local jurisdiction officials, Federal Highway Administration officials, private-sector freight firm representatives, and transportation consulting firm staff.

The TPB Freight Subcommittee is one component of a broader regional transportation planning process undertaken by the TPB that aims to serve the mobility needs of residents and freight while balancing those needs with the region's environmental, economic, community, safety, and security goals. MPOs such as the TPB exist as a result of the federal government's recognition of the complexity of urbanized areas. The urban and suburban nature of the National Capital Region, combined with the fact that the region encompasses three states, each with its own governance structure and transportation system, results in unique transportation challenges in the region, including in freight. To address these challenges, the TPB pursues a regional transportation planning process that synchronizes and balances the transportation planning strategies developed by the District, Maryland, and Virginia, documented in this National Capital Region Freight Plan.

¹ 23CFR § 450.306 Scope of the metropolitan transportation planning process.

Key activities and outputs of TPB's regional freight planning efforts not already mentioned have included the incorporation of freight-related content into biennial Congestion Management Process Technical Reports, the development of a regional freight-significant network, the establishment of Critical Urban Freight Corridors, time travel reliability and truck travel time reliability monitoring, the strategic highway network, and the organization and hosting of a regional freight and curbside management forums, among others.

Critical Urban Freight Corridors

Under the 2015 Fixing America's Surface Transportation (FAST) Act, the TPB was called upon to designate public roads within its urbanized areas as Critical Urban Freight Corridors (CUFCs). TPB staff collaborated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to identify CUFCs that met the criteria for designation as set forth under provisions of the FAST Act.

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

In 2017, the TPB designated approximately 115 miles of roadway in the National Capital Region as a CUFC (via Resolution R6-2018), with later amendments bringing the regional total to about 118 miles of roadway as of 2021.

Further future amendments are anticipated. Section 11114 of the 2021 Infrastructure Investment and Jobs Act (IIJA) increased the maximum number of highway miles a State or MPO may designate as critical urban freight corridors from 75 to 150 miles, or 10 percent of the PHFS mileage in the state, whichever is greater. As of 2023, TPB and COG are coordinating with MDOT, VDOT, and DDOT to designate additional CUFC segments for the National Capital Region.

Travel Time Reliability and Truck Travel Time Reliability

In 2017, the FHWA published the System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ) rule. The rule requires state DOTs to set targets for performance measures for Interstate Travel Time Reliability (TTR), National Highway System (NHS) TTR, and Freight Reliability, defined as Truck Travel Time Reliability (TTTR).

The Travel Time Reliability (TTR) assesses the reliability of roadways on the Interstate and Non-Interstate (NHS) systems. TTR is defined by the FHWA as the percent of person-miles on the Interstate/NHS that are reliable. Concerning freight, reliability is the ratio of the Interstate System Mileage providing for reliable TTR. Data are derived from the travel time data set found in the National Performance Management Research Data Set (NPMRDS).

TPB adopts four-year targets for Interstates, non-Interstates, and truck travel times. For the period from 2022-2025, the target for TTR Interstate miles was increased from 58.5 percent to 61.1

percent, the target for TTR Non-Interstate miles was increased from 72.7 percent to 78.6 percent, and the target TTR Index was raised from 2.12 to 2.56.

Strategic Highway Network (STRAHNET)

The Strategic Highway Network (STRAHNET) is a national 64,200-mile system that consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment. STRAHNET includes the Interstate and Defense Highway System, 14,000 miles of non-Interstate public highways that are part of the National Highway System, and 1,800 miles of connector routes linking to 200 military installations.

FHWA encourages MPOs and State DOTs to coordinate with representatives from the Department of Defense (DOD) on transportation planning and the project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. In metropolitan Washington, STRAHNET encompasses all Interstate highways and U.S. Route 301. Multiple DOD facilities are major employers in the region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to facilities. As a result, connections to regional DOD installations, such as Joint Base Andrews, Fort Detrick, Fort Belvoir Joint Base Myer-Henderson Hall, and others are critical to defense preparation.

Curbside Management

Curbside management policies and practices are critical to the efficient movement and delivery of freight in the National Capital Region. However, the need for curbside loading, and the availability of those spaces, varies between jurisdictions and urban environments. In the District of Columbia, where curbside parking and loading are in high demand, DDOT has conducted pilots aimed at better managing curbside delivery and parking compliance. In 2017, as part of the parkDC pilot, DDOT raised the hourly parking rate for loading zones in select neighborhoods and extended loading zone hours of operation to improve accessibility for delivery vehicles attempting to access the study area during off-peak hours.^b In 2019, DDOT conducted a pilot with curbFlow in six locations to manage curbside pickups and drop-offs (PUDO) for commercial delivery vehicles.^c

1.2.3. FEDERAL CONTEXT FOR TRANSPORTATION PLANNING IN METROPOLITAN AREAS

The federal government, primarily through its legislative and executive branches, establishes the legal framework through which regional transportation planning in general, and freight planning, operates. In addition to this legal function, the federal government also provides funding, technical assistance, data, and data analysis tools to support transportation planning activities at the state, regional, and local levels. The various administrations and offices of the United States Department of Transportation (USDOT) influence the freight transportation planning activities at all levels of government for each mode and vehicle type. USDOT administrations with important roles in freight transportation planning include:

- **Federal Highway Administration (FHWA):** supports state and local governments in the design, construction, and maintenance of the Nation's highway system and provides financial and technical assistance to state and local governments.
- **Federal Motor Carrier Safety Administration (FMCSA):** issues and enforces commercial vehicle related safety regulations; works to improve safety information systems and commercial motor vehicle technologies; and works to strengthen vehicle standards and increase safety awareness. FMCSA also funds the Motor Carrier Safety Assistance Program (MCSAP) that provides financial

assistance to states to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles (CMVs).

- Federal Railroad Administration (FRA): issues, implements, and enforces railroad safety regulations; makes selective investments in rail corridors; conducts research; and develops technology.
- Federal Aviation Administration (FAA): ensures that aircraft and the national airport system is safe, efficient, and environmentally responsible.
- Maritime Administration (MARAD): works in areas involving ships and shipbuilding, port operations, vessel operations, national security, the environment, and safety.
- Pipeline and Hazardous Materials Safety Administration (PHMSA): establishes national policy on pipelines and hazardous materials transport; sets and enforces standards; conducts research to prevent incidents; and prepares first responders.

Among the agencies listed above, the FHWA has the greatest influence on freight transportation planning for the region. By law, every four years the FHWA, together with the FTA, must jointly certify the TPB's transportation planning process. This certification process includes a review of the region's freight transportation planning activities.

TPB Activities to Address Federal Requirements

As the MPO for the National Capital Region, TPB is responsible for coordinating freight related policies, priorities, and improvements with federal transportation agencies, member jurisdictions and state DOTs. As noted in Section 1.2.2., the TPB is required to designate public roads within urbanized areas in the National Capital Region as Critical Urban Freight Corridors (CUFCs). Additional federal requirements are related to travel time reliability; TPB adopts four-year targets for travel time reliability on Interstates, non-Interstates, and for trucks. Other TPB activities than ensure compliance with federal requirements include:

- Addressing freight considerations in the region's long-range plan (Visualize 2045) and Transportation Improvement Program
- Convening public and private freight stakeholders through the TPB Freight Subcommittee
- Developing the National Capital Region Freight Plan.

In November 2021, the President of the United States signed the Infrastructure Investment and Jobs Act (IIJA) into law. Often referred to as the Bipartisan Infrastructure Law (BIL), the IIJA authorizes \$1.2 trillion over five federal fiscal years (FY 2022-2026) for surface transportation projects and programs, as well as water, wastewater, energy transmission, resilience, and broadband. IIJA reauthorized the 2015 Fixing America's Surface Transportation Act (FAST Act) while expanding existing grant programs and adding new programs and policies.² IIJA builds upon the requirements of the FAST Act as well as the 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21).

Key freight provisions affecting all levels of government, which remain relevant, included the following: ² establishment of a National Multimodal Freight Policy; development of a National Freight

² This list of FAST provisions is adapted from several USDOT and FHWA web pages.

Strategic Plan; establishment of a National Highway Freight Network; establishment of a National Highway Freight Program; establishment of a National Multimodal Freight Network; encouragement of state freight advisory committees: freight conditions and performance report, and continued emphasis on performance measures.

The IIJA established multiple new funding and performance programs relating to freight. Federal freight performance management now requires states and MPOs such as the TPB to develop and track freight performance measures and set freight performance targets. Complying requires coordination with the District Department of Transportation (DDOT), Virginia Department of Transportation (VDOT), and Maryland Department of Transportation (MDOT).

The IIJA also revised guidance for the focus of the National Freight Strategic Plan and State Freight Plans. The National Freight Strategic Plan now must include best practices for reducing environmental impacts, consider potential impacts of the freight system on rural and historically disadvantaged communities, strategies for decarbonization, and the impacts of e-commerce on the national multimodal freight system. State Freight Plans are now required to be completed every four years, and must now include supply chain cargo flows, an inventory of commercial ports, findings and recommendations from any multi-State freight compacts, the impacts of e-commerce on freight infrastructure, the considerations of military freight, and an assessment of truck parking facilities in states.

USDOT will continue to establish national performance goals, measures, and targets in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, and environmental sustainability. States will be required to set targets in each of the above areas and MPOs will set targets in some cases as well. To the maximum extent practicable, state and MPO target setting should be coordinated.

1.2.4. STATE AND LOCAL FREIGHT PLANNING

Transportation departments in the District of Columbia (DDOT), Maryland (MDOT), and Virginia (VDOT) sponsor transportation projects for inclusion in the National Capital Region's Transportation Improvement Program (TIP). The Transportation Improvement Program (TIP) is a federally required schedule that programs funding for local, state, and federal transportation projects over a four-year period. Local jurisdictions undertake freight planning within the context of jurisdictional comprehensive planning, in collaborative with their respective state partners.

District of Columbia Freight Planning

The District of Columbia has published four major documents that include freight provisions since the 2016 National Capital Region Freight Plan was published.

- The District of Columbia State Rail Plan (2017) This long range (20+ year) Plan provided a vision for rail transportation in the District of Columbia. It identified three primary freight issues to address over the next two decades. The Virginia Avenue Tunnel in D.C., which was previously identified as a freight bottleneck, was reconstructed in 2018, and now serves double stack intermodal trains. Two other issues were that seven percent of carloads transported by CSX

containing hazardous chemicals transported via rail using the DC rail network³, and a lack of freight facilities within the district.

- The DDOT Freight Plan Addendum^f(2020) As an update to the 2017 Freight Plan Addendum and the 2019 Freight Investment Plan, this plan includes three types of projects including projects developed and managed directly by the freight program; projects developed by the freight program but implemented by other units; and existing projects that support freight program goals that are managed by other units or agencies. All three projects aim to address freight in the National Capital Region. Examples of the projects included in this addendum are truck safety education and driver outreach campaign; positive truck route signage; delivery demand management program; oversized/overweight tool maintenance and enhancement project; research into innovative freight delivery practices; supporting enforcement of commercial loading zones; and developing a new state freight plan.
- MoveDC^g: (2021) This Plan establishes goals, policies, strategies, and metrics for the District Department of Transportation to invest in transportation facilities and programs addressing the needs for Washingtonians to guide decisions for the next 25 years.⁴ Strategies that are closely related to freight include developing a regional approach to congestion management, implementing a curbside hierarchy, modernizing traffic signals, providing and maintaining safe routes for trucks, updating the State Rail Plan, and studying new vehicle technologies.
- The Comprehensive Plan for the National Capital District Elements^h: (2021) This Plan serves as a guide for District planning and is the centerpiece of a 'Family of Plans' guiding DC public policy. This provides overall direction, and highlights policy considerations such as balancing goods delivery needs with congestion, safety, security, and quality of life concerns; freight safety; rail and waterways as alternatives to trucking; truck management; enhanced freight routing; management of oversized/overweight trucks; and enforcement of truck routing and parking.

State of Maryland Freight Planning

Most of Maryland's statewide and regional freight planning activities are coordinated through the Maryland Department of Transportation (MDOT) Office of Freight and Multimodalism (OFM). Representatives from MDOT and the Maryland State Highway Administration (SHA) are regular participants in TPB freight planning and coordinating activities. MDOT has published several relevant freight planning documents including:

- Maryland Statewide Truck Parking Studyⁱ: (2020) This study provided the data, context, and actionable solutions needed to advance priority projects, policies, and partnerships to improve truck parking statewide. Key recommendations included further developing the truck parking program, having a truck parking committee, conducting further outreach on truck parking issues, integrating truck parking into land use, zoning, and planning, and leveraging grants and partnership opportunities.
- Maryland State Freight Plan Update^j: (2022) The Plan addressed several goals and identified policy positions, strategies, and freight projects to promote these goals and improve freight movement efficiency and safety. Several freight projects identified include improvements to the Maryland Statewide Transportation Model (MSTM) to advance model calibration and freight-

³ The 2017 District of Columbia State Rail Plan, page 3-56.

⁴ Move DC 2021 Update: The District of Columbia's Multimodal Long-Range Transportation Plan

specific enhancements for trucks and freight connected automated vehicles, and advancements in mapping and GIS tools related to the freight network, truck parking, and other freight related data.

- Maryland State Rail Plan Update^k: (2022) This Plan was an update to the previous Maryland Statewide Rail Plan completed in 2015. The Plan provided an overview of the current and planned rail network and services within Maryland, trends that will impact Maryland's rail network in the future, and included an outline of investments, policies, and strategies to help guide railroad transportation within Maryland⁵. A key part of the plan included a Rail Service and Investment Program, that listed potential capital investments to support plan objectives, including freight projects regarding capacity on Norfolk Southern and CSX railroads, freight projects, Northeast Corridor capacity projects, and MARC capital projects.

Commonwealth of Virginia Freight Planning

The Commonwealth's Office of Intermodal Planning and Investment (OIP) coordinates freight planning efforts of several state agencies, including the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), and the Virginia Port Authority (VPA). Representatives from both VDOT's Northern Virginia region office and DRPT are regular participants in TPB freight planning and coordinating activities. Since the publication of the 2016 National Capital Region Freight Plan, the Commonwealth has published several freight planning documents that are important to the National Capital Region including:

- Virginia Statewide Rail Plan^l: (2017) This plan provides a vision for passenger and freight rail transportation in Virginia through 2040. It profiles the Commonwealth's current rail assets, services, and capacity choke points. It includes recommended improvement projects and is part of a multimodal interagency transportation planning effort guided by VTrans, Virginia's statewide long-range multimodal policy plan.
- VTrans 2040: Virginia Freight Element^m: (2017) This plan supported maintaining and improving the efficiency of the multimodal freight system and aligned itself with the VTrans goals and objectives as well as the National Freight Goals. Key outcomes of the plan included the freight improvement strategies, that lists policies, programs, technologies, and projects needed to find the solutions to freight issues within Virginia. VTrans is now developing VTrans 2045, which will identify mid-term needs within a 10-year planning horizon and longer-term needs.
- VTrans - Virginia Transportation Planⁿ: (2022) This Plan identified transportation needs and associated multimodal infrastructure improvement projects, transportation strategies, and policies to address these needs. The freight element discussed important issues including the designation of critical urban and rural freight corridors, provided an inventory of existing freight facilities, and identified freight issues, and strategic actions relevant to freight⁶.
- Virginia Statewide Rail Plan^o: (2022) This Plan identified projects and provides guidance to ensure that rail transportation meets the needs for the people and communities within the Commonwealth, and that rail transportation continues to be a safe, economical, and

⁵ 2022 Maryland State Rail Plan

⁶ VTrans: Virginia's Transportation Plan

environmentally friendly mode of transportation. Projects identified in the plan include recommendations on passenger rail, freight rail, and rail crossing project investments.

- Virginia Truck Parking Study:(2022) This study measured and documented the current truck parking supply and demand in Virginia. A key finding of this study was that more truck parking is needed across the state, specifically along I-81 and I-95.

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2. THE MULTIMODAL FREIGHT TRANSPORTATION SYSTEM

This section describes the elements that make up the regional freight system. Understanding these elements enables the TPB to better assess the way that freight vehicles use the system and how freight movements contribute to congestion, pavement consumption, bridge stress, economic development, and quality of life.

2.1. Overview

The region's multimodal freight transportation system consists of:

- More than 17,000 lane miles of highways and major roadways⁷ carrying more than 160 million tons of goods annually⁸.
- Two Class I railroads – CSX Transportation and the Norfolk Southern Corporation – operating over 250 miles⁹ of mainline track and carrying more than 6.7 million tons¹⁰ of local freight annually.
- Two major cargo airports – Washington Dulles International Airport and Baltimore Washington International Thurgood Marshall Airport.
- An extensive pipeline network that carries more than 48 million tons¹¹ of freight per year.
- A number of key intermodal connectors – short roadway segments that tie rail terminal facilities, airports, and pipeline terminal facilities to the National Highway System (NHS).

2.2. Highway Freight

The region's highway system is organized into the following categories:¹²

- Interstate¹³ - More than 200 miles that connect the region to the rest of the nation.
- Primary¹⁴ - More than 1,000 miles that connect communities within the Region to each other and to the Interstates.

⁷ Visualize 2045: A Long-Range Transportation Plan for the National Capital Region. Page 40.

⁸ Federal Highway Administration Freight Analysis Framework for year 2020.

⁹ Visualize 2045: A Long-Range Transportation Plan for the National Capital Region. Page 40.

¹⁰ Federal Highway Administration Freight Analysis Framework for year 2020.

¹¹ Federal Highway Administration Freight Analysis Framework for year 2020.

¹² Facility types 4 (Ramp) and 5 (Non-Mainline) and 6 (Non-Inventory Direction) and 7 (Planned/ Unbuilt) were excluded from Interstate and Primary roadway mileage.

¹³ Interstate roadway mileage includes functional system 1 (Interstate).

¹⁴ Primary roadway mileage includes functional system 2 (principal arterial-other freeways and expressways), functional system 3 (principal arterial-other) and functional system 4 (minor arterials).

- Secondary¹⁵ – More than 2,000 miles of collector roads that connect local streets to primary roadways.
- Local¹⁶ – More than 100,000 miles of local streets.

Additionally, a number of key intermodal connectors (short roadway segments) tie rail terminal facilities, airports, and pipeline terminal facilities to the National Highway System.

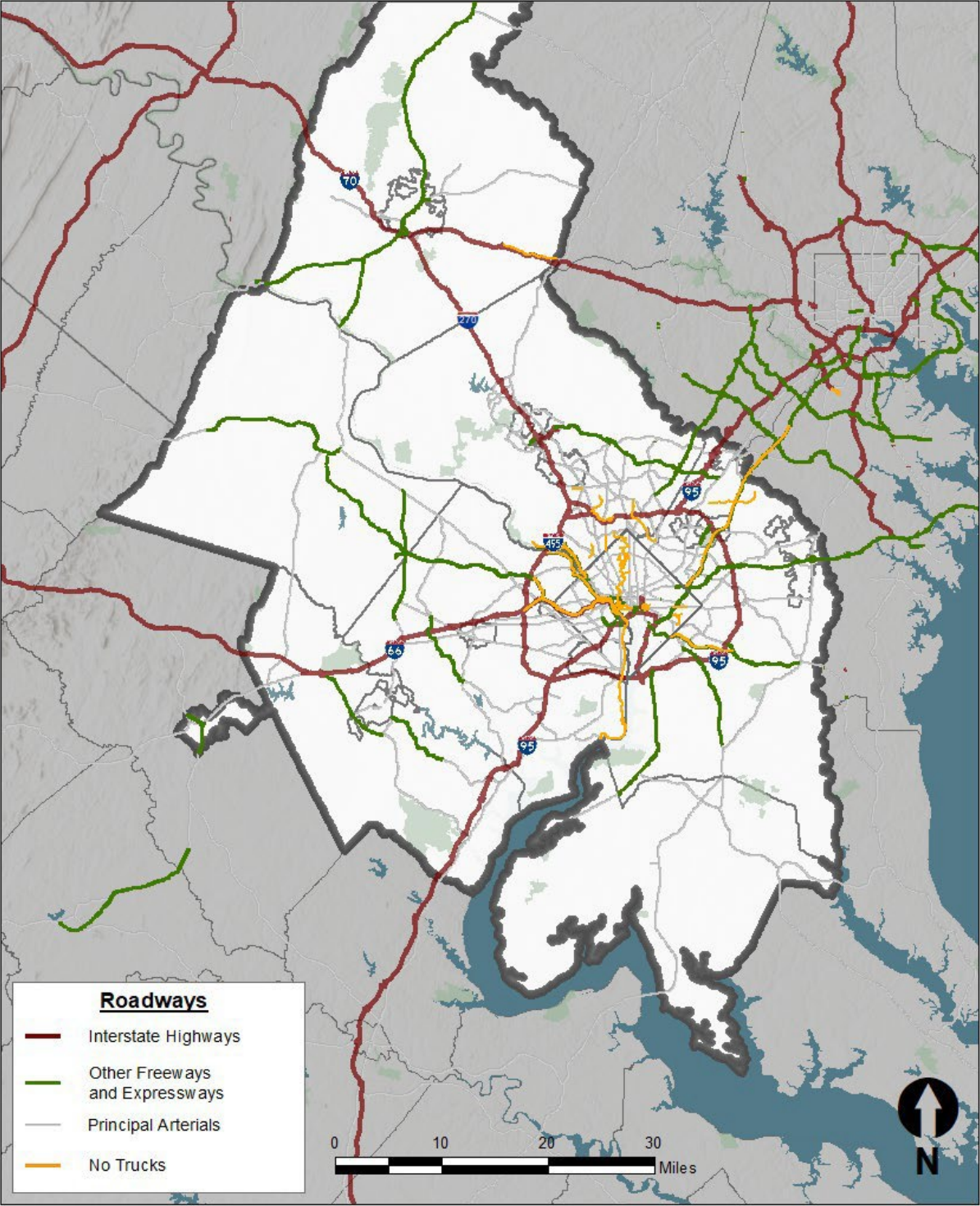
The region's highway network is publicly owned, and the majority of truck freight is moved over the Interstate and primary highway systems. However, the trucks and trailers using that network are privately owned. Different types and sizes of trucks are used to haul certain types of cargo. Trucks vary in size from small delivery vans to medium-size "single-unit" vehicles to large combination tractor-trailer vehicles. Cargo can be carried in a "dry van", on a flatbed trailer, on a specialized "auto rack", in a hopper or a liquid bulk tank, or in an intermodal shipping container designed for direct transfer between truck, ship, and train using specialized overhead lift equipment. There may be a refrigerator unit for keeping the cargo at a suitably cool temperature¹⁷. Figure 2 below illustrates the locations of the National Capital Region's major highways.

¹⁵ Secondary roadway mileage includes functional system 5 (major collectors) and functional system 6 (major collectors).

¹⁶ Local street mileage includes functional system 7 (local).

¹⁷ Virginia Intermodal Freight Study, Phase 1

Figure 2: Interstate and Primary Highway Systems in the Region



Source: Metropolitan Washington Council of Governments GIS Data, 2023.

Table 1 below highlights the Interstate and non-Interstate NHS mileage by county within the region. Note that some National Capital Region jurisdictions, such as the City of Fairfax and the City of Falls Church, do not have any Interstate mileage within their boundaries.

Table 1: Interstate and Non-Interstate NHS Mileage by County

County/City Name	Interstate Mileage	Non-Interstate Mileage
Arlington County	11.1	42.1
Charles County	0	57.2
City of Alexandria	4.6	18.2
City of Fairfax	0	9.4
City of Falls Church	0	3.5
City of Manassas	0	5.5
City of Manassas Park	0	0.3
District of Columbia	11.8	122.2
Fairfax County	53.5	175.1
Fauquier County Urban	0	12.2
Frederick County	39.3	60.4
Loudoun County	0	77.6
Montgomery County	41.4	186
Prince George's County	46.6	212.5
Prince William County	25.4	92.2

Source: 2019 Highway Performance Monitoring System Public Release Data from USDOT GIS Server; for planning purposes only.

2.2.1. REGIONALLY SIGNIFICANT HIGHWAY FREIGHT NETWORK

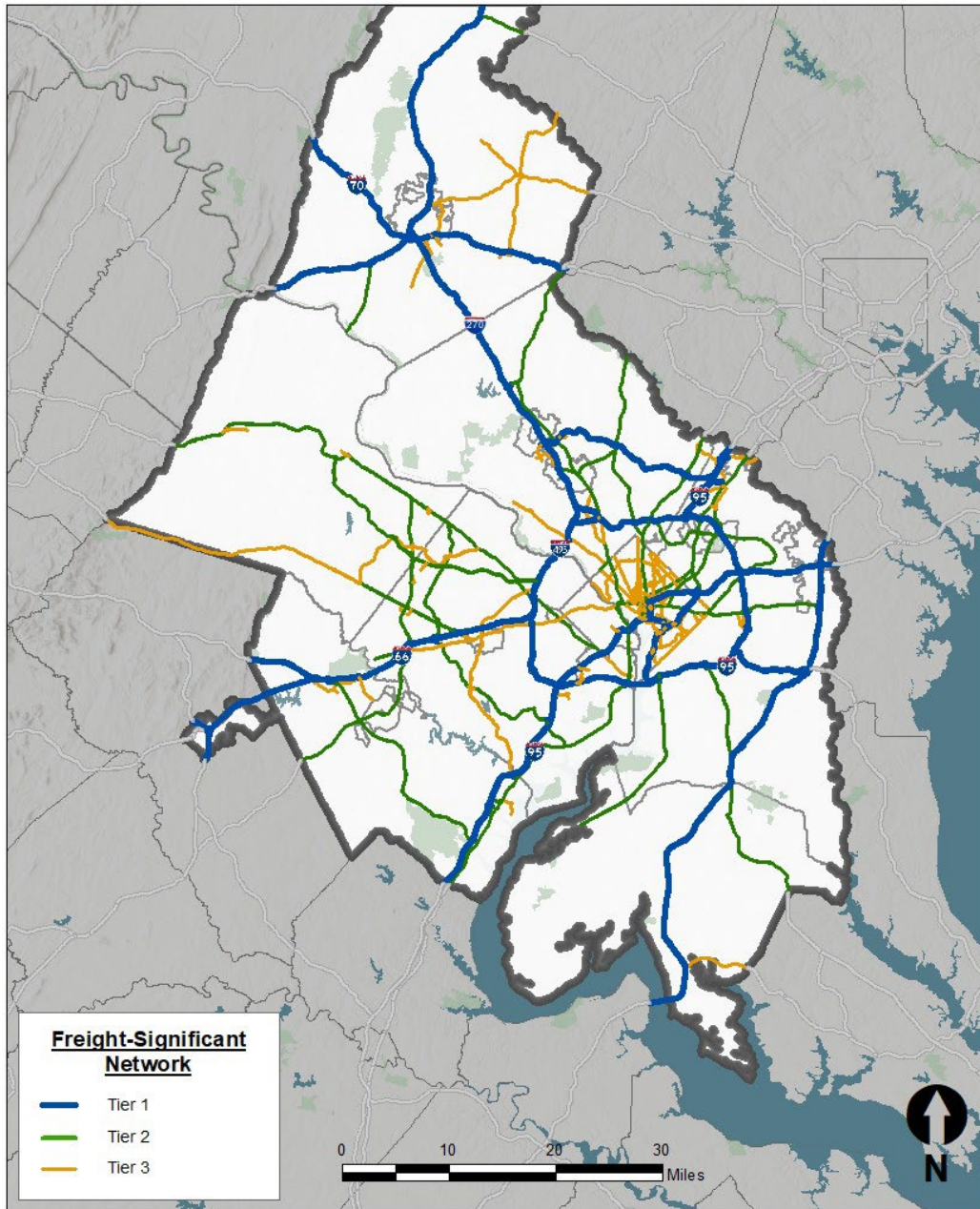
Certain components of the region's highway system are particularly important for goods' movement. Each of the region's member states, Maryland, Virginia, and the District of Columbia have identified a designated truck network linking major freight shipping and receiving areas and accommodating through-state freight movement. Within the region, most of these state-designated truck routes are represented by Interstate highways and major arterials. At the regional level, the importance of roadways other than state designated truck routes is also recognized. These regionally freight-significant roadways function as important connectors between retail establishments, warehouse and distribution centers, and state-designated truck routes.

TPB staff, in consultation with the TPB Freight Subcommittee, identified a network of these freight-important roadways using a combination of data analysis and collective expertise. The Freight Significant Network identified below represents the 2023 update of the network, superseding the network published in the 2016 National Capital Region Freight Plan. The resulting regional freight significant network is organized into three tiers.

- **Tier 1:** Roadways in this tier include state-designated truck routes, Interstates, and other high-volume roadways. These roads are how most freight enters and leaves the region and are typically used by pass-through trucks.
- **Tier 2:** Roadways in this tier allow trucks to permeate the region and provide access to important freight generators and attractors.
- **Tier 3:** Roadways in this tier provide last mile connectivity.

The regional freight significant network includes truck-allowed routes that are important for the movement of goods. The freight significant network is intended for regional data analysis and is not promoted as truck routes in the same way that officially state-designated truck routes are. The primary purpose of developing the regional freight-significant network is to facilitate performance monitoring. For example, congestion can be measured on the freight significant network and compared to that of the overall region. Similar comparisons can be made for pavement condition, bridge condition, or safety. The regional freight-significant network is shown in Figure 3.

Figure 3: Regionally Significant Highway Freight Network



Source: Metropolitan Washington Council of Governments GIS Data, 2023

Detailed information on the components of the regional freight-significant network are provided in Table 2. Detailed maps highlighting portions of the freight significant network can be found in Appendix A.

Table 2: Components of the Regionally Significant Highway Freight Network

Route Name	Tier	From	To	Comments
<i>Frederick County, MD</i>				
I-70	Tier 1	Washington-Frederick County line	Frederick-Carroll County line	Part of Maryland Truck Route System
I-270	Tier 1	Montgomery-Frederick County line	I-70	Part of Maryland Truck Route System
US 15	Tier 1	US 340	Maryland-Pennsylvania line	Provides truck access from Frederick to Harpers Ferry, WV, and points south and west
MD 140	Tier 2	US 15	Frederick-Carroll County line	Provides truck access to various facilities in northern Frederick and Carroll Counties and to Pennsylvania
MD 26	Tier 3	US 15	Frederick-Carroll County line	Provides access to commercial and industrial areas including MD 75 and to Carroll County and beyond
MD 75	Tier 3	W. Baldwin Road	Frederick-Carroll County line	South of I-70: provides truck access to W. Baldwin Road / Intercoastal Drive and on to Costco distribution facility – note vehicle height restrictions south of W. Baldwin Road North of I-70: provides truck access to cement plant in Carroll County
MD 85	Tier 3	I-70	Manor Woods Road	Provides truck access to industrial areas
MD 355	Tier 3	MD 85	New Technology Way	Provides truck access to commercial and industrial areas – note trucks are not encouraged beyond New Technology Way
MD 550	Tier 3	MD 194	MD 26	Provides truck access to Woodsboro Mining and connection to MD 75 via MD 26
Monocacy Boulevard	Tier 3	South Street / Reichs Ford Road	MD 26	Provides truck access to industrial areas in and around Frederick
Reichs Ford Road	Tier 3	I-70	Ray Smith Road	Provides truck access to industrial and commercial areas
W. Baldwin Road & Intercoastal Drive	Tier 3	MD 75	Costco distribution facility	Provides truck access to Costco distribution facility
<i>Montgomery County, MD</i>				

Route Name	Tier	From	To	Comments
I-270	Tier 1	I-495	Montgomery-Frederick County line	Part of Maryland Truck Route System
I-270 SPUR	Tier 1	I-495	I-270	Part of Maryland Truck Route System
I-370	Tier 1	I-270	MD 200	Provides truck connection between I-270 and I-95
I-495	Tier 1	Virginia – Maryland line	Montgomery-Prince George’s County line	Part of Maryland Truck Route System
MD 200	Tier 1	I-370	Montgomery-Prince George’s County line	Provides truck connection between I-270 and I-95
US 29	Tier 2	DC-Maryland line	Montgomery-Howard County line	Connects to DC Truck Route (Georgia Avenue) and provides truck access to a variety of commercial areas in Silver Spring, White Oak, and Columbia
MD 27	Tier 2	MD 355	Montgomery-Howard County line	Provides truck access to northern Montgomery County
MD 28	Tier 2	I-270	MD 97	Provides truck access to commercial areas in central Montgomery County
MD 97	Tier 2	US 29	Montgomery-Howard County line	Connects to DC Truck Route (Georgia Avenue) via US 29 and provides access to commercial areas of Silver Spring, Wheaton and points north
MD 355	Tier 2	I-495	MD 27	Provides truck access to commercial areas of Rockville and Gaithersburg
MD 355	Tier 2	MD 410 / MD 187	DC-Maryland line	Connects to DC Truck Route (Wisconsin Ave., N.W.) and provides truck access to a variety of commercial areas in the District of Columbia and Bethesda
MD 193	Tier 2	I-495	Montgomery-Prince George’s County line	Provides truck access to commercial areas in southern Montgomery and western Prince George’s Counties
Father Hurley Boulevard & Ridge Road	Tier 2	I-270	MD 27 / MD 355	Provides truck access to commercial areas in Germantown and connects I-270 to MD 27 and MD 355
MD 28	Tier 3	I-270	Darnestown Road	Provides truck access to Shady Grove Life Sciences Center, Shady Grove Adventist Hospital, the Universities at Shady Grove and Aggregate Industries mining operation
MD 119	Tier 3	Sam Eig Highway	MD 28	Provides truck access to Shady Grove Life Sciences Center, Shady Grove

Route Name	Tier	From	To	Comments
				Adventist Hospital, the Universities at Shady Grove and Aggregate Industries mining operation
MD 187	Tier 3	MD 355 (in Bethesda)	MD 355 (north of I-495)	Provides truck access to commercial and medical facilities including the National Institutes of Health, Montgomery Mall, and Bethesda
MD 198	Tier 3	US 29	Montgomery-Prince George's County line	Provides truck access from US 29 to industrial areas along Sweitzer Lane – also provides truck access to Laurel and Fort Meade.
Sam Eig Highway	Tier 3	I-270 / I-370	MD 119	Provides truck access to Shady Grove Life Sciences Center, Shady Grove Adventist Hospital, the Universities at Shady Grove and Aggregate Industries mining operation
<i>Prince George's County, MD</i>				
I-95	Tier 1	Virginia – Maryland line	Prince George's-Howard County line	Part of Maryland Truck Route System
I-295	Tier 1	I-495	Maryland-DC line	Part of Maryland Truck Route System
I-495	Tier 1	Montgomery-Prince George's County line	I-95	Part of Maryland Truck Route System
US 50	Tier 1	DC-Maryland line	Prince George's-Anne Arundel County line	Part of Maryland Truck Route System – provides connectivity to DC Truck route System (New York Avenue)
US 301	Tier 1	Charles-Prince George's County line	Prince George's-Anne Arundel County line	Part of Maryland Truck Route System
MD 3	Tier 1	US 50	Prince George's-Anne Arundel County line	Part of Maryland Truck Route System
MD 4	Tier 1	I-95	US 301	Part of Maryland Truck Route System
MD 200	Tier 1	Montgomery-Prince George's County line	US 1	Provides truck connection between I-270 and I-95 / US 1

Route Name	Tier	From	To	Comments
MD 201	Tier 1	US 50	Maryland-DC line	Provides critical truck connection between US 50 and DC 295 (DC Truck Route) and for trucks leaving DC to reach US 50 and I-95 / I-495
US 1	Tier 2	DC-Maryland line	Prince George's-Howard County line	Provides truck access to a variety of commercial and industrial areas along the entire length of the corridor. Connects to DC Truck Route (Rhode Island Avenue)
US 1 ALT	Tier 2	DC-Maryland line	US 1	Connects to DC Truck Route (Bladensburg Road) – provides access to commercial and industrial areas in and around Hyattsville
MD 4	Tier 2	US 301	Prince George's-Anne Arundel County line	Provides truck access from US 301 to points east and south and to commercial areas of Calvert County
MD 5	Tier 2	I-95	Prince George's-Charles County line	Provides truck connection between Southern Maryland and the National Capital Region - connects Southern Maryland to the National Freight Network – and access to U.S. activities in St. Mary's County, MD
MD 193	Tier 2	Montgomery-Prince George's County line	MD 450	Provides truck access to commercial areas in Langley Park, College Park, Greenbelt, and Bowie
MD 201	Tier 2	US 50	MD 212	Provides truck access to commercial and industrial areas of Greenbelt, Bladensburg, Cheverly, and Hyattsville – including the Pepsi bottling plant in Cheverly and the Tuxedo Road industrial area in Hyattsville
MD 210	Tier 2	I-95	Prince George's-Charles County line	Provides truck access to U.S. Navy Activities at Indian Head from I-95 / I-495
MD 214	Tier 2	DC-Maryland line	US 301	Provides truck connection to East Capitol St. (DC Truck Route) – provides truck access to and from the industrial areas off Ritchie Road and Hampton Park Boulevard
MD 450	Tier 2	MD 193	MD 704	Links MD 193 to MD 704
MD 704	Tier 2	DC-Maryland line	MD 450	Connects DC Truck Route system (East Capitol St. via 63rd Street) to commercial areas in central Prince George's County and to US 50

Route Name	Tier	From	To	Comments
MD 198	Tier 3	Montgomery-Prince George's County line	Prince George's-Anne Arundel County line	Provides access from I-95 and US 29 to industrial areas along Sweitzer Lane – also provides truck access to Laurel and Fort Meade
MD 212	Tier 3	US 1	MD 201	Connects the industrial areas in Beltsville (east of the CSX Capital Subdivision) to US 1 – note: the portion of MD 212 (Powder Mill Road) between Ammendale Road and US 1 is “not” part of the Regional Freight-Significant Network
MD 212 – Ammendale Road – Virginia Manor Road	Tier 3	I-95	Konterra Dr – Muirkirk Rd	Provides truck access between I-95 and the commercial and industrial areas along Virginia Manor Road and Konterra Drive, including the FedEx and Frito Lay facilities along Trolley Lane - the portion of MD 212 (Powder Mill Road) between Ammendale Road and US 1 is “not” part of the Regional Freight-Significant Network
Edmonston Road – Old Baltimore Pike	Tier 3	MD 201 / MD 212	Muirkirk Rd	Provides truck access to industrial areas in and around Beltsville and the U.S. Department of Agriculture's research facilities in this area.'
Leeland Road	Tier 3	Target distribution center entrance	US 301	Provides truck access to and from major Target distribution center – note: Leeland Road east of the Target distribution center is not recommended for trucks
Muirkirk Road	Tier 3	Virginia Manor Road / Konterra Drive	Old Baltimore Pike	Provides truck access from MD 200 and I-95 to Beltsville industrial areas (via Konterra Drive and Virginia Manor Road / MD 212 – note: Bridge over CSX on Muirkirk Road is weight restricted – 56,000 lbs for single unit trucks and 54,000 lbs for combinations
Ritz Way	Tier 3	Virginia Manor Road	US 1	Provides access to US 1 in Beltsville from MD 200 via Konterra Drive and Virginia Manor Road and from I-95 via MD 212 and Virginia Manor Road
Sweitzer Lane – Konterra Drive	Tier 3	MD 198	Virginia Manor Road / Muirkirk Road	Provides truck access to industrial areas including a major UPS facility and a WSSC Filtration Plant
<i>Charles County, MD</i>				

Route Name	Tier	From	To	Comments
US 301	Tier 1	Virginia-Maryland line	Charles-Prince George's County line	Part of Maryland Truck Route System
MD 5	Tier 2	US 301	Charles-St. Mary's County line	Provides truck connection between Southern Maryland and the National Capital Region – connects Southern Maryland to the National Freight Network
MD 210	Tier 2	Prince George's-Charles County line	Naval Support Facility Indian Head	Provides truck access to Indian Head from I-95 / I-495
MD 234	Tier 3	US 301	Charles-St. Mary's County line	Provides a connection (in combination with MD 236, MD 5, and MD 235) between industrial and commercial areas of St. Mary's County and US 301
<i>District of Columbia</i>				
I-295	Tier 1	Maryland-DC line	I-695 / DC 295	Provides truck access to the District of Columbia from I-95 / I-495 and points south
I-395	Tier 1	Virginia – DC line	New York Avenue	Provides truck access to the District of Columbia from I-95 / I-495 and points south
I-695	Tier 1	I-395	I-295 / DC 295	Major east-west Interstate connection through the District of Columbia
DC 295	Tier 1	I-295 / I-695	DC-Maryland line	Provides truck access to the District of Columbia from Maryland and points east
New York Avenue (US 50)	Tier 1	Maryland-DC line	I-395	Provides truck access to the District of Columbia from Maryland and points east
Benning Road	Tier 2	Bladensburg Road	East Capitol Street	Provides truck connections between commercial areas in the District and Maryland
Bladensburg Road	Tier 2	Benning Road	DC-Maryland line	Provides truck connections between commercial areas in the District and Maryland
East Capitol Street	Tier 2	Benning Road	DC-Maryland line	Provides truck connections between commercial areas in the District and Maryland
Georgia Avenue	Tier 2	7 th Street NW	DC-Maryland line	Provides truck connections between commercial areas in the District and Maryland
Independence Avenue	Tier 2	14 th Street NW	7 th Street NW	Provides truck connections between 7 th Street NW and access points to I-395 via 12 th and 14 th Streets NW

Route Name	Tier	From	To	Comments
Rhode Island Avenue	Tier 2	7 th Street NW	DC-Maryland line	Provides truck connections between commercial areas in the District and Maryland
Western Avenue	Tier 2	Wisconsin Avenue	Massachusetts Avenue	Provides truck connection between Wisconsin and Massachusetts Avenues
Whitehurst Freeway	Tier 2	M Street NW	K Street NW	Links Key Bridge and Virginia to the central business district
Wisconsin Avenue	Tier 2	Maryland-DC line	K Street NW	Provides truck connections between commercial areas in the District and Maryland
H Street (NW and NE)	Tier 2	Massachusetts Avenue	Benning Road	Provides truck connections from the central business district to DC 295 and points east
K Street NW	Tier 2	Georgetown	12 th Street NW	Provides truck connections between the central business district, Georgetown, the Whitehurst Freeway, Virginia and points south
M Street NW	Tier 2	Wisconsin Avenue	US-29	Provides truck connection between Wisconsin Avenue, Virginia, and points south
7 th Street NW	Tier 2	Independence Avenue	Georgia Avenue	Provides truck connections from the central business district to Maryland
9 th Street NW	Tier 2	I-395	Massachusetts Avenue	Provides truck access from I-395 to the central business district – Southbound only
12 th Street NW	Tier 2	I-395	Massachusetts Avenue	Provides truck access from I-395 to the central business district – Northbound only
63 rd Street NE	Tier 3	East Capitol Street SE	Eastern Avenue NE	Provides truck connections between commercial areas in the District and Maryland
Connecticut Avenue	Tier 3	K Street NW	DC-Maryland line	Provides truck access to commercial areas along Connecticut Avenue
Florida Avenue	Tier 3	Benning Road	Massachusetts Avenue	Provides truck access to commercial areas in the District
Massachusetts Avenue	Tier 3	H Street NW	DC-Maryland line	Provides truck access to commercial areas along Massachusetts Avenue
14 th Street NW	Tier 3	I-395	Upshur Street NW	Provides truck access to commercial areas along 14 th Street NW
<i>Loudoun County, VA</i>				
US 50	Tier 2	VA 606	Loudoun-Fairfax County line	Provides truck access to Dulles Airport and to Arcola and Chantilly industrial areas
VA 7	Tier 2	Loudoun-Clarke County line	Loudoun-Fairfax County line	Provides truck access to Purcellville, Leesburg, and the commercial areas along VA 7 in eastern Loudoun County

Route Name	Tier	From	To	Comments
				- STAA National Network (western Loudoun County), STAA Virginia Qualifying Highway (eastern Loudoun County)
VA 28	Tier 2	VA 7	Loudoun-Fairfax County line	Provides truck access to commercial and industrial areas in Loudoun, Fairfax, and Prince William Counties and the Cities of Manassas and Manassas Park, as well as Dulles International Airport - STAA Virginia Qualifying Highway
VA 267	Tier 2	VA 7	Loudoun-Fairfax County line	Provides truck connections to Leesburg, Dulles Airport, Reston/Herndon, and I-495 - STAA Virginia Access Route
VA 606	Tier 3	VA 28	US 50	Links warehouse area north of Dulles Airport to VA-28, VA-267, and US-50
Cascades Parkway - Bartholomew Fair Drive	Tier 3	VA 7	Price Cascades Plaza	Provides truck access to Costco and Potomac Run Plaza retail areas - STAA Virginia Access Route
E. Market Street	Tier 3	VA 7	Catoctin Circle	Provides truck access to commercial areas of Leesburg - STAA Virginia Access Route
W. Main Street	Tier 3	VA 7	N. 23 rd St	Provides truck access to downtown Purcellville - STAA Virginia Access Route
<i>Fairfax County, VA</i>				
I-66	Tier 1	Prince William-Fairfax County line	I-495	STAA National Network
I-95	Tier 1	Prince William-Fairfax County line	Fairfax County-City of Alexandria line	STAA National Network
I-395	Tier 1	I-95 / I-495	Fairfax County-City of Alexandria line	STAA National Network
I-495	Tier 1	I-95 / I-395	Virginia-Maryland line	STAA National Network
US 1	Tier 2	Prince William-Fairfax County line	Fairfax County-City of Alexandria line	Provides truck access to Fort Belvoir, Marine Corps Base Quantico, and an assortment of businesses in Stafford, Prince William, and Fairfax Counties as well as the City of Alexandria

Route Name	Tier	From	To	Comments
US 29	Tier 2	Luck Stone quarry just east of the Manassas National Battlefield Park	I-66	Provides truck access to Luck Stone quarry (US 29 is not a truck route across Manassas National Battlefield Park)
US 50	Tier 2	Loudoun-Fairfax County line	I-66	Provides access to Dulles Airport and to Arcola and Chantilly industrial areas - STAA Virginia Access Route between Lee Road and I-66
VA 7	Tier 2	Loudoun-Fairfax County line	Fairfax County-City of Falls Church line	Provides truck access to commercial areas along VA 7 in Fairfax County
VA 7	Tier 2	City of Falls Church-Fairfax County line	Fairfax County-City of Alexandria line	Provides truck access to commercial areas along VA 7 in Fairfax County
VA 28	Tier 2	Loudoun-Fairfax County line	Fairfax-Prince William County line	Provides truck access to commercial and industrial areas
VA 267	Tier 2	Loudoun-Fairfax County line	I-495	Provides truck connections to Dulles Airport, Reston/Herndon, and I-495 - STAA Virginia Access Route
VA 286	Tier 2	VA 7	US 1	Provides truck connections between VA 7, I-66, and I-95 and access to Fort Belvoir, and pipeline terminals off of Terminal Road
Braddock Road - Port Royal Road	Tier 3	I-495	Terminus of Port Royal Road	Provides truck access to industrial areas along Port Royal Road - STAA Virginia Access Route
Centreville Road	Tier 3	VA 267	Coppermine Road	Provides truck access to commercial areas along Centreville Road - STAA Virginia Access Route
Franconia Road - Fleet Road	Tier 3	I-95	Fleet Industrial Park	Provides truck access to commercial and industrial areas including Springfield Town Center and Fleet Industrial Park - STAA Virginia Access Route
Lee Road	Tier 3	US 50	Flint Lee Road	Provides truck access to industrial areas along Lee Road and to the Chantilly Crossing Shopping Center (Costco) - STAA Virginia Access Route
Lorton Road	Tier 3	I-95	US 1	Provides a truck connection between I-95 and US 1 in Lorton - STAA Virginia Access Route

Route Name	Tier	From	To	Comments
McLearen Road – Towerview Road – Park Center Road	Tier 3	VA 28	Terminus of Park Center Road	Provides truck access to industrial areas along Park Center and Towerview Roads - STAA Virginia Access Route
Terminal Road	Tier 3	VA-286	Terminus	Provides truck access to Plantation and Colonial Pipeline Terminal facilities and other industrial areas - STAA Virginia Access Route
Walney Road – Willard Road	Tier 3	US-50	Brookfield Corporate Drive	Provides truck access to the Dulles Expo Center and other commercial areas - STAA Virginia Access Route
<i>City of Falls Church, VA</i>				
VA 7	Tier 2	Fairfax County-City of Falls Church line	City of Falls Church- Fairfax County line	Provides truck access to commercial areas along VA 7 in Falls Church and connects to VA 7 on either side of Falls Church
<i>Prince William County, VA</i>				
I-66	Tier 1	Fauquier- Prince William County line	Prince William- Fairfax County line	STAA National Network
I-95	Tier 1	Stafford- Prince William County line	Prince William- Fairfax County line	STAA National Network
US 29	Tier 1	Fauquier- Prince William County line	I-66	STAA National Network between the Fauquier-Prince William County Line and I-66 at Gainesville
US 1	Tier 2	Stafford- Prince William County line	Prince William- Fairfax County line	Provides truck access to Fort Belvoir, Marine Corps Base Quantico, and an assortment of businesses in Stafford, Prince William, and Fairfax Counties
VA 28	Tier 2	Fairfax- Prince William County line	Prince William County-City of Manassas Park line	Provides truck access to commercial and industrial areas in Loudoun, Fairfax, and Prince William Counties and the Cities of Manassas and Manassas Park
VA 28	Tier 2	City of Manassas- Prince William County line	Prince William- Fauquier County line	Provides truck access to commercial and industrial areas in Loudoun, Fairfax, and Prince William Counties and the Cities of Manassas and Manassas Park
VA 234	Tier 2	I-66	City of Manassas- Prince	Provides truck connection through Prince William County between US 1, I- 95, City of Manassas, I-66, and the Balls Ford Road industrial area

Route Name	Tier	From	To	Comments
			William County line	
VA 234	Tier 2	City of Manassas-Prince William County line	US 1	Provides truck connection through Prince William County between US 1, I-95, City of Manassas, I-66, and the Balls Ford Road industrial area
Balls Ford Road	Tier 3	Wellington Road	Terminus of Balls Ford Road	Provides truck access to industrial areas and pipeline terminals along the length of Balls Ford Road – provides truck connection to Wellington Rd industrial and commercial areas - STAA Virginia Access Route
Dale Boulevard – Neabsco Mills Road	Tier 3	I-95	US 1	Provides truck connection between I-95 and US 1 - STAA Virginia Access Route
Featherstone Road – Farm Creek Drive	Tier 3	US 1	Terminus of Farm Creek Drive	Provides truck access to industrial areas along Farm Creek Drive - STAA Virginia Access Route
Opitz Boulevard	Tier 3	I-95	US 1	Provides truck connection between I-95 and US 1 - STAA Virginia Access Route
Sudley Road	Tier 3	I-66	Godwin Drive	Provides truck access to industrial and commercial areas, including Costco, Westgate Plaza Shopping Center, and Manassas Mall - STAA Virginia Access Route
Wellington Road	Tier 3	Limestone Drive	Livingston Road	Provides truck access to industrial areas - STAA Virginia Access Route
<i>City of Manassas Park, VA</i>				
VA 28	Tier 2	Prince William County-City of Manassas Park line	City of Manassas Park– City of Manassas line	Provides truck access to commercial and industrial areas in Loudoun, Fairfax, and Prince William Counties and the Cities of Manassas and Manassas Park
<i>Fauquier County, VA (Urbanized Area)</i>				
US 29	Tier 1	Through urbanized area	STAA National Network	US 29
US 17	Tier 1	Through urbanized area	STAA National Network – trucks prohibited on US-17 between I-66 and US-50	US 17

Route Name	Tier	From	To	Comments
<i>Arlington County, VA</i>				
I-395	Tier 1	City of Alexandria-Arlington County line	Virginia-DC line	STAA National Network
US 1	Tier 2	City of Alexandria-Arlington County line	Virginia-DC line	Provides truck access to an assortment of businesses in Arlington County and the City of Alexandria, including the Pentagon
VA 110	Tier 2	I-395	Rosslyn	Provides a truck connection between I-395 and US 29 / Key Bridge
Lynn Street – Fort Meyer Drive	Tier 2	VA 110	Virginia-DC line – Key Bridge	Provides truck connection between the Key Bridge and VA 110
VA 27	Tier 3	I-395	2nd Street S.	Provides truck access Fort Myer - STAA Virginia Access Route
VA 233	Tier 3	US 1	Washington Reagan National Airport	Provides truck access to Washington Reagan National Airport
<i>City of Alexandria, VA</i>				
I-95	Tier 1	Fairfax County-City of Alexandria line	Virginia-Maryland line	STAA National Network
I-395	Tier 1	Fairfax County-City of Alexandria line	City of Alexandria-Arlington County line	STAA National Network
US 1	Tier 2	Fairfax County-City of Alexandria line	City of Alexandria-Arlington County line	Provides truck access to Arlington and Fairfax Counties as well as the City of Alexandria
VA 7	Tier 2	Arlington County-City of Alexandria line	I-395	Provides truck access to the commercial areas along VA 7 in Fairfax County
Duke Street	Tier 3	I-395	S. Pickett Street	Provides truck access to the Landmark Mall and other commercial areas - STAA Virginia Access Route
Van Dorn Street – Metro Road	Tier 3	I-95 / I-495	Edsall Road	Provides truck access to industrial areas and CSX intermodal facility - STAA Virginia Access Route and FHWA Intermodal Connector

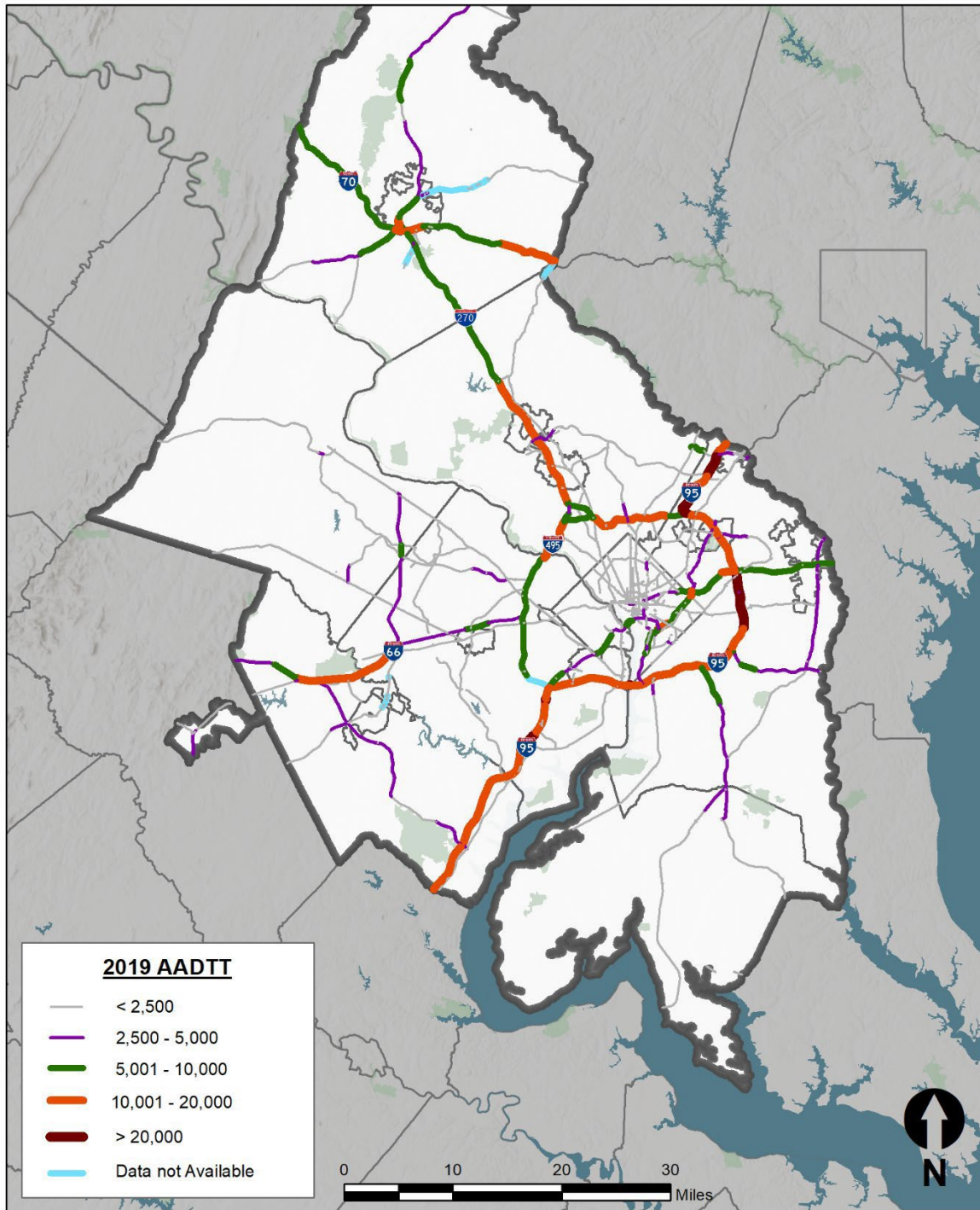
Source: Metropolitan Washington Council of Governments, 2023

2.2.2. TRUCK TRAFFIC

Performing an analysis on the Federal Highway Administration's (FHWA) Highway Performance Monitoring (HPMS) data provides the average annual daily truck traffic (AADTT) and truck percentage data by roadway segment. Figure 4 shows the AADTT in the region, with a dark red representing roadways with the most significant truck volume (AADTT exceeding 20,000), including I-95 and portions of I-495 in Prince George's County. All sections of I-95 in the region exceed 10,000 AADTT, as does the majority of I-495; segments of I-270 in Montgomery County, I-66 in Prince William County, I-70 near Frederick, and U.S. Route 50 in Prince George's County average between 10,000 and 20,000 AADTT, as indicated in Figure 4.

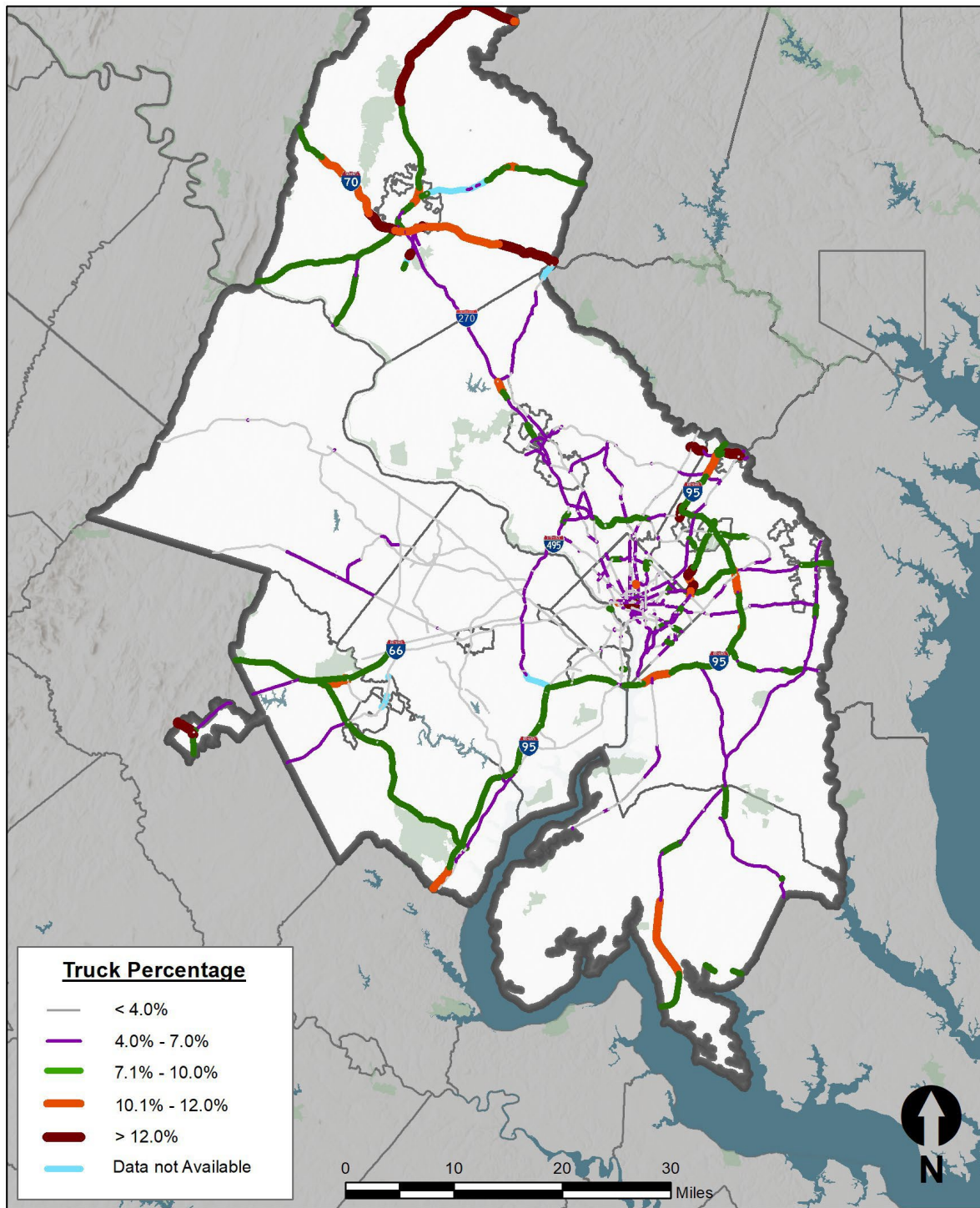
Figure 5 shows the truck percentage data by roadway segment in the region. Several highways located further from the region's core feature the highest percentages of trucks by volume, exceeding 12 percent of total roadway volumes. This includes sections of I-70 in Frederick County and portions of U.S. 301 in Charles County. East and north of the District of Columbia, sections of I-95 and I-495 feature truck percentages greater than 12 percent. The majority of I-495 in Prince George's County averages truck volumes between 10 and 12 percent, along with sections of I-95 in Prince William County.

Figure 4: Average Annual Daily Truck Traffic



Source: 2019 Highway Performance Monitoring System Public Release Data from USDOT GIS Server – for planning purposes only

Figure 5: Average Annual Daily Truck Percentage



Source: 2019 Highway Performance Monitoring System Public Release Data from USDOT GIS Server – for planning purposes only

2.2.3. TRUCK PARKING

Accessible, safe, and public parking for commercial truckers is essential to enable the movement of goods and freight in the National Capital Region. As noted in both the 2015 Virginia Truck Parking Study^q and the 2020 Maryland Statewide Truck Parking Study,^r there is a lack of truck parking in the vicinity of the National Capital Region.

The Federal Highway Administration (FHWA) notes that the projected growth of truck traffic is expected to outpace the supply of public and private parking facilities. A lack of dedicated commercial truck parking can result in truck drivers resorting to parking at unsafe locations, such as highway shoulders or exit ramps, imperiling other roadway users and truck drivers' safety.

Designated public parking for commercial trucks provides the following benefits:

- Allows long-haul drivers areas to safely sleep and refuel.
- Enables staging near warehouses and distribution centers.
- Provides refuge during emergencies.
- Provides locations for federally mandated 30-minute breaks and off-duty truckers.

In the National Capital Region, the highest availability of truck parking correlates with existing truck traffic, concentrated along the I-95 and I-70 corridors. Within the TPB region, along the I-95 corridor, there are limited truck parking spots, including at the College Park weigh station (I-95 Exit 27), the Hyattstown weigh stations on I-270 (northbound and southbound), I-70 New Market weigh station (eastbound only east of MD-75), the truck-only rest area on I-70 eastbound approaching Mount Airy, and on I-70 eastbound and westbound near the crest of South Mountain west of Myersville and the rest area southbound on US-15 at Emmitsburg immediately south of the Maryland/Pennsylvania border. The closest truck parking spots to the north of the TPB region are in Howard County, Maryland, and south are in Dale City, Prince William County and Caroline County, Virginia. Additionally, there are notably fewer truck parking locations along I-66, I-495, US-50 in Prince George's County and MD-295 in Anne Arundel County, where many warehouses and distribution centers are located.

In a survey conducted for the Virginia Truck Parking Study, over 70 percent of truckers surveyed reported that overnight truck parking is a personal safety concern. Additionally, over 85 percent of truck drivers surveyed believed that there are areas at public and private parking facilities that are not accessible to them.¹⁸ In the Maryland Statewide Truck Parking Study, on top of safety concerns, stakeholders involved indicated that there were other related issues including insufficient parking capacity, land-use conflicts, lack of amenities at truck parking facilities, and environmental costs of parking facilities¹⁹.

Figure 6 illustrates public truck parking locations in the National Capital Region, excluding private truck parking locations. This includes public truck parking locations along the following highways:

- I-95: Dale City (121 combined RV/bus/truck spaces), College Park (17 spaces)

¹⁸ Virginia Truck Parking Study, 2015.

¹⁹ Maryland Statewide Truck Parking Study, 2020.

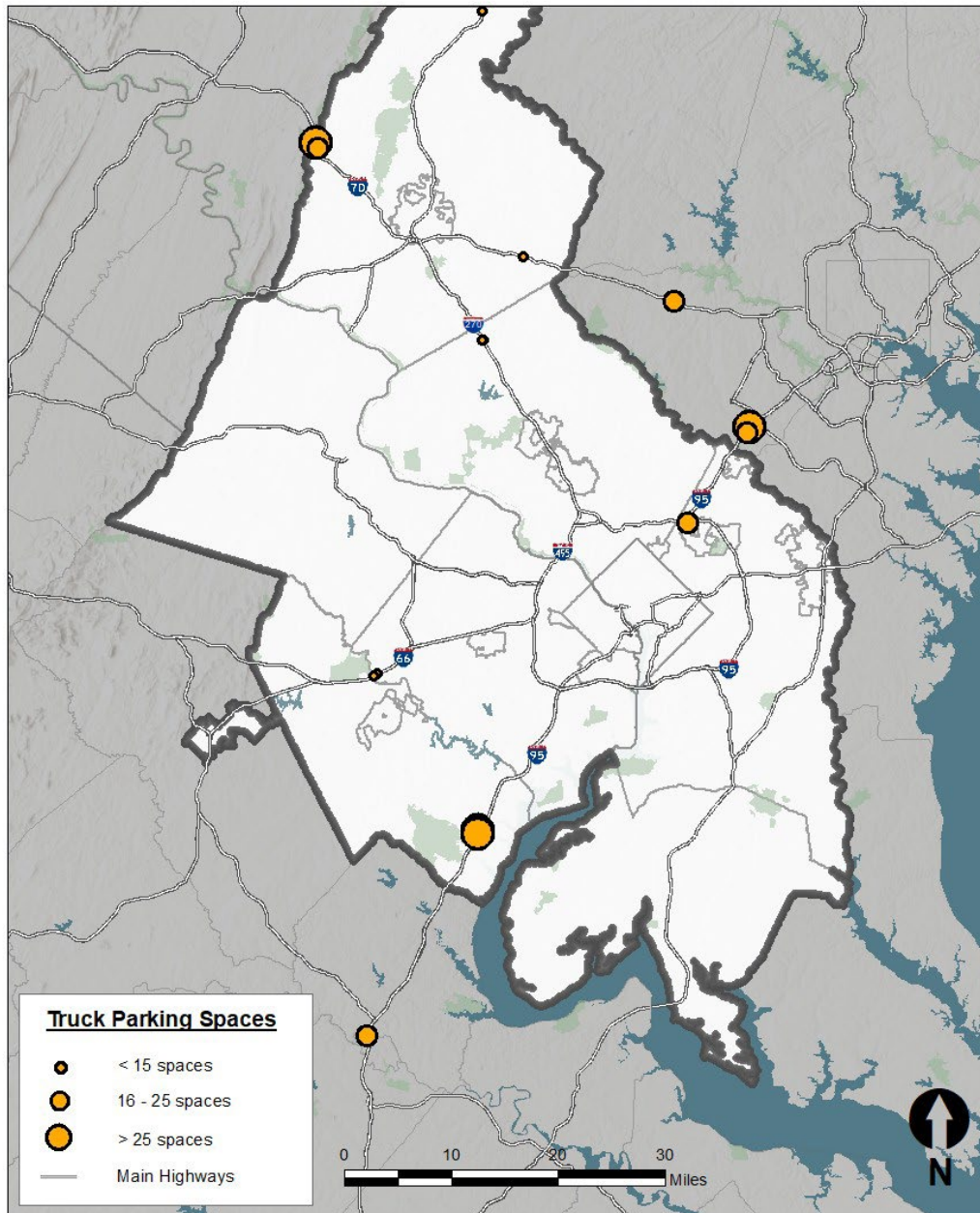
- I-66: Manassas (9 spaces)
- I-70: New Market (15 spaces), South Mountain Rest Area-Myersville (49 spaces)
- I-270: Hyattstown (24 spaces)

Several public truck parking locations are just outside of the TPB region:

- In Maryland, on I-70 near West Friendship (18 spaces), and on I-95 near North Laurel (67 spaces)
- In Virginia, on I-95 near Fredericksburg (21 combined RV/bus/truck spaces)

The Freight Plan Update assesses data that is required as part of the Jason's Law Truck Parking Survey. Jason's Law is a requirement of MAP-21 and was established to provide a "national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS) to improve the safety of motorized and non-motorized users and for commercial motor vehicle operators." For additional information on the shortage of truck parking within the National Capital Region and proposed solutions to the challenges associated with truck parking, see the 2015 Virginia Truck Parking Study^s and the 2020 Maryland Statewide Truck Parking Study.^t

Figure 6: Public Truck Parking Areas



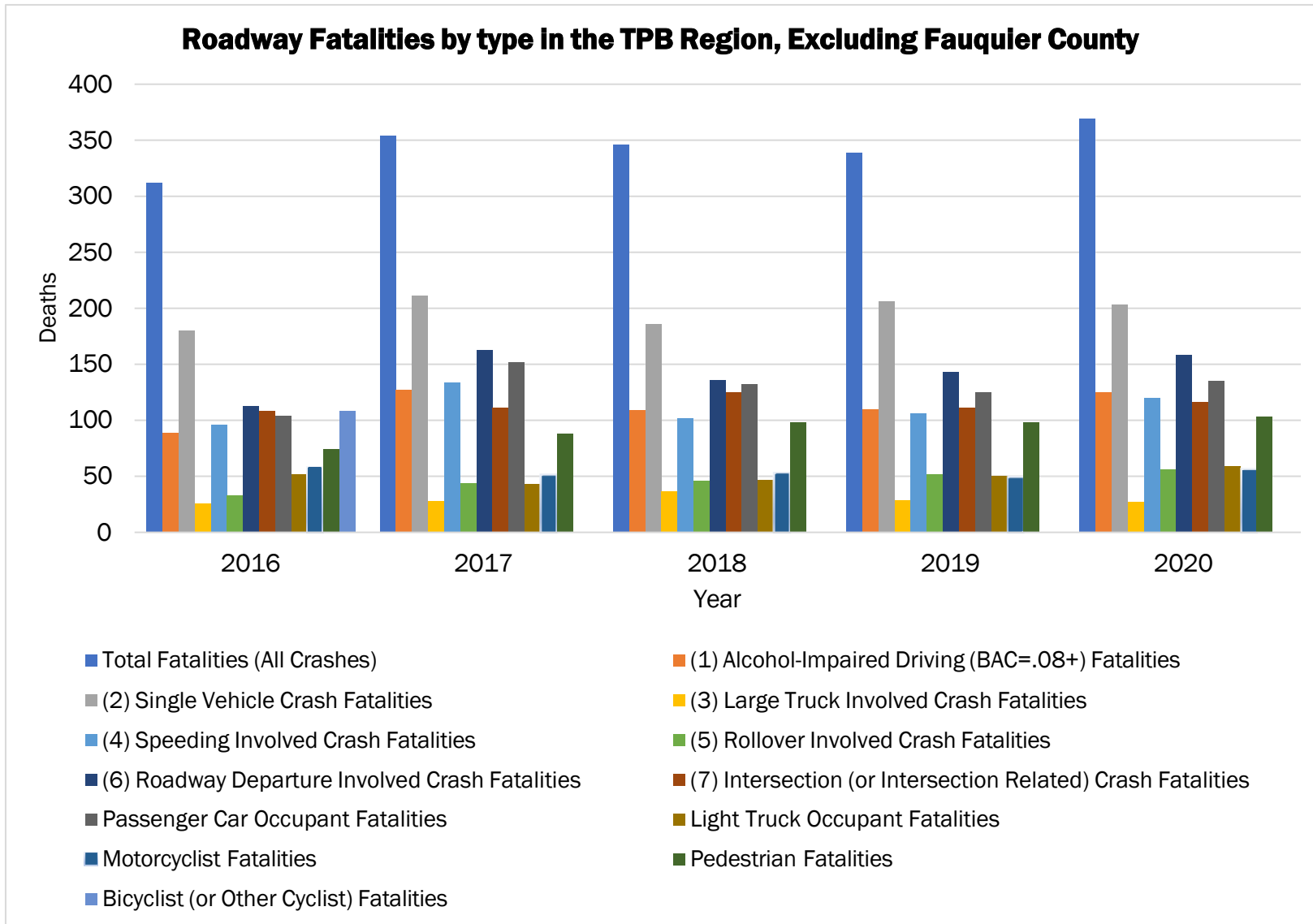
Source: Facilities and spaces shape file from FHWA Office of Operations (2019); number of truck parking spaces gathered from MDOT (2020) and VDOT (2015).

2.2.4. TRUCK SAFETY

The involvement of large trucks is less of a contributing factor in fatal crashes in the National Capital Region than roadway departure, pedestrian involvement, speeding, motorcycle involvement, rollovers, and distracted drivers, as seen in Figure 7. However, crashes involving trucks are generally more severe than other types of crashes due to the significant size and weight of trucks. As shown in Figure 8, the proportion of total roadway fatalities represented by truck-involved crashes in the region during the period 2015 to 2020 ranged from 5.9 percent to 10 percent. The percent of fatalities in truck-involved crashes was significantly lower in 2020 potentially due to the decrease in overall travel as a result of the Coronavirus pandemic (COVID-19).

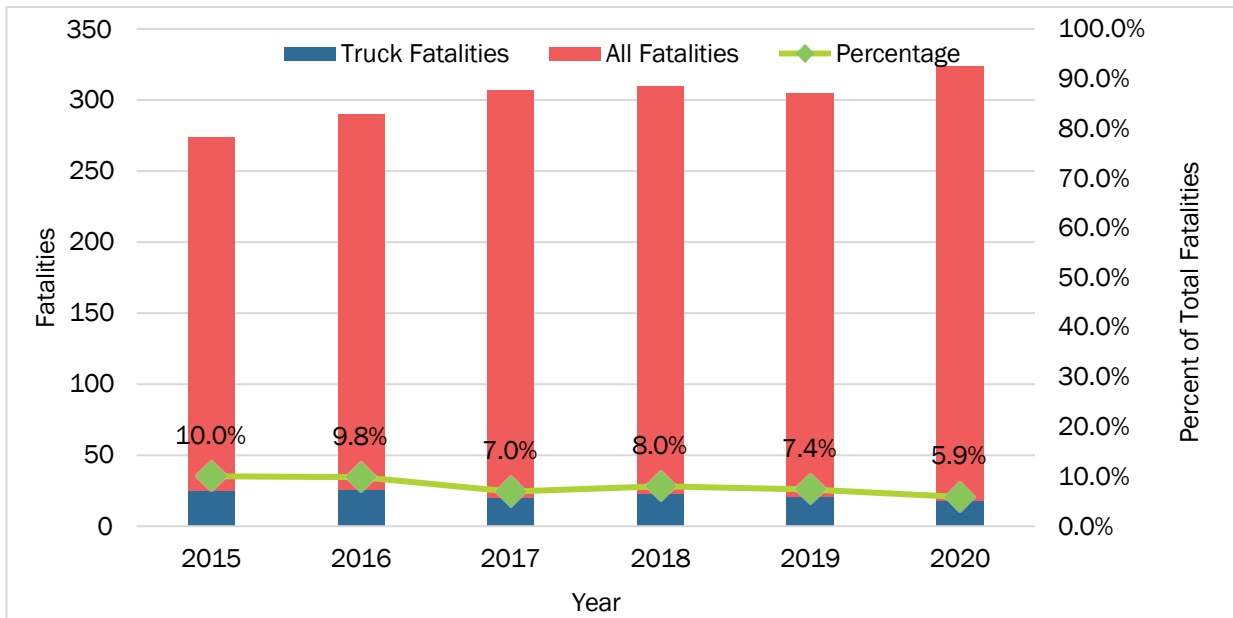
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Figure 7. Roadway Fatalities In the Region by Emphasis Area



Source: COG analysis of National Highway Traffic Safety Administration’s Fatality Analysis Reporting System (FARS) using the Fatality and Injury Reporting System Tool (FIRST), 2016-2020. Numbers may not be additive. Fatal crashes may be attributed to multiple factors, and crashes may have resulted in more than one fatality.

Figure 8: National Capital Region Truck-Related Fatalities

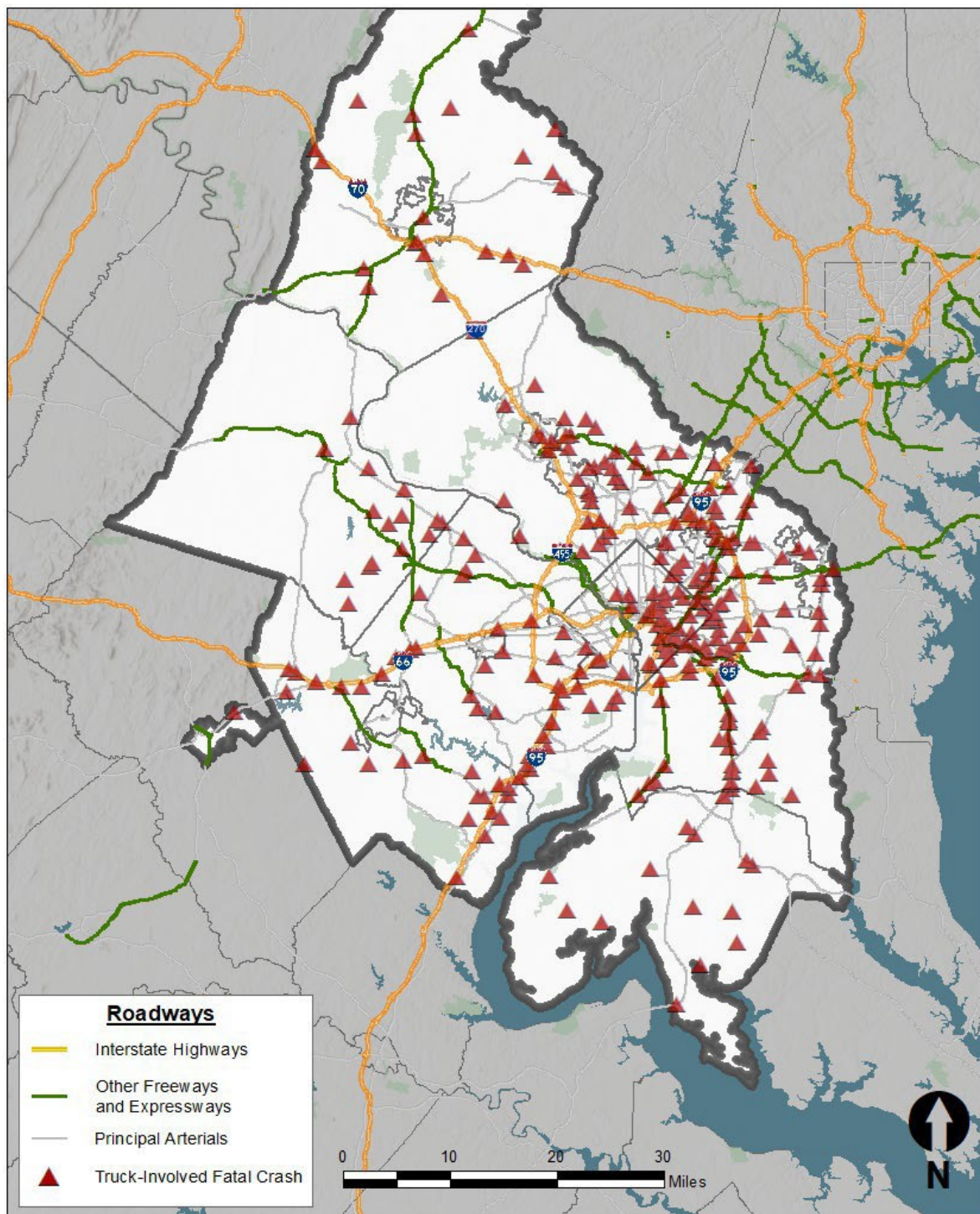


Source: COG analysis of National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS) using the Fatality and Injury Reporting System Tool (FIRST), 2015-2020.

As seen below in Figure 9, between 2015 and 2020, fatal truck-involved crashes in the region were clustered along the I-95 corridor, I-495, and along the U.S. 301/MD-5 corridor.

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Figure 9: Fatal Truck Crashes In the Region, 2015-2020



Source: COG analysis of National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS), 2015-2020.

2.3. Rail Freight

The region’s rail system consists of more than 300 miles of mainline track, most of which are operated by two railroads – CSX (approximately 209.5 miles), and the Norfolk Southern Corporation (approximately 50 miles). Additionally, the region is served by Maryland Midland Railway, a short line operating in Frederick County, Maryland. Three passenger systems – Amtrak, Virginia Railway Express, and the Maryland Area Regional Commuter (MARC) – also operate over the region’s freight rail system.

Table 3 provides information about each of the railroads operating in the region by class and miles of mainline track owned. Figure 10 shows the rail system by ownership. Total rail mileage in the region is approximately 307 miles, but the rail lines operating through the City of Alexandria and Arlington, Fairfax, and Prince William Counties, are shared by CSX Transportation and the Commonwealth of Virginia.

Table 3: National Capital Region Railroads

Railroad	Class I Freight	Class III Freight	Passenger	Miles Operated in the Region
CSX Transportation	✓			209.5
Norfolk Southern Corporation	✓			50
Maryland Midland Railway ²⁰		✓		27
Amtrak			✓	19
Commonwealth of Virginia			✓	33

Source: Metropolitan Washington Council of Governments, 2023.

The many types of services offered by freight railroads fall into three main categories: bulk, intermodal, and carload or “mixed service”.²¹

- **Bulk services** utilize liquid or dry-bulk carrying railcars, often assembled in long “unit trains” consisting of a single commodity and railcar type. Unit trains offer economies of scale because they involve long trains made up of a single railcar type, moving between major origins and destinations. Coal and grain are often moved in unit trains.
- **Intermodal services** involve transporting containers (single-stacked or double-stacked), truck trailers (on flat cars), entire trucks (known as “piggyback” service), and sometimes “autoracks”

²⁰ Maryland Midland Railroad is a subsidiary of Genesee & Wyoming Inc.

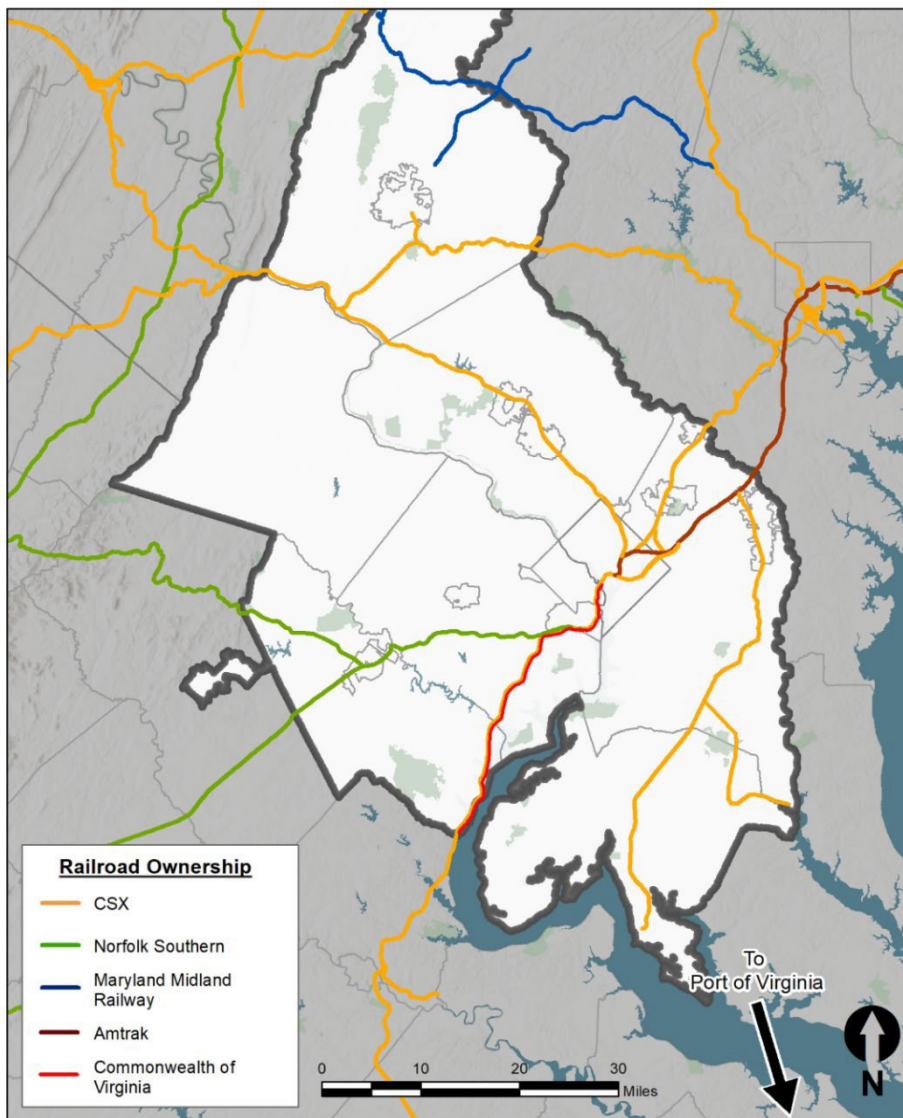
²¹ This section is adapted from the Virginia Multimodal Freight Study – Phase 1.

(specialized two-level or three-level railcars carrying automobiles). Intermodal trains aim to provide a level of service comparable to trucking, with scheduled high-speed service. Figure 11 shows where the major rail-intermodal terminals within and near the region are located.

- **Carload services:** Carload trains carry a mix of different types of railcars and commodities, coming from different origins and moving to different destinations. Smaller shippers and receivers who might use a few railcars per day or per week, or larger shippers and receivers who handle multiple types of commodities, are typical carload customers.

Much of the National Capital Region’s freight rail network is owned by CSX, which operates railways in multiple jurisdictions in the region. Norfolk Southern operates railways in Alexandria, Fairfax County, and Prince William County; the Maryland Midland Railway operates two rail lines in Frederick County. Amtrak owns rail lines from Union Station in the District of Columbia through Prince George’s County and north.

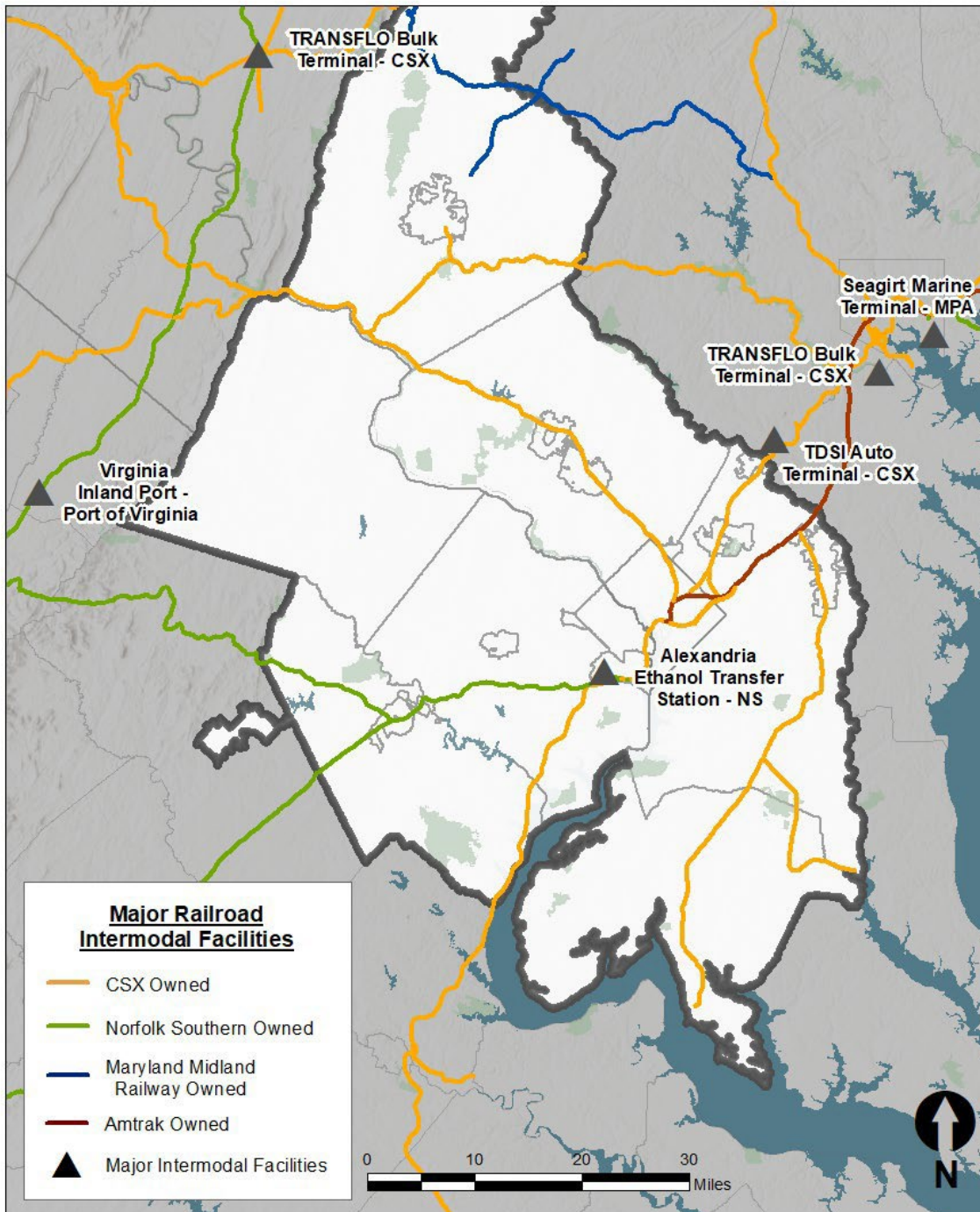
Figure 10: Regional Freight Rail Network



Source: Metropolitan Washington Council of Governments, 2023

The Alexandria Ethanol Transfer Station is the only major intermodal facility on a railroad within the National Capital Region (Figure 11). Several intermodal facilities are located just outside the region, including the Virginia Inland Port in Front Royal, three CSX terminals in Maryland, and the Seagirt Marine Terminal in Baltimore.

Figure 11: Major Intermodal Facilities Served by Rail



Source: FHWA National Highway System (NHS) Intermodal Connectors (2022)

2.3.1. RAIL SAFETY

As shown in Table 4, rail crash locations can be identified at the City and County level, based on data gathered from the Federal Railroad Administration (FRA).

Table 4: Rail Crash Locations

County/City Name	2017	2018	2019	2020	2021	2022
Arlington County	0	0	0	0	0	0
Charles County	0	0	0	1	0	0
City of Alexandria	0	0	0	0	0	0
City of Fairfax	0	0	0	0	0	0
City of Manassas	2	1	1	0	0	0
City of Manassas Park	0	0	0	0	0	0
District of Columbia	0	1	0	0	0	1
Fairfax County	2	0	1	1	0	3
Frederick County	0	1	0	2	0	1
Loudoun County	0	0	0	0	0	0
Montgomery County	2	1	3	2	0	0
Prince George’s County	2	2	0	3	2	2
Prince William County	0	2	1	4	1	0

Source: Highway-Rail Grade Crossing Incident Data from FRA

2.4. Air Cargo

Air cargo refers to the shipment of commercial freight in either dedicated cargo aircraft or passenger aircraft. Because size and weight in an aircraft is at a premium, air cargo typically consists of high value and/or time sensitive goods. While large and heavy materials are sometimes shipped as air cargo, especially if they are time sensitive, more typical examples include pharmaceuticals, computer chips and electronic components, medical supplies, automotive parts, documents, and perishable commodities such as flowers, fresh fruits, and fish.

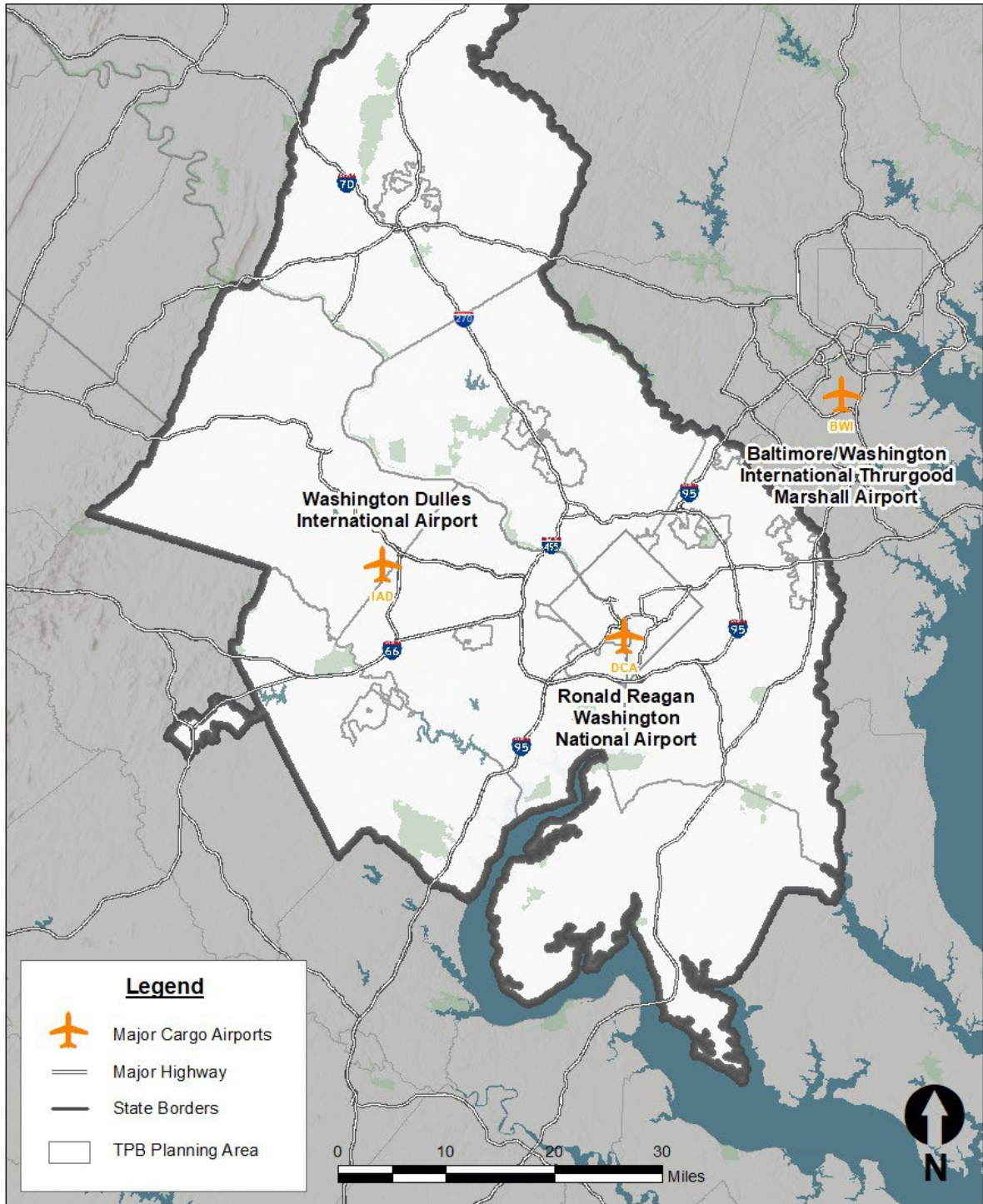
Air cargo is handled on pallets or in small, specialized containers called unit load devices that are shaped to fit different aircraft types. These can be loaded on dedicated all-cargo planes (like those operated by UPS and FedEx), or as belly cargo on passenger planes.

2.4.1. AIR CARGO NETWORK

Figure 12 shows the major cargo airports serving the region, as well as Ronald Reagan Washington National Airport (DCA). It is important to note that although Ronald Reagan Washington National Airport does handle small amounts of air cargo, the vast majority in the region are handled at Washington Dulles International Airport (Dulles), and Baltimore/Washington Thurgood Marshall International Airport (BWI). Because of DCA’s smaller size compared to Dulles and BWI, and its limited capacity for expansion, its share of the air cargo market has substantially declined since 1990.²² Today, the airport is primarily focused on passenger air travel, and therefore is excluded from much of the air cargo analysis in this Plan.

²² 2008 Washington-Baltimore Regional Air Cargo Study

Figure 12: Major Cargo Airports Serving the Region



Source: Metropolitan Washington Council of Governments, 2023

2.4.2. AIR CARGO OPERATIONS

Of the National Capital Region’s three commercial airports, as of the most recent data, BWI currently processes the greatest amount of air cargo, which represents a shift in recent years. Between 2005 (the earliest year for which the TPB has air freight activity data) and 2014, Dulles handled a greater volume of air cargo tonnage compared to BWI. Although total air cargo declined at both airports over this time period, Dulles was able to offset some of its declines with international freight tonnage. Beginning in 2017, however, BWI began serving Amazon Air as a regional hub, which has amplified the volume of air cargo tonnage handled by the airport. In 2019, BWI expanded its Midfield Cargo complex to support additional air cargo from the retailer, creating new storage, rehabilitating taxiways, and constructing a new runway connector. In 2021, BWI processed more than 276,000 metric-tons of freight, an increase attributed to an uptick in online shopping due to the COVID-19 pandemic. Amazon is responsible for a significant portion of freight processed at BWI, accounting for 52 percent of total air cargo processed in 2021. In 2022, total freight processed at BWI decreased by 8.5 percent (to approximately 253,000 metric-tons), yet within this period Amazon’s air cargo processed at BWI increased by 10 percent, representing 62 percent of total air cargo.

Table 5 shows the Airports Council International (ACI) 2020 rankings of the top 50 North American airports for total air cargo. BWI is ranked 26th and Dulles is ranked 33rd. In the previous National Capital Region Freight Plan, published in 2016, Dulles was ranked 23rd and BWI was 36th. DCA did not rank within the top 50.

Table 5: Top 50 North American Airports for Air Cargo (Metric Tons)

Rank	City (Airport Code)	Total Cargo
1	Memphis TN (MEM)	4,613,431
2	Anchorage AK (ANC)	3,157,682
3	Louisville KY (SDF)	2,917,243
4	Los Angeles CA (LAX)	2,229,476
5	Miami FL (MIA)	2,137,699
6	Chicago IL (ORD)	2,002,671
7	Cincinnati OH (CVG)	1,300,758
8	New York NY (JFK)	1,104,480
9	Indianapolis IN (IND)	1,013,054
10	Ontario CA (ONT)	843,852
11	Dallas/Fort Worth TX (DFW)	790,696
12	Newark NJ (EWR)	672,471
13	Atlanta GA (ATL)	599,180
14	Oakland CA (OAK)	583,911
15	Philadelphia PA (PHL)	565,289
16	Honolulu HI (HNL)	457,695
17	Seattle WA (SEA)	454,584
18	Houston TX (IAH)	453,043
19	San Francisco CA (SFO)	439,358
20	Toronto ON (YYZ)	391,492
21	Phoenix AZ (PHX)	381,319
22	Rockford IL (RFD)	378,790
23	Portland OR (PDX)	312,713
24	Denver CO (DEN)	299,816
25	Boston MA (BOS)	272,302
26	Baltimore MD (BWI)	269,976

27	Fort Worth TX (AFW)	242,218
28	Vancouver BC (YVR)	241,895
29	Tampa FL (TPA)	230,757
30	Salt Lake City UT (SLC)	214,891
31	Minneapolis MN (MSP)	203,882
32	Orlando FL (MCO)	202,416
33	Washington DC (IAD)	197,917
34	Hartford CT (BDL)	175,301
35	Charlotte NC (CLT)	174,913
36	Calgary AB (YYC)	172,756
37	Detroit MI (DTW)	171,171
38	Sacramento CA (SMF)	147,883
39	San Diego CA (SAN)	136,697
40	San Antonio TX (SAT)	120,077
41	Columbus OH (LCK)	119,976
42	Las Vegas NV (LAS)	109,051
43	Montreal QC (YUL)	107,389
44	Raleigh-Durham NC (RDU)	101,473
45	Austin TX (AUS)	99,830
46	Manchester NH (MHT)	95,914
47	Greensboro NC (GSO)	95,780
48	Allentown PA (ABE)	95,361
49	Montreal QC (YMX)	94,694
50	Kansas City MO (MCI)	89,930

Source: Airports Council International 2020

Table 6 shows historical air cargo tonnage handled at Dulles and BWI airports. Figure 13 and Figure 14 display these tonnages for Dulles and BWI respectively. While the tonnage for freight activity transportation at Dulles International Airport fluctuated over time, there was a clear increasing trend in the tons of freight transported at BWI.

Ronald Reagan Washington National Airport (DCA) air cargo totals are much lower than those of IAD and BWI, and did not appear in the nationwide data source used for tonnage at top air cargo airports. For example, the Metropolitan Washington Airports Authority [website](#)^u reported an annual cargo volume for DCA in 2020 of about 1,300 tons, less than one percent of BWI’s volume of almost 270,000 tons or IAD’s volume of almost 200,000 tons.

Table 6: Freight Activity at Cargo Airports Serving the Region

Year	IAD-Freight (metric tons)	IAD-Mail (metric tons)	IAD-Total (metric tons)	BWI-Freight (metric tons)	BWI-Mail (metric tons)	BWI-Total (metric tons)
2014	257,317	11,396	268,713	100,507	4,665	105,172
2015	248,724	13,434	262,158	111,104	5,579	116,684
2016	251,130	14,688	266,067	113,699	4,376	118,076
2017	281,160	17,523	298,683	162,588	5,287	167,875
2018	283,822	17,114	300,936	194,281	5,267	199,548
2019	261,707	11,678	273,385	222,803	4,151	226,954
2020	188,626	9,290	197,916	266,460	3,519	269,979
2021	197,843	27,607	225,450	276,512	4,178	280,690

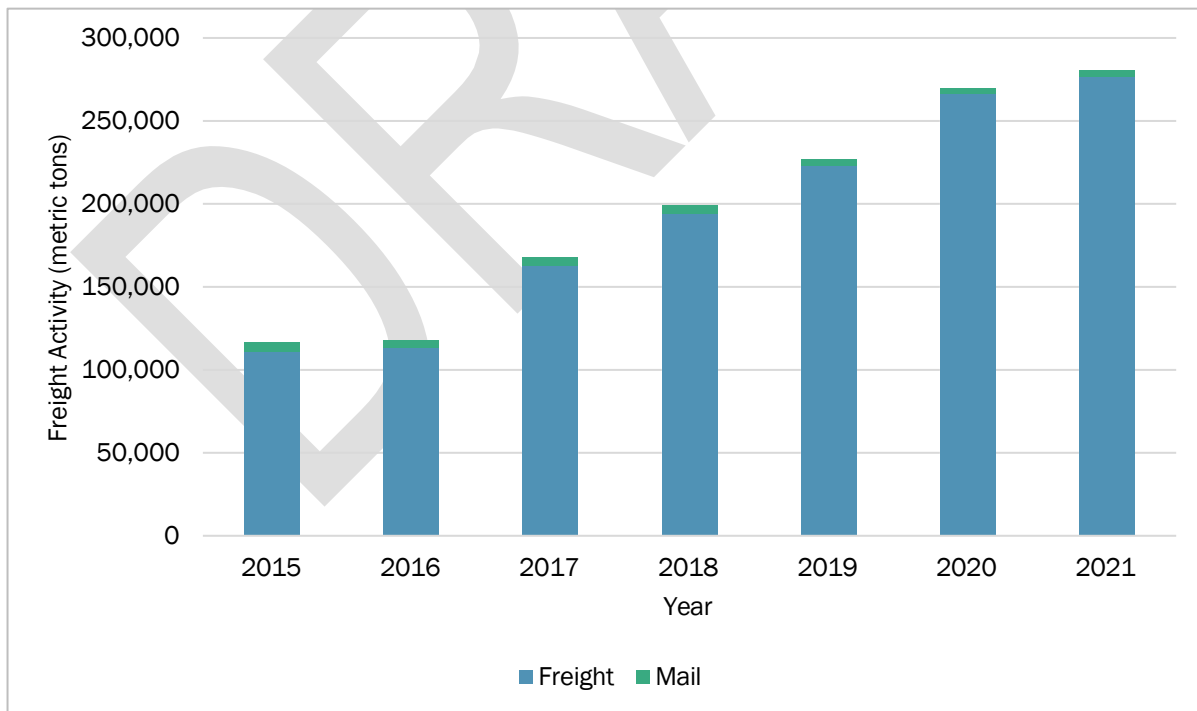
Source: BWI and IAD Airport websites, 2014-2021.

Figure 13: Freight Activity at Dulles International Airport



Source: Dulles Airport Website, 2015-2021

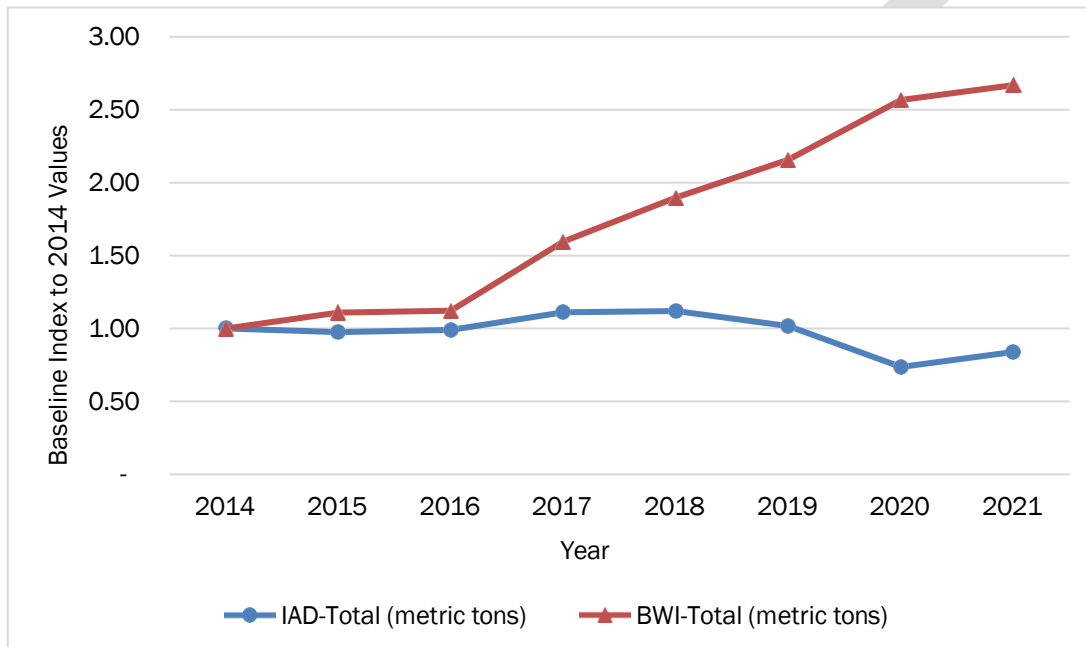
Figure 14: Freight Activity at BWI Airport



Source: BWI Airport Website, 2015-2021

Figure 15 shows air cargo trends for Dulles and BWI from 2014-2021, indexed to the baseline air cargo volumes handled by both airports in 2014. As illustrated, air cargo processed at BWI, which is a regional hub for Amazon, increased significantly from 2014-2021. In 2022, Amazon accounted for 62 percent of total air cargo processed at BWI. Concurrently, air cargo processed at Dulles has remained relatively constant since 2014. Factors that contribute to the differences in air cargo volumes include e-commerce (high demand during the COVID-19 pandemic) and a decrease in international flights into both airports in 2020 and 2021.

Figure 15: Historic Air Cargo Trends for Dulles and BWI



Source: IAD and BWI Airport Websites, 2014-2021

2.5. Intermodal Connectors

Intermodal connectors are short, public roadway segments that link airports, marine ports, and rail terminal facilities to the National Highway System (NHS). For freight purposes, intermodal connectors are roadways that tend to carry lower volumes of traffic at slower speeds than typical NHS routes. As large and heavy trucks use these critical roadway segments to carry the full range of commodities essential to the nation’s economy, ensuring that these connectors are designed properly and kept in good condition helps avoid slowing freight movement or damaging goods in transit. Intermodal connectors are critical to connect trucks with major intermodal facilities, including airports, rail terminals, and pipeline terminals.

The FHWA identifies one freight related intermodal facility within the National Capital Region:

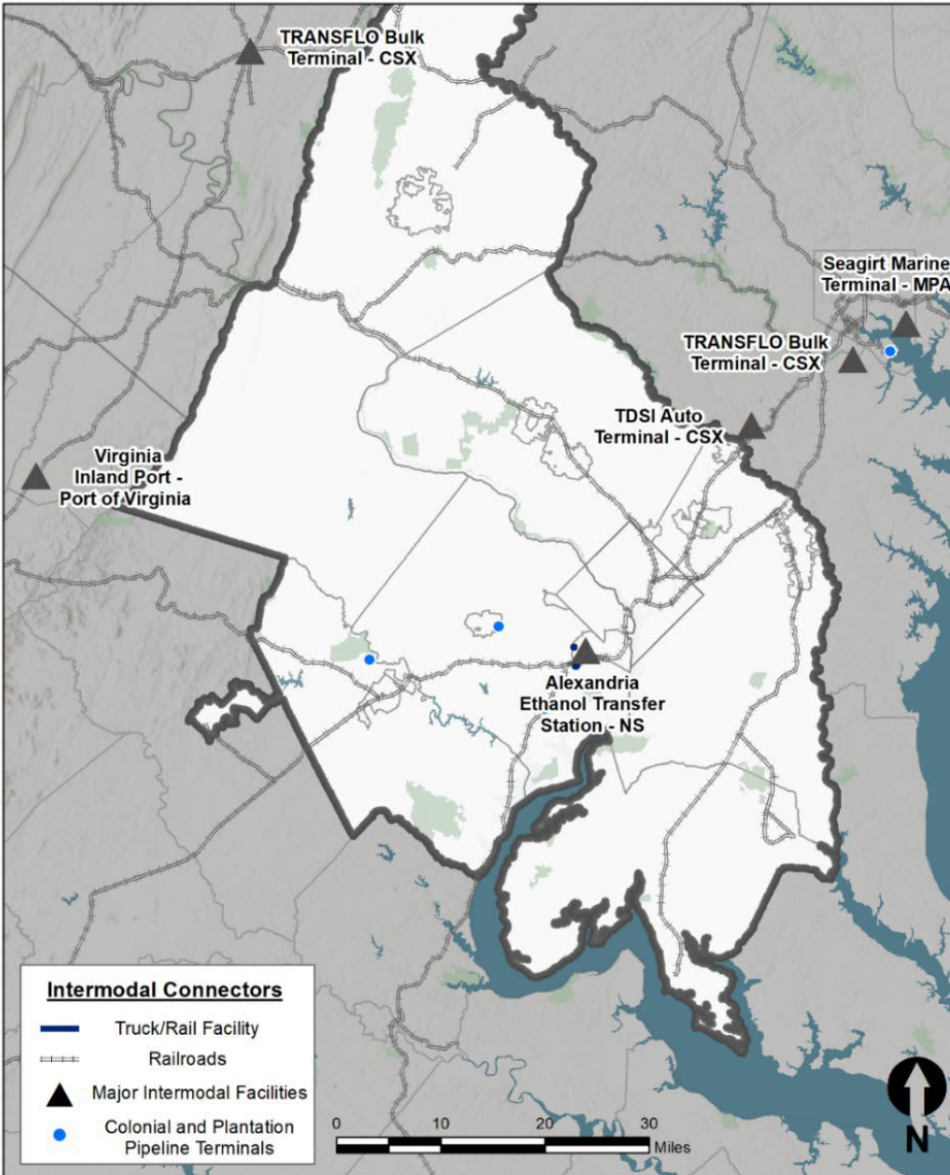
- Alexandria Intermodal (Ethanol Transfer Station) – Norfolk Southern - Van Dorn Street (I-95 to Metro Road) and Metro Road (Van Dorn Street to facility entrance).

Two intermodal connectors to major freight intermodal facilities are located just outside the National Capital Region:

- Virginia Inland Port – Port of Virginia / Norfolk Southern – U.S. Route 340 (I-66 to facility entrance)
- Jessup TDSI Auto Terminal – CSX – MD 175 (I-95 to Dorsey Run Road), Dorsey Run Road (MD 175 to MD 32)

Additionally, FHWA designates Amtrak stations, Virginia Railway Express stations, Metrorail stations, and commercial airports (BWI, DCA, IAD) as intermodal connectors in the National Capital Region (Figure 16).

Figure 16: Intermodal Connectors



Source: National Highway System Intermodal Connectors

In the National Capital Region, the Potomac River is designated as the “M-495” Marine Highway by the U.S. Maritime Administration (MARAD). MARAD’s Marine Highway system encompasses 29 “Marine Highway Routes” that serve as extensions of the nation’s surface transportation system,

with the goal of expanding the use of America’s navigable waters.²³ Although limited amounts of freight are currently transported on M-495, the Northern Virginia Regional Commission has evaluated the feasibility of operating commercial ferry service on M-495 between Woodbridge, Virginia, and multiple locations further north on the Potomac and Anacostia Rivers.^v

3.FREIGHT DEMAND

3.1. Freight Analysis Framework

The freight demand analysis presented in this report relies on the Federal Highway Administration’s Freight Analysis Framework (FAF). The current FAF dataset analyzed in this report is from the 2020 calendar year. The FAF data provides estimates of the quantity of freight by weight (in tons) and by value (in 2020 dollars) moving between different geographic areas, by the various transportation modes seen in Table 7. Note that the geography of FAF data (zones) does not quite match the geography of the TPB membership area, so some interpretations and assumptions have been made in the following analyses. The FAF also provides a breakdown of the commodity type.

Table 7: FAF Modes

Mode	Description
Truck	Includes private and for-hire trucks. Does not include truck that is part of Multiple Modes and Mail or truck moves in conjunction with domestic air cargo.
Rail	Includes any common carrier or private railroad. Does not include rail that is part of Multiple Modes and Mail.
Water	Includes shallow draft, deep draft, Great Lakes, and intra-port shipments. Does not include water that is part of Multiple Modes and Mail.
Air (includes truck-air)	Includes shipments move by air or a combination of truck and air in commercial or private aircraft. Includes air freight and air express. In the case of imports and exports by air, domestic moves by ground to and from the port of entry or exit are categorized with Truck.
Multiple Modes and Mail	Includes shipments by multiple modes and by parcel delivery services, U.S. Postal Service, or couriers (capped at 150 pounds). This category is not limited to containerized or trailer-on-flatcar shipments.
Pipeline	Includes crude petroleum, natural gas, and product pipelines. Note: It also includes pipeline flows from offshore wells to land, which are counted as Water moves by the U.S. Army Corps of Engineers. Does not include pipeline that is part of Multiple Modes and Mail.
Other and Unknown	Includes movements not elsewhere classified such as flyaway aircraft, and shipments for which the mode cannot be determined.

²³ United States Marine Highway Program: <https://www.maritime.dot.gov/grants/marine-highways/marine-highway>

No Domestic Mode	Includes shipments that have an international mode, but no domestic mode and is limited to import shipments of crude petroleum transferred directly from inbound ships to a U.S. refinery at the zone of entry. This classification enables a proper accounting of flows that do not utilize any domestic transportation network.
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Source: Federal Highway Administration Freight Analysis Framework, 2020

3.2. National Capital Region Commodity Flows

Through the analysis of the commodities that are most critical and most prevalently moving into, out of, and within the region, links between economic activity and freight movement become apparent. In the following analysis of commodities, movement of commodities through the region is not included unless specifically noted. For more information on the commodity classes and their definitions, please refer to the Appendix.

3.2.1. WEIGHT AND VALUE SERVED BY THE REGIONAL FREIGHT NETWORK

There are two primary measures of freight activity within a region: weight and value. Weight is an indicator of the demand that freight has on transportation infrastructure. In this report, weight is measured in tons and value in 2020 dollars.

Inbound, outbound, and intraregional (but not through) commodities total nearly 219 million tons and with an equivalent value of more than \$261 billion moved over the region’s multimodal transportation system in 2020. These figures include both domestic trade (within the region or between the region and other areas of the United States) as well as international trade (between the region and other countries).

Considering weight and looking at Table 8, three major commodity groups are responsible for more than 50 percent of the region’s tonnage – petroleum products, gravel and crushed stone, and non-metallic mineral products. Other important commodity groups by weight include waste and scrap, mixed freight, wood products, other prepared foodstuffs, coal, and natural sands. Comparing this to the 2016 Plan results for weight, petroleum products has taken over as the top commodity by weight instead of gravel and crushed stone.

Table 8: Top Commodity Types by Weight, 2020

Rank	Commodity Class	Total (thousands of tons)	Cumulative Share	Share of Total
1	Other petroleum products	52,427	24%	24%
2	Gravel and crushed stone	36,903	41%	17%
3	Non-metallic mineral products	29,172	54%	13%
4	Waste and scrap	13,965	60%	6%
5	Mixed freight	10,125	65%	5%
6	Wood products	8,255	69%	4%
7	Other prepared foodstuffs	8,010	72%	4%
8	Coal	7,636	76%	3%
9	Natural sands	6,242	79%	3%
10	Gasoline, aviation fuel, ethanol	5,620	81%	3%
11	Animal feed, eggs, honey & other animal products	3,846	83%	2%

12	Other non-metallic minerals	2,953	84%	1%
13	Other agricultural products	2,552	85%	1%
14	Fuel oils	2,308	87%	1%
15	Milled grain & bakery products	2,262	88%	1%
16	Base metal	1,918	88%	1%
17	Plastics & rubber	1,853	89%	1%
18	Basic chemicals	1,835	90%	1%
19	Furniture, mattresses, lamps, signs	1,698	91%	1%
	All other commodities	19,971	100%	9%
Total		219,550		

Source: Federal Highway Administration Freight Analysis Framework

Considering value and looking at Table 9, there are four commodity groups that account for over 40 percent of the total value of commodities moved within the region- mixed freight (mixed freight includes items for grocery and convenience stores, supplies and food for restaurants and fast food chains, hardware or plumbing supplies and office supplies), electronic and electrical equipment, pharmaceutical products, and motorized and other vehicles. Comparing the top four commodity types by value in this and the 2016 Plan, electronic and electrical equipment moved from first place to second place, mixed freight moved from the third spot to the top commodity type.

Table 9: Top Commodity Types by Value, 2020

Rank	Commodity Class	Total (millions of \$)	Cumulative Share	Share of Total
1	Mixed freight	43,596	17%	17%
2	Electronic & electrical equipment	36,846	31%	14%
3	Pharmaceutical products	23,286	40%	9%
4	Motorized and other vehicles	16,207	46%	6%
5	Miscellaneous manufactured products	14,877	52%	6%
6	Machinery	11,231	56%	4%
7	Other petroleum products	11,094	60%	4%
8	Precision instruments and apparatus	9,041	64%	3%
9	Other prepared foodstuffs	8,867	67%	3%
10	Textiles, leather, & their articles	8,792	70%	3%
11	Plastics & rubber	8,262	73%	3%
12	Meat, poultry, fish, seafood	6,692	76%	3%
13	Furniture, mattresses, lamps, signs	6,403	78%	2%
14	Other chemical products	5,473	81%	2%
15	Articles of base metal	5,453	83%	2%
16	Non-metallic mineral products	5,025	85%	2%
17	Wood products	4,668	86%	2%
18	Alcoholic beverages	4,274	88%	2%
19	Base metal	3,394	89%	1%
	All other commodities	28,102	100%	11%
Total		261,582		

Source: Federal Highway Administration Freight Analysis Framework

3.2.2. WEIGHT AND VALUE SERVED BY FREIGHT MODE

Freight movement uses either a single mode or a combination of more than one mode of transportation. The FAF categories for each type of freight movement include the following:

- Truck;
- Rail;
- Water;
- Air (includes truck-air);²⁴
- Pipeline; and
- Other/unknown

More information on the FAF mode categories can be found in Table 7, including a description of what the parameters are for transportation within that mode.

In the National Capital Region, trucking accounts for 73 percent of total freight transported by weight, followed by 22 percent transported by pipeline, three percent transported by rail, and two percent transported by multiple modes (Table 10). This represents a shift from the 2016 National Capital Region Freight Plan. From 2016, the proportion of freight transported by truck in the NCR decreased by 13 percent (from 86 percent to 73 percent); the percentage of freight transported by pipeline significantly increased (from four percent to 22 percent²⁵); and the percentage of freight transported by rail slightly decreased (from five percent to three percent). No significant number of commodities (by weight or value) are transported by water or “other and unknown” modes in the National Capital Region.

Compared to freight movement nationally, the National Capital Region transports a greater proportion of freight by truck and by pipeline. Nationally, 65 percent of freight by weight is transported by truck, 19 percent by pipeline, eight percent by rail, four percent by water, and three percent by multiple modes (Table 10).

Table 10: Commodities Share of Tonnage by Mode, 2020

Commodity Class	Truck	Rail	Air	Multiple Modes &	
				Mail	Pipeline
Other petroleum products	11%	1%	0%	0%	89%
Gravel and crushed stone	100%	0%	0%	0%	0%
Non-metallic mineral products	92%	7%	0%	0%	0%
Waste and scrap	88%	5%	0%	6%	0%
Mixed freight	98%	1%	0%	1%	0%
Wood products	95%	3%	0%	2%	0%
Other prepared foodstuffs	95%	3%	0%	2%	0%

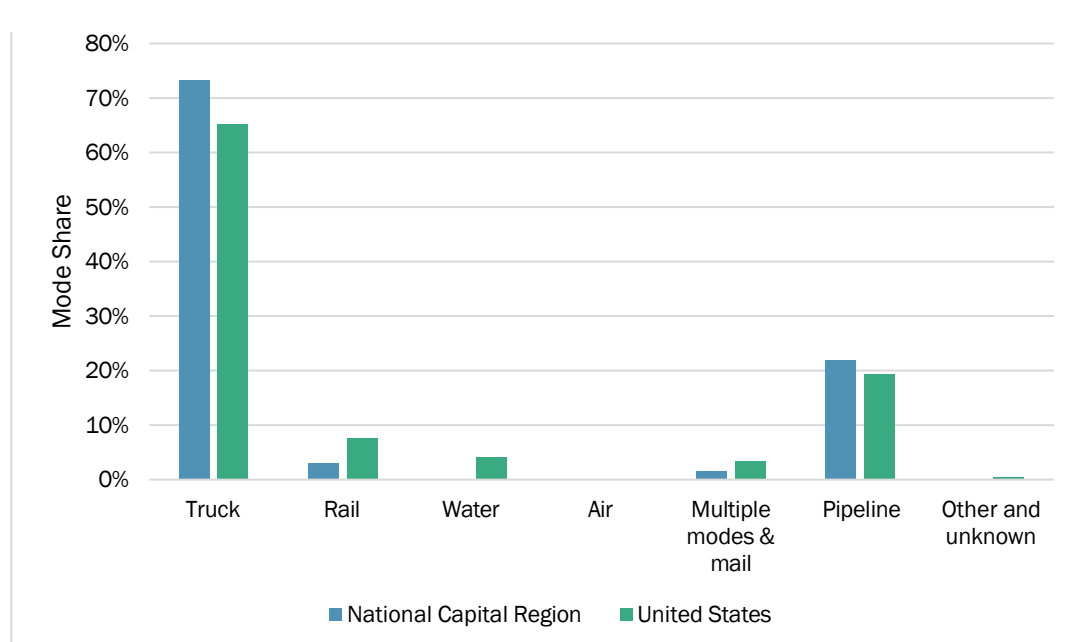
²⁴ Includes shipments moved by air or a combination of truck and air in commercial or private aircraft. Includes air freight and air express. In the case of imports and exports by air, domestic freight moved by ground to and from the port of entry or exit are categorized with Truck.

²⁵ This significant increase in pipeline share may be explained by inclusion in the data set of the Cove Point Liquefied Natural Gas export facility in Calvert County, Maryland, as well as national FAF methodology changes.

Coal	85%	12%	0%	3%	0%
Natural sands	100%	0%	0%	0%	0%
Gasoline, aviation fuel, ethanol	63%	0%	0%	7%	29%
Animal feed, eggs, honey & other animal products	95%	3%	0%	2%	0%
Other non-metallic minerals	97%	1%	0%	2%	0%
Other agricultural products	93%	2%	0%	4%	0%
Fuel oils	96%	0%	0%	0%	4%
Milled grain & bakery products	98%	2%	0%	0%	0%
Base metal	94%	3%	1%	2%	0%
Plastics & rubber	83%	8%	2%	7%	0%
Basic chemicals	82%	10%	2%	6%	0%
Furniture, mattresses, lamps, signs	96%	2%	0%	2%	0%
All other commodities	89%	6%	1%	4%	0%
Total	73%	3%	0%	2%	22%

Source: Federal Highway Administration Freight Analysis Framework

Figure 17: Transportation Modes Used (by Weight) – National Capital Region and the United States, 2020



Source: Federal Highway Administration Freight Analysis Framework

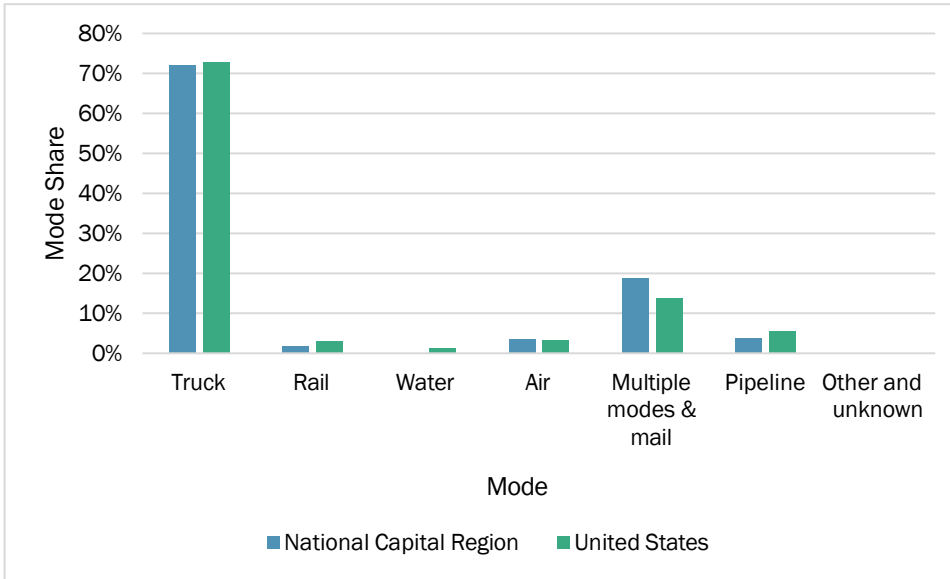
Within the region, 72 percent of total freight (by value) is transported by truck, followed by 19 percent transported by multiple modes and mail (Table 11). These figures are comparable to national data: 73 percent of total freight is moved by truck, and 14 percent is transported by multiple modes and mail (Figure 18.). A greater proportion of total freight (by value) in the region is hauled via truck or multiple modes and mail than in the nation overall.

Table 11: Commodities Share of Tonnage by Value, 2020

Commodity Class	Truck	Rail	Air	Multiple Modes & Mail	Pipeline
Mixed freight	95%	1%	0%	4%	0%
Electronic & electrical equipment	59%	1%	7%	33%	0%
Pharmaceutical products	44%	0%	5%	51%	0%
Motorized and other vehicles	82%	2%	2%	13%	0%
Miscellaneous manufactured products	52%	4%	3%	41%	0%
Machinery	79%	3%	6%	12%	0%
Other petroleum products	16%	1%	0%	0%	83%
Precision instruments and apparatus	46%	1%	11%	43%	0%
Other prepared foodstuffs	95%	1%	0%	4%	0%
Textiles, leather, & their articles	56%	3%	2%	39%	0%
Plastics & rubber	81%	3%	4%	12%	0%
Meat, poultry, fish, seafood	97%	2%	0%	1%	0%
Furniture, mattresses, lamps, signs	92%	1%	0%	6%	0%
Other chemical products	74%	2%	7%	17%	0%
Articles of base metal	84%	2%	5%	9%	0%
Non-metallic mineral products	91%	4%	2%	3%	0%
Wood products	94%	3%	0%	3%	0%
Alcoholic beverages	95%	1%	0%	4%	0%
Base metal	90%	2%	4%	4%	0%
All other commodities	79%	3%	5%	11%	3%
Total	72%	2%	3%	19%	4%

Source: Federal Highway Administration Freight Analysis Framework. No data available for commodities transported by water or other and unknown modes.

Figure 18: Transportation Modes Used (by Value) – National Capital Region and the United States, 2020



Source: Federal Highway Administration Freight Analysis Framework

Trucking

Trucks are essential to freight transportation in the National Capital Region. Nationally, trucks are responsible for the most tonnage handled, the largest number of trips, and the largest number of ton-miles. Trucks are flexible. They can accommodate a broad range of commodities, from raw materials to semi-finished goods to consumer goods to post-consumer products, and unlike other transportation modes, can access virtually any origin or destination.

Trucks often serve as critical transportation links between other modes within complex, multimodal supply chains. Every freight shipper or receiver that is not located on an active rail line, next to a navigable waterway, or inside the gates of an airport, is dependent on trucking. The continued growth and evolution of e-commerce systems, reliance on just-in-time inventory practices, and expansion of expedited small package home delivery services, points to the growing significance of the role that trucks will play in the future.

By tonnage, the leading truck-hauled commodities in the region are gravel and crushed stone; nonmetallic mineral products; and waste and scrap (Table 12). By value, mixed freight; electronic and electrical equipment; and motorized and other vehicles are the leading commodities, followed by pharmaceutical products; machinery; and other prepared foodstuffs.

Table 12: Commodity Types Handled by Truck, Value and Weight, 2020

Top Tonnage Commodities	Thousands of Tons	Top Value Commodities	Millions of Dollars
Gravel and crushed stone	36,798	Mixed freight	41,212
Non-metallic mineral products	26,946	Electronic & electrical equipment	21,848
Waste and scrap	12,345	Motorized and other vehicles	13,341
Mixed freight	9,886	Pharmaceutical products	10,159
Wood products	7,834	Machinery	8,864
Other prepared foodstuffs	7,592	Other prepared foodstuffs	8,435

Coal	6,506	Miscellaneous manufactured products	7,746
Natural sands	6,236	Plastics & rubber	6,665
Other petroleum products	5,580	Meat, poultry, fish, seafood	6,496
Animal feed, eggs, honey & other animal products	3,649	Furniture, mattresses, lamps, signs	5,921

Source: Federal Highway Administration Freight Analysis Framework

Rail

Rail operations specialize in long-haul transportation of high-value containerized goods; transportation of bulk goods (e.g., coal); and long-haul transportation of mixed car types (known as carload service). The availability of rail service can reduce the dependence on trucking, which is particularly important for heavy commodities that damage pavement and roadways if hauled by truck.

By weight, the leading commodity moved by rail in the region is non-metallic mineral products, followed by coal, and waste and scrap (Table 13). By value, the leading rail commodities are miscellaneous manufactured products; electronic and electrical equipment; and mixed freight.

Table 13: Commodity Types Handled by Rail, Value and Weight, 2020

Top Tonnage Commodities	Thousands of Tons	Top Value Commodities	Millions of Dollars
Non-metallic mineral products	2,114	Miscellaneous manufactured products	584
Coal	910	Electronic & electrical equipment	533
Waste and scrap	722	Mixed freight	408
Other petroleum products	364	Motorized and other vehicles	383
Cereal grains	257	Machinery	347
Miscellaneous manufactured products	234	Transportation equipment	321
Wood products	233	Textiles, leather, & their articles	251
Other prepared foodstuffs	221	Plastics & rubber	246
Basic chemicals	182	Non-metallic mineral products	225
Textiles, leather, & their articles	151	Meat, poultry, fish, seafood	139

Source: Federal Highway Administration Freight Analysis Framework

Multiple Modes and Mail

Due to the existing data, not all freight flows can be assigned to a specific mode. These flows are reported as multiple modes and mail in FAF and include truck-rail, truck-water, and rail-water intermodal shipments involving one or more end-to-end transfers of cargo between two different modes. It also includes parcel delivery service shipments weighing 100 pounds or less (because shippers that use such services do not typically know what modes are involved in the actual shipping process).

By tonnage, the leading multiple modes and mail commodity is waste and scrap; gasoline, aviation fuel, ethanol; and coal (Table 14). By value, the leading multiple modes and mail commodities are electronic and electrical equipment, pharmaceutical products, miscellaneous manufactured products, precision instruments, and textile and leather products.

Table 14: Commodity Types Handled by Multiple Modes and Mail, Value and Weight, 2020

Top Tonnage Commodities	Thousands of Tons	Top Value Commodities	Millions of Dollars
Waste and scrap	891	Electronic & electrical equipment	12,060
Gasoline, aviation fuel, ethanol	398	Pharmaceutical products	11,919
Coal	219	Miscellaneous manufactured products	6,049
Other prepared foodstuffs	194	Precision instruments and apparatus	3,852
Wood products	184	Textiles, leather, & their articles	3,414
Plastics & rubber	132	Motorized and other vehicles	2,101
Textiles, leather, & their articles	116	Mixed freight	1,818
Basic chemicals	114	Machinery	1,387
Other agricultural products	112	Printed products	1,374
Miscellaneous manufactured products	111	Plastics & rubber	1,007

Source: Federal Highway Administration Freight Analysis Framework

Air

Air cargo enables fast, reliable, just-in-time delivery service that integrated carriers such as UPS and FedEx have perfected. Air freight is more expensive than other modes and is therefore typically used for transport of high value, time-sensitive goods such as mail and express packages, perishable products, specialized machinery, and consumer goods. Commodities moved by air in the National Capital Region account for three percent of the total value of all commodities transported within the region.

The leading air freight commodities in the region by weight are plastics and rubbers, basic chemicals, and pharmaceutical products (Table 15). By value, the leading air freight commodities are electronic and electrical equipment, pharmaceutical products, and transportation equipment.

Table 15: Commodity Types Handled by Air, Value and Weight, 2020

Top Tonnage Commodities	Thousands of Tons	Top Value Commodities	Millions of Dollars
Plastics & rubber	44	Electronic & electrical equipment	2,404
Basic chemicals	39	Pharmaceutical products	1,170
Pharmaceutical products	24	Transportation equipment	977
Base metal	22	Precision instruments and apparatus	951
Electronic & electrical equipment	20	Machinery	633
Machinery	17	Miscellaneous manufactured products	497
Articles of base metal	15	Other chemical products	399
Motorized and other vehicles	14	Motorized and other vehicles	382
Mixed freight	13	Plastics & rubber	344
Other chemical products	13	Articles of base metal	282

Source: Federal Highway Administration Freight Analysis Framework

3.2.3. DIRECTION OF TRADE

The region's freight moves in different directions, depending on the commodity:

- Inbound freight is moved from other states, or other countries, to the region.
- Outbound freight is moved from the region to other areas of the United States, or to other countries.
- Intraregional freight is moved from one point in the region to another point in the region.
- Through freight is moved from a location outside of the region to another location outside of the region, via transportation infrastructure within the region. Through freight is not included in the tabulation of commodities.

As shown in Table 16, the direction of travel for the region's top commodities based on weight are:

- Approximately 33 percent of total freight by weight is inbound, 25 percent is outbound, and 42 percent is intraregional. This represents an increase in outbound freight and a decrease in intraregional freight movement from the 2016 Freight Plan.
- Commodities that are primarily inbound include: petroleum products and fuels (gasoline, aviation fuel, ethanol); milled grain and bakery products; and base metal.
- Commodities that are primarily outbound include: coal; and animal feed, eggs, honey & other animal products.
- Commodities that are primarily intraregional include: gravel and crushed stone; waste and scrap; nonmetallic mineral products; natural sands; nonmetallic minerals; and fuel oils.
- The region's inbound freight by weight is eight percent higher than outbound freight, indicating that the region's economy consumes more goods than it produces.

Table 16: Direction of Travel for Top Commodities by Weight, 2020

Rank	Commodity Class	Inbound	Outbound	Intraregional
1	Other petroleum products	50%	25%	25%
2	Gravel and crushed stone	11%	6%	83%
3	Non-metallic mineral products	16%	26%	58%
4	Waste and scrap	6%	35%	59%
5	Mixed freight	39%	31%	30%
6	Wood products	52%	20%	28%
7	Other prepared foodstuffs	50%	21%	29%
8	Coal	11%	89%	0%
9	Natural sands	20%	4%	76%
10	Gasoline, aviation fuel, ethanol	74%	2%	24%
11	Animal feed, eggs, honey & other animal products	15%	68%	17%
12	Other non-metallic minerals	30%	27%	43%
13	Other agricultural products	42%	45%	13%
14	Fuel oils	25%	15%	60%
15	Milled grain & bakery products	74%	17%	8%
16	Base metal	65%	15%	20%
17	Plastics & rubber	48%	25%	27%

18	Basic chemicals	51%	41%	7%
19	Furniture, mattresses, lamps, signs	55%	19%	26%
	All other commodities	48%	27%	26%
Total		33%	25%	42%

Source: Federal Highway Administration Freight Analysis Framework

As shown in Table 17, the direction of travel for the region's top commodities based on value are:

- Approximately 53 percent of total freight by value is inbound, 26 percent is outbound, and 21 percent is intraregional.
- Commodities by value that are primarily inbound include: motorized and other vehicles, textiles and leathers; meat, poultry, fish, and seafood; other prepared foodstuffs; and articles of base metal.
- Outbound and intraregional commodities by value are limited, with no commodity representing value greater than 50 percent (by direction of travel).

Table 17: Direction of Travel for Top Commodities by Value, 2020

Rank	Commodity Class	Inbound	Outbound	Intraregional
1	Mixed freight	33%	29%	38%
2	Electronic & electrical equipment	51%	35%	14%
3	Pharmaceutical products	47%	42%	11%
4	Motorized and other vehicles	87%	8%	5%
5	Miscellaneous manufactured products	57%	27%	15%
6	Machinery	57%	18%	24%
7	Other petroleum products	49%	27%	24%
8	Precision instruments and apparatus	58%	36%	7%
9	Other prepared foodstuffs	66%	17%	17%
10	Textiles, leather, & their articles	80%	11%	9%
11	Plastics & rubber	52%	19%	29%
12	Meat, poultry, fish, seafood	64%	13%	23%
13	Furniture, mattresses, lamps, signs	51%	19%	30%
14	Other chemical products	57%	34%	9%
15	Articles of base metal	63%	16%	20%
16	Non-metallic mineral products	37%	27%	23%
17	Wood products	58%	17%	41%
18	Alcoholic beverages	51%	5%	8%
19	Base metal	81%	8%	25%
	All other commodities	50%	31%	19%
Total		53%	26%	21%

Source: Federal Highway Administration Freight Analysis Framework

3.2.4. KEY TRADING PARTNERS

By weight, the region's three largest trading partners are the Baltimore region, Virginia (excluding the Richmond and Virginia Beach-Norfolk regions), and the Virginia Beach-Norfolk region (Table 18). These were the same trends as in the 2016 Freight Plan, except that in 2016, West Virginia was identified as the second-largest trading partner by weight.

Table 18: Top Trading Partner Regions by Weight, 2020

Rank	Partner Region	Thousands of Tons	Percentage	Cumulative Percentage
1	Baltimore MD	27,691	22%	22%
2	Remainder of Virginia	24,914	20%	42%
3	Virginia Beach-Norfolk VA-NC (VA Part)	15,029	12%	53%
4	Remainder of Pennsylvania	9,733	8%	61%
5	Richmond VA	8,459	7%	68%
6	West Virginia	8,209	6%	74%
7	Remainder of Maryland	5,461	4%	79%
8	Pittsburgh PA-OH-WV (PA Part)	2,951	2%	81%
9	Baton Rouge LA	1,604	1%	82%
10	Remainder of North Carolina	1,270	1%	83%
11	Philadelphia PA-NJ-DE-MD (PA Part)	1,242	1%	84%
12	New York NY-NJ-CT-PA (NJ Part)	1,199	1%	85%

Source: Federal Highway Administration Freight Analysis Framework

By value, the region's three most valuable trading partners are the Baltimore region, Virginia (excluding the Richmond and Virginia Beach-Norfolk regions), and Pennsylvania (excluding the Philadelphia region) Table 19. One noted difference from the 2016 Freight Plan was that in 2016, the New York NY CSA was identified as the region's second most-valuable trading partner.

Table 19: Top Trading Partner Regions by Value, 2020

Rank	Partner Region	Millions of Dollars	Percentage	Cumulative Percentage
1	Baltimore MD	37,391	18%	18%
2	Rest of VA	12,477	6%	24%
3	Rest of PA	11,811	6%	30%
4	Virginia Beach-Norfolk VA-NC (VA Part)	11,366	5%	35%
5	Richmond VA	7,278	4%	39%
6	New York NY-NJ-CT-PA (NJ Part)	7,272	3%	42%
7	Los Angeles CA	6,385	3%	45%
8	Philadelphia PA-NJ-DE-MD (PA Part)	5,072	2%	48%
9	Chicago IL-IN-WI (IL Part)	5,032	2%	50%
10	New York NY-NJ-CT-PA (NY Part)	4,567	2%	52%
11	Mississippi	4,465	2%	54%
12	Rest of MD	4,245	2%	56%

Source: Federal Highway Administration Freight Analysis Framework

3.2.5. TOTAL WEIGHT AND VALUE SERVED

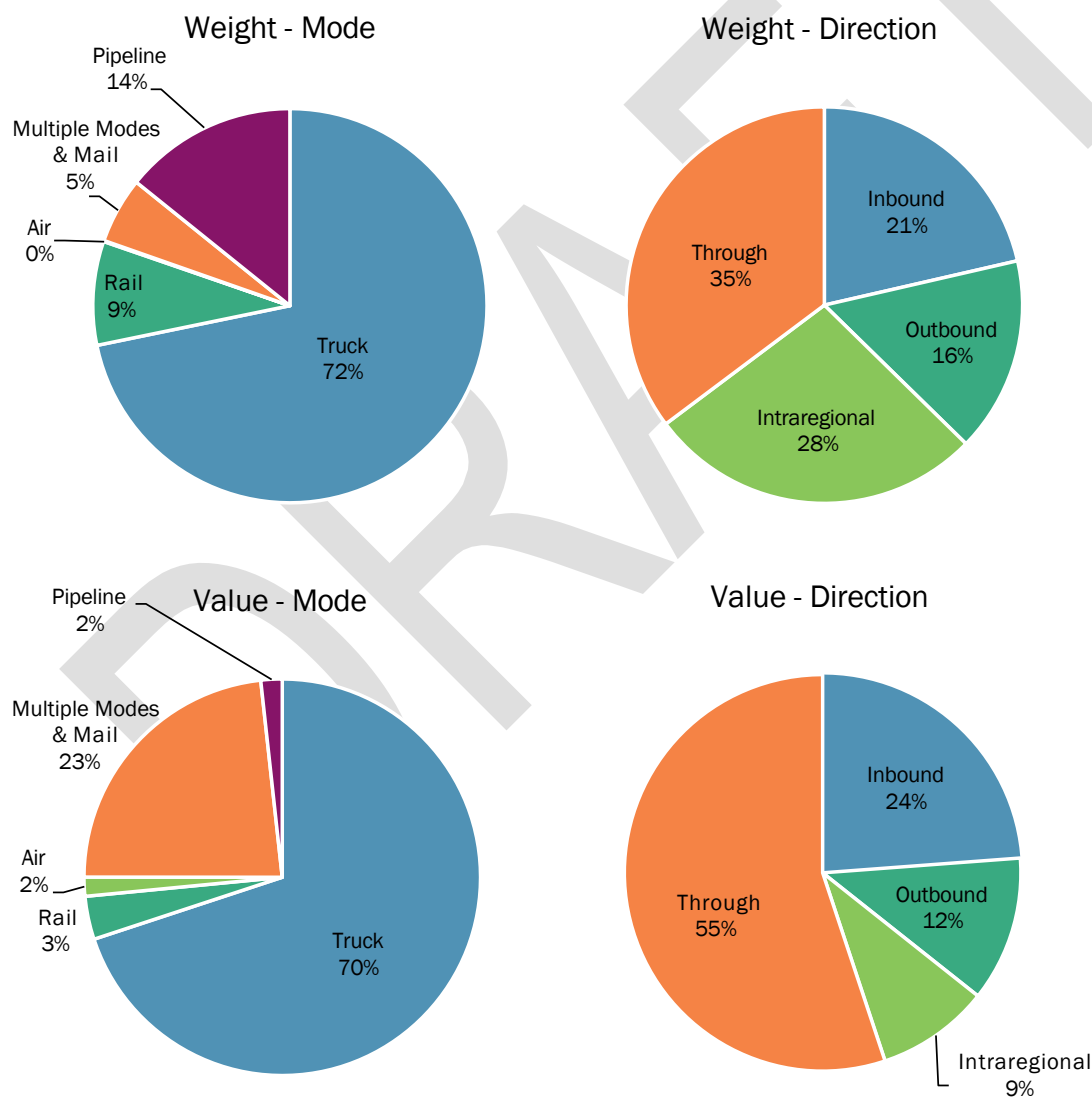
In looking at the total impact of freight weight and value transported within the region, across the various modes, Figure 19 summarizes the key trends. Though information on through-freight is not available for the analyses above, this section provides overall shares by weight and value including a TPB-estimated share of through freight.¹⁶In terms of weight, the predominant mode is truck transportation, comprising 72 percent of the weight of freight in the region. In terms of value, truck is also the dominant form of transportation, transporting 70 percent of the value within the region.

Transportation via water is negligible; the Port of Baltimore and the Port of Virginia, the two closest large ports to the National Capital Region, both lie outside of the FAF region.

Based on directionality, through freight accounts for the most freight activity in the National Capital Region. The second highest direction for freight travel is intraregional, where 28 percent of the freight by weight originates and is transported within the National Capital Region, with gravel and crushed stone and natural sand representing the top intraregional commodities. Inbound freight by weight accounts for 21 percent of the region’s total while outbound freight by weight represents 16 percent.

Based on value, over half of the region’s freight by value passes through the National Capital Region. The next highest value of freight moves into the region, with approximately 24 percent of freight value coming in from other areas.

Figure 19. Total Freight Weight and Value by Mode and Direction, 2020



Source: Federal Highway Administration Freight Analysis Framework

Table 20 and Table 21 show the breakdown of the freight modes and the direction of transportation, via weight and value. The region is reliant on higher-valued commodities produced outside the NCR, 69 percent of which are transported by truck; the region’s total inbound freight value is more than outbound and intraregional freight values combined but the largest value is of the freight going through the NCR, with over 55 percent of the freight value traveling through the region.

Based on weight-to-value ratio, higher priced commodities are disproportionately shipped by pipeline and air. More freight by both weight and value is transported inbound by pipeline than the combined amounts and values shipped outbound or intraregionally. Air freight accounts for less than one percent of total freight by weight (inbound and outbound) but represents nearly two percent of freight by value.

Table 20: National Capital Region Freight Modes – Weight (thousands of tons), 2020

Mode	Inbound	Outbound	Intraregional	Through	Total
Truck	40,989	38,552	81,328	82,431	160,870
Rail	2,658	2,817	1,234	22,154	28,863
Water	-	-	-	-	-
Air	62	226	-	-	288
Multiple modes & mail	2,019	1,444	27	14,864	18,354
Pipeline	26,841	10,937	10,414	-	48,192
Other and unknown	0	0	1	-	1
Total	72,569	53,976	93,004	119,449	338,998

Source: COG analysis of Federal Highway Administration Freight Analysis Framework

Table 21: National Capital Region Freight Modes – Value (millions of dollars), 2020

Mode	Inbound	Outbound	Intraregional	Through	Total
Truck	95,089	44,938	48,361	219,050	407,438
Rail	2,345	2,263	68	15,850	20,526
Water	-	-	-	-	-
Air	3,889	5,148	-	-	9,037
Multiple modes & mail	31,732	14,471	3,167	86,077	135,447
Pipeline	5,647	2,286	2,176	-	10,109
Other and unknown	0	0	1	-	1
Total	138,702	69,106	53,773	320,977	582,558

Source: COG analysis of Federal Highway Administration Freight Analysis Framework

3.3. Freight Transportation Forecasts

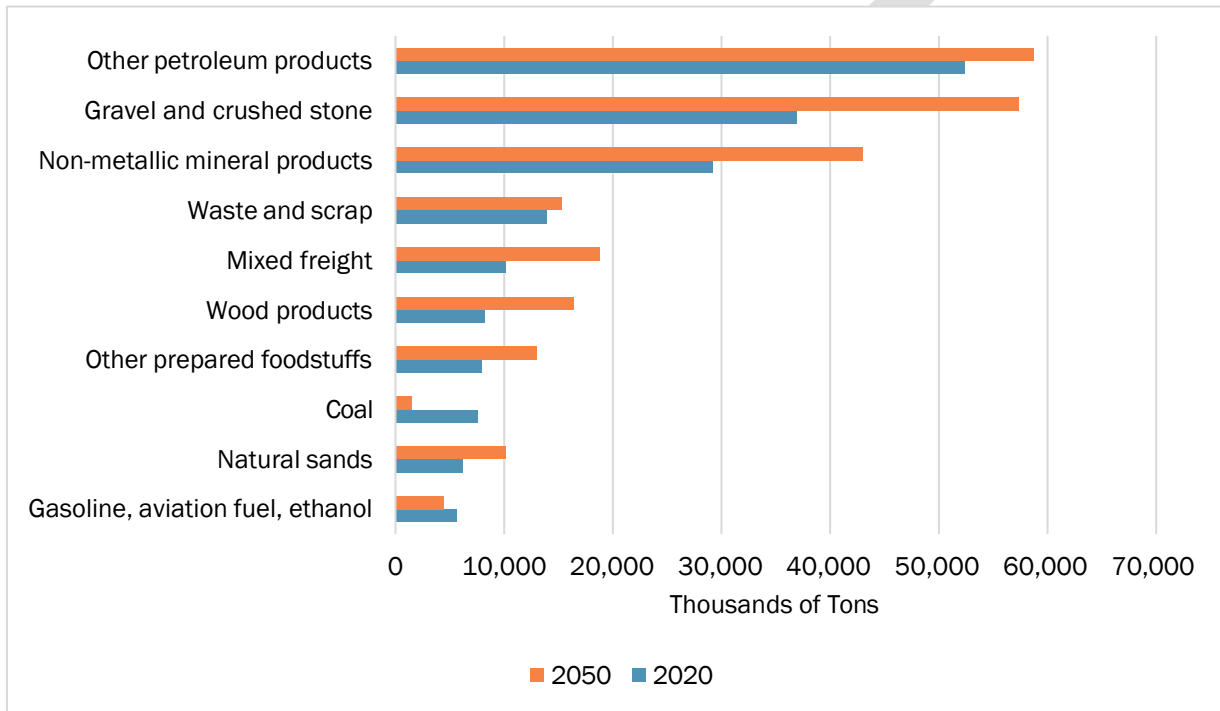
3.3.1. FORECAST GROWTH IN REGIONAL COMMODITIES

Freight data for the National Capital Region, gathered from the FHWA’s Freight Analysis Framework, includes a set of forecasts for the growth in freight tonnage and value, by mode, commodity, and origin-destination pair. These forecasts are derived from broader forecasts for the national economy, representing a best-case scenario for the nation and the region respectively. As with most forecasts, significant changes to factors such as economic activity, fuel prices, climate, and logistics practices may produce different outcomes.

National Capital Region Commodities

Growth in output and consumption are direct indicators of growth in freight demand and increased tonnage moving across the region's transportation infrastructure. Growth in some types of commodities will be greater than others and will change the relative proportions of commodity types transported within the region. The volume of other petroleum products is set to grow slightly and remain the top commodity type in 2050. Similarly, gravel and crushed stone, non-metallic mineral products are forecast to grow and retain their 2nd and 3rd rankings in 2050. Mixed freight is expected to overtake waste and scrap as the 4th most in-demand commodity by weight in the region by 2050.

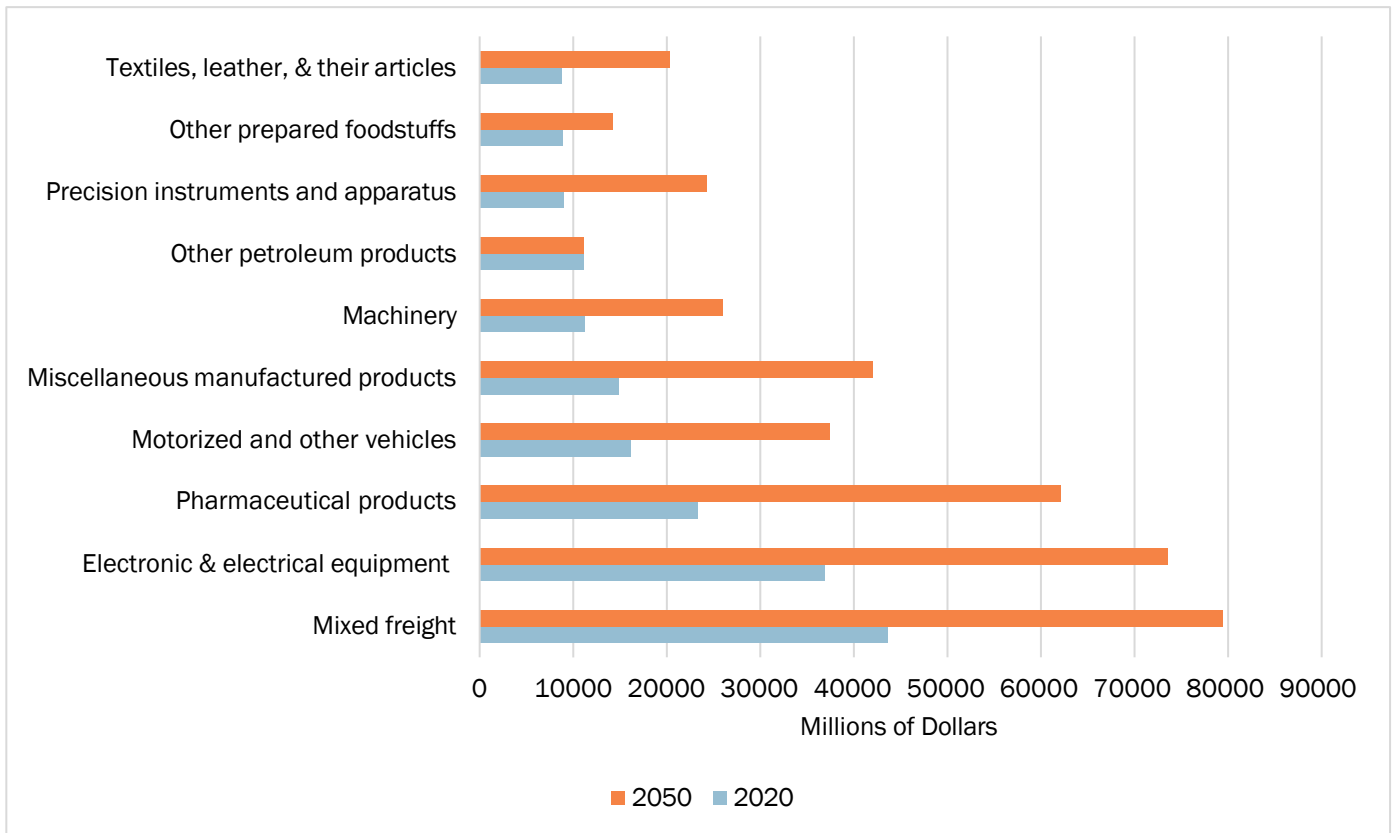
Figure 20A: Forecast Growth In Regional Commodities by Weight from 2020 to 2050



Source: Federal Highway Administration Freight Analysis Framework

On the basis of values (see Figure 20), the top regional commodity mixed freight is expected to show an increase in the value of trade by 2050. The other petroleum products commodity class is the only one forecast to show a small decline in value of trade by 2050. The top commodity by value will still be mixed freight in the year 2050.

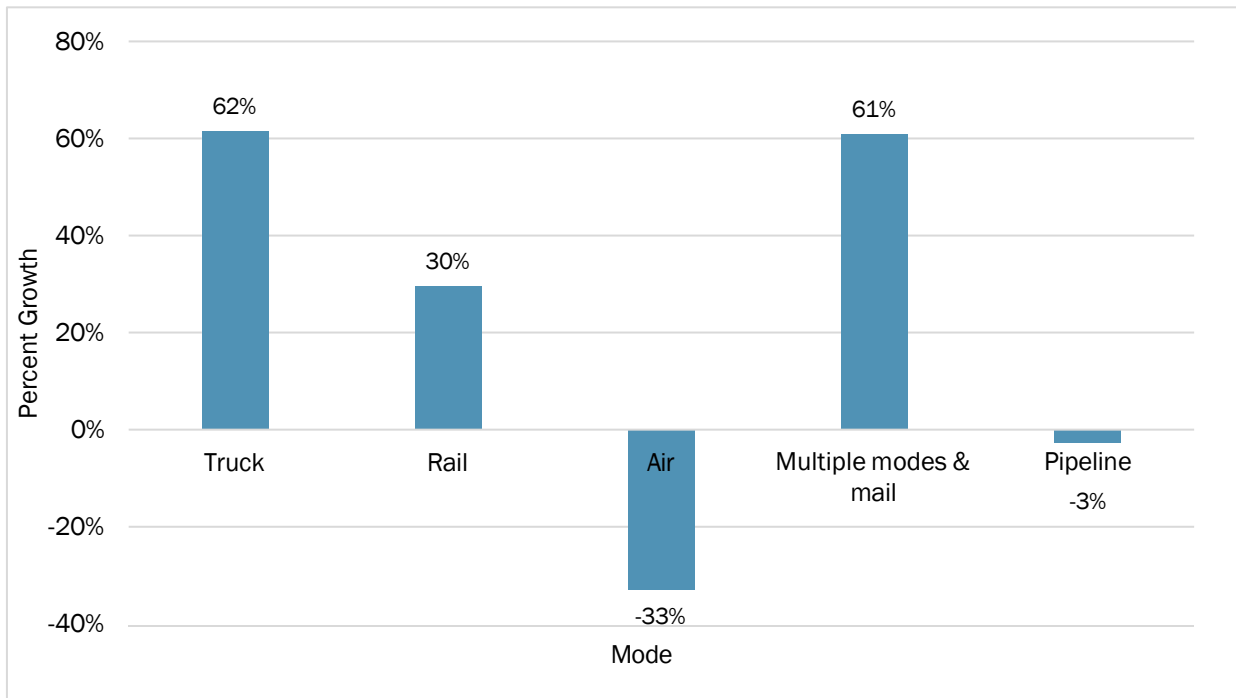
Figure 20B: Forecast Growth In Regional Commodities by Value from 2020 to 2050



Source: Federal Highway Administration Freight Analysis Framework

Different transportation modes will experience different growth rates. Modes forecast to grow the fastest are for the fastest-growing commodities. The fastest growth is for trucks followed closely by multiple modes and mail which is anticipated to increase by 62 and 61 percent respectively by 2050. Rail is anticipated to increase whereas air is expected to decline over the same period. Pipeline is also anticipated to decline by three percent in 2050.

Figure 21: Forecast Growth In Tonnage by Mode from 2020 to 2050



Source: Federal Highway Administration Freight Analysis Framework

DRAFT

4. KEY TRENDS INFLUENCING FREIGHT IN THE REGION

While the freight transportation system is currently performing at a level that supports the region's economy and quality of life, recurring bottlenecks or recurring congestion on some roadways and railways negatively affect the reliability of freight deliveries. The growth in freight volumes forecast for the region is a result of an increasing demand for goods – demand driven by the region's expanding economy, growing population, and high median household income levels. To fully realize the benefits associated with the forecast growth in freight traffic, the region will need to address the challenges to the multimodal transportation system considering that growth. These challenges include more trucks sharing the roadways with passenger vehicles, bicycles, and pedestrians; more freight trains sharing the railways with commuter and intercity passenger trains; and increased wear and tear on pavements, bridges, and rail infrastructure. As trucks are the primary means by which goods are delivered to stores, restaurants, businesses, and residences, the denser and more vibrant a neighborhood becomes, the more that trucks must share the streets in proximity to pedestrians, bicyclists, and other vulnerable road users. Addressing the challenges associated with truck deliveries in dense and vibrant regional activity centers is a key planning issue. Additionally, the freight transportation system continues to be affected by lingering effects from the COVID-19 pandemic and associated impacts on economic and transportation activity.

4.1. Demographic and Economic Trends

The physical movement of freight is of critical importance to any region's economy. Consumers rely on efficient and reliable freight transportation for shipments of consumer products to homes and retail establishments and for product returns and trash removal. Commercial enterprises rely on efficient and reliable freight transportation for inbound shipments of raw materials, intermediate goods, and other supplies required to produce finished goods as well as outbound shipments of intermediate goods and finished products to regional, national, and global markets. Commercial enterprises in the service sector stimulate freight demand by providing income to their employees, who in turn use that income to purchase goods and services.

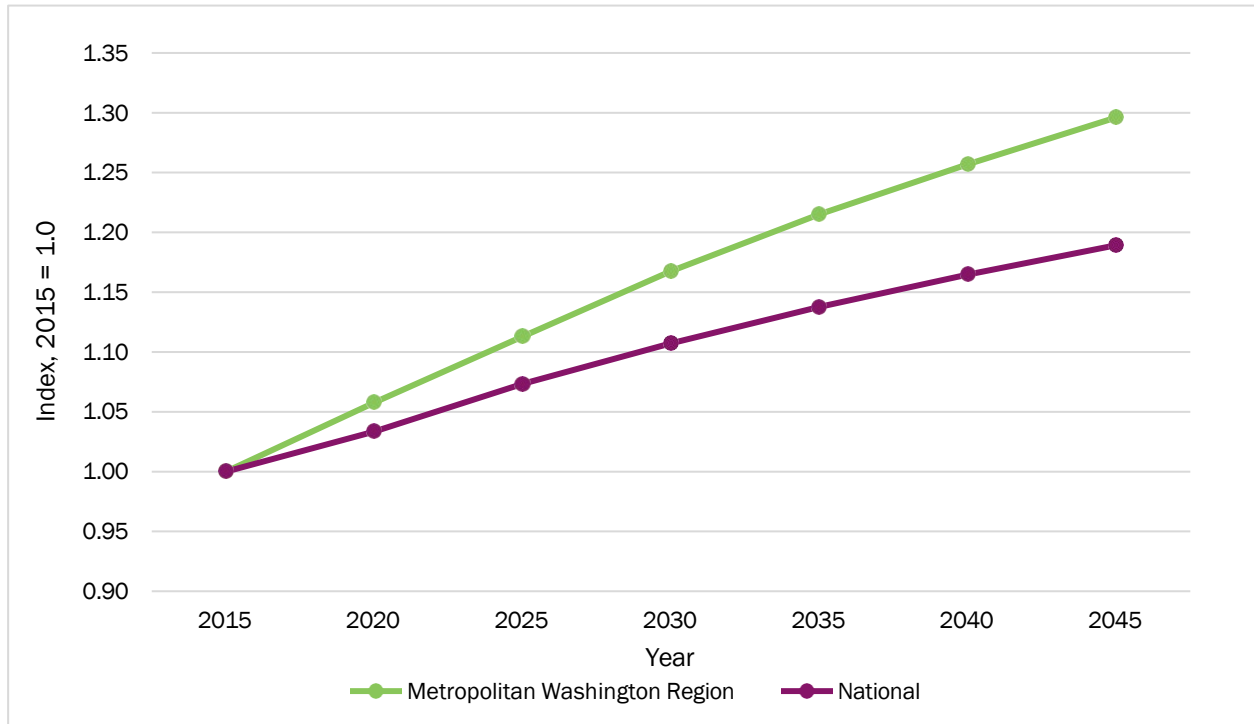
All commercial enterprises depend on freight, but those that are directly involved in activities such as transporting goods, farming, mining, manufacturing, construction, and managing retail operations depend on it more strongly than others. These freight-dependent industries account for 17 percent of the region's gross domestic product (GDP) and 18 percent of its total employment.²⁶ To understand freight movement in the region, it is therefore useful to examine the key economic and demographic drivers of freight demand, including overall employment, GDP, economic structure, population, and wealth.

²⁶ Freight-dependent industries are defined as four subsectors: Private Goods Producing Industries, Retail, Transportation & Warehousing, and Other.

4.1.1. POPULATION

As of 2020 the Washington-Arlington-Alexandria Metropolitan Statistical Area (MSA) was home to 5.7 million people, making it the sixth most populous MSA in the nation. The region is adding population at a faster pace than the nation as a whole (Figure 22). Expanding employment in the business and professional service- and government-sectors attracts highly educated people from throughout the United States and the world. The region’s population is expected to grow by an additional 22.5 percent by the year 2045. Each new resident creates additional demand for consumer goods – residents with higher disposable income generate greater demand for material goods and correspondingly greater overall demand for freight transportation.

Figure 22: Population Growth Trends - National Capital Region and the United States



Sources: U.S. Census Bureau ²⁷; Metropolitan Washington Council of Governments ²⁸ Round 9.2 Growth Trends to 2045 Cooperative Forecasting in Metropolitan Washington, June 2022 and U.S. Census Bureau

4.1.2. INCOME

The Region ranks second in the nation for median household income (\$110,355 in 2021), 58 percent above the national average. ²⁹ This means that the median regional household earns approximately \$40,638 more per year than the median American household. The combination of a growing population and rising consumer affluence generates high demand for consumer goods, which translates into high demand for freight transportation services. A comparison of the median

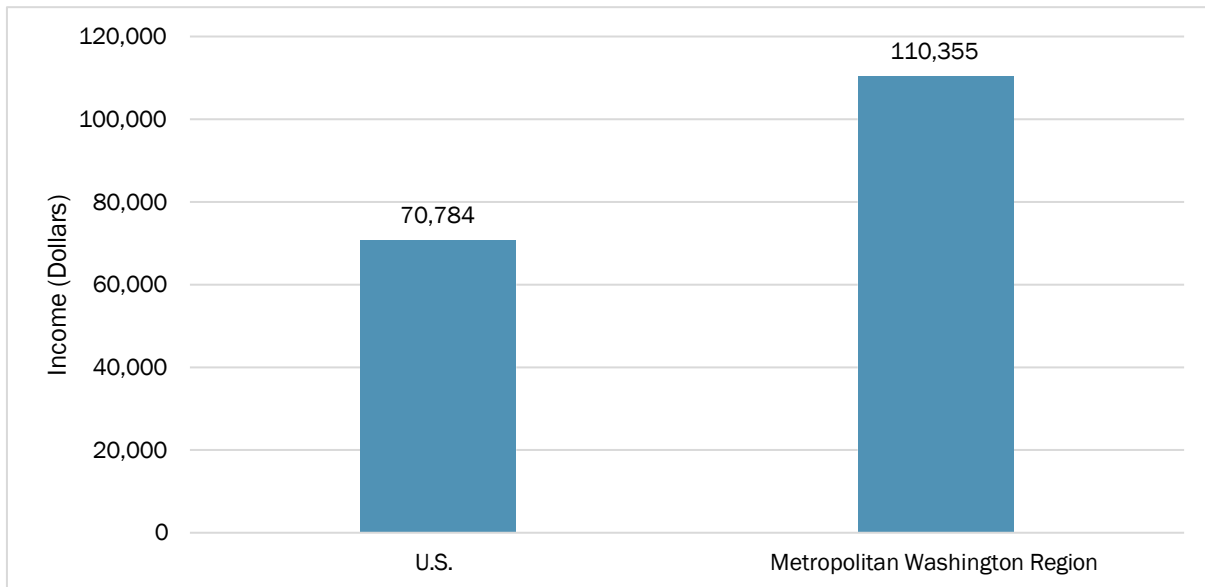
²⁷ For all historical data points; 1990 – 2020 and United States population projections; 2020 – 2045.

²⁸ For TPB Planning Area and District of Columbia population projections; 2015 – 2045.

²⁹ U.S. Census Bureau, Household Income: 2021, American Community Survey Briefs

household income in the United States and the Washington-Arlington-Alexandria MSA can be seen in Figure 23 below.

Figure 23: Median Household Income in the Washington-Arlington-Alexandria MSA Compared to U.S. Median Household Income



Source: U.S. Census Bureau, Household Income: 2021, American Community Survey Briefs

4.1.3. EMPLOYMENT AND GROSS DOMESTIC PRODUCT

The region's economy employed 2.8 million people in 2021³⁰, roughly 1.8 percent of all U.S. jobs. Between 2001 and 2021, total employment in the region increased by 299,829 or 11.8 percent, compared to a U.S. growth rate of 7.9 percent (see Figure 24). Employment growth in the region's economy has generally exceeded the rate of growth of employment in the national economy, with the exception of 2021, where the region did not have as rapid growth as the national economy in recovering from the downturn in economic activity in 2020.

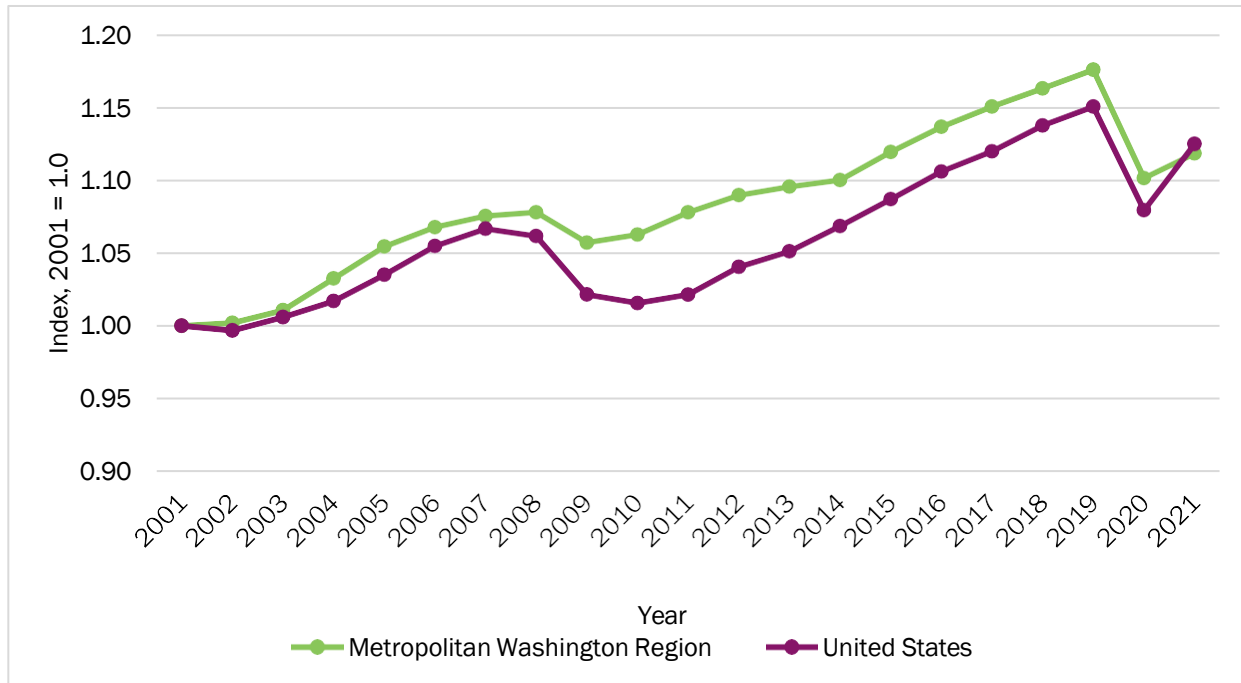
In 2020, the region's gross domestic product (or GDP) was \$561 billion. GDP is a measure of the total value added to goods and services due to economic activity in the region. As with employment, the region has been surpassing the United States as a whole in terms of GDP growth. In nominal terms, the region's GDP grew by 46 percent between 2001 and 2020, compared to 40 percent for the United States overall (see Figure 25). There is a direct relationship between the growth in economic activity, as measured by GDP, and the demand for freight transportation. The United States Bureau of Transportation Statistics (BTS) defines this relationship as the ratio of total ton-miles³¹ of freight to total GDP. In 2002 this freight transportation intensity ratio was 0.38 ton-miles

³⁰ Data for the TPB region from "New Preliminary 2021 QCEW Quarter Data and Annual Average, Prepared by Greg Goodwin, MWCOG, Cooperative Forecasting and Data Subcommittee, July 12, 2022

³¹ A ton-mile is defined as one ton of freight carried one mile.

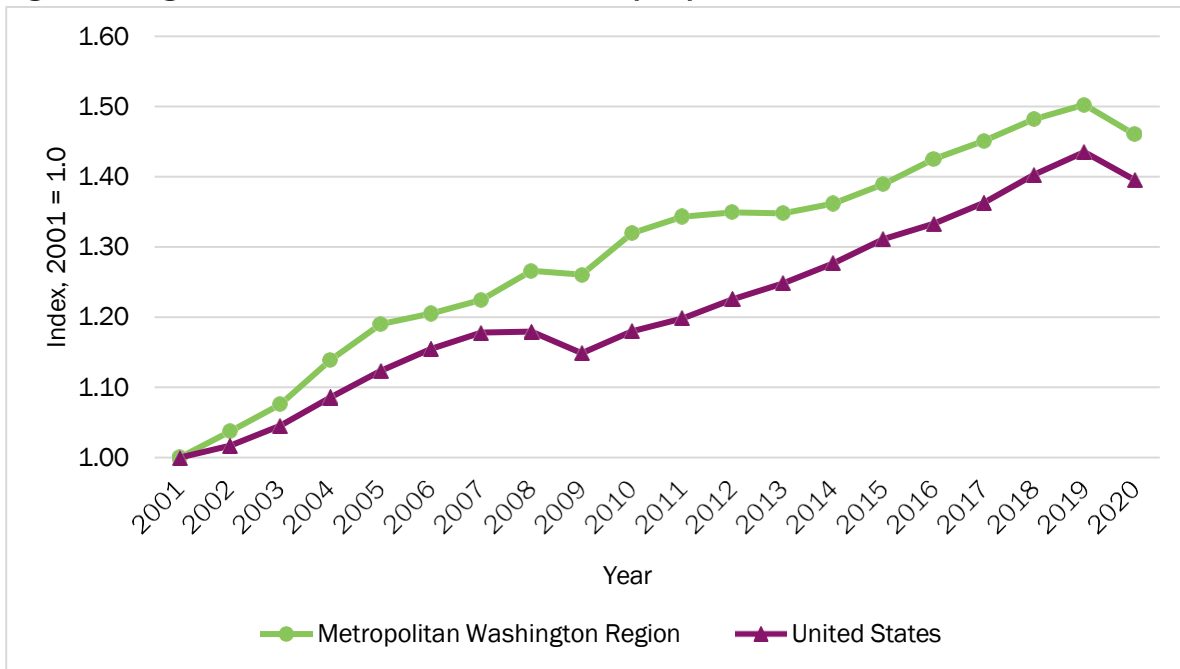
per dollar, indicating that every marginal dollar of GDP would be expected to generate an additional 0.38 ton-miles of freight activity.^x

Figure 24: Historic Employment Trends - National Capital Region and the United States



Sources: U.S. Bureau of Labor Statistics and Metropolitan Washington Council of Governments compilation of Quarterly Census of Employment and Work (QCEW) summaries for TPB Planning Area jurisdictions, 2001-2021

Figure 25: Regional and U.S. Gross Domestic Product (GDP)



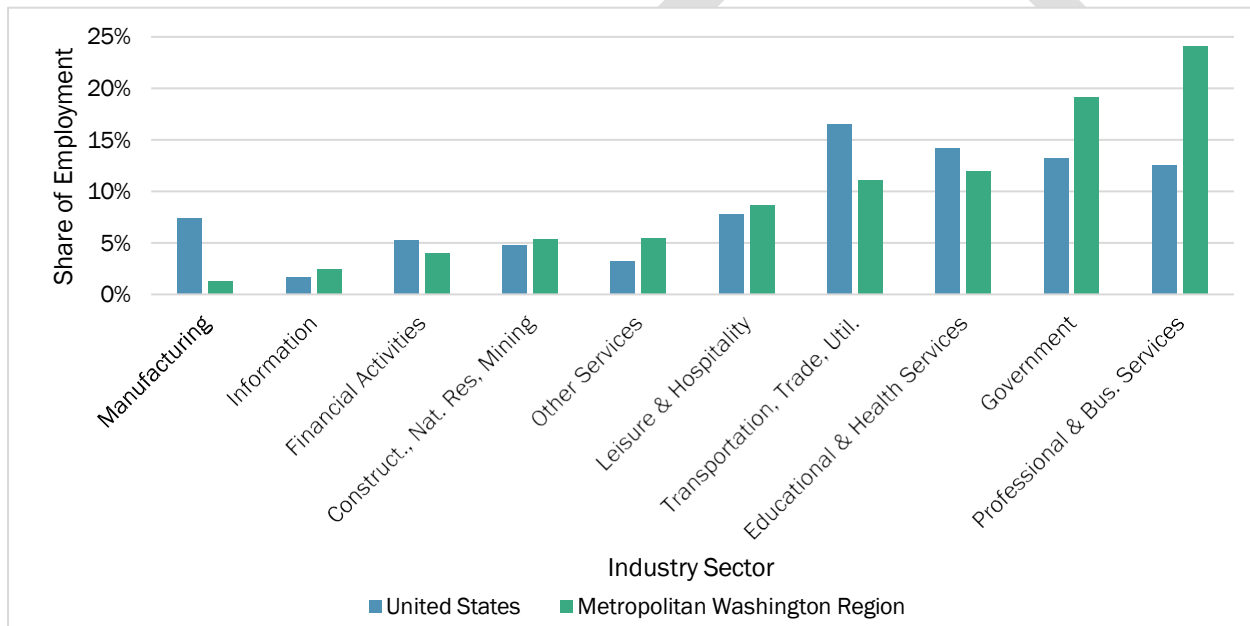
Source: U.S. Bureau of Economic Analysis, 2001-2020

4.1.4. STRUCTURE OF THE ECONOMY

The structure of the region’s economy is significantly different than that of the United States as a whole. The proportion of total employment in the government sector and in the professional and business services sector is higher in the region than it is nationwide. Conversely, the proportion of total employment in the manufacturing; trade, transportation, and utilities; and natural resources and mining sectors is lower in the region than it is nationwide. The region’s other sectors: information, construction, financial activities, leisure and hospitality, and educational and health services, are roughly equivalent to that of the United States as a whole (see Figure 26 in terms of employment proportions).

This relatively high representation of government and professional and business services employment and relatively low representation of manufacturing, mining, and trade, transportation and utilities employment is consistent with a service-based regional economy that demands more goods than it produces.

Figure 26: Economic Structure – Share of Employment by Industry Sector, National Capital Region and the United States



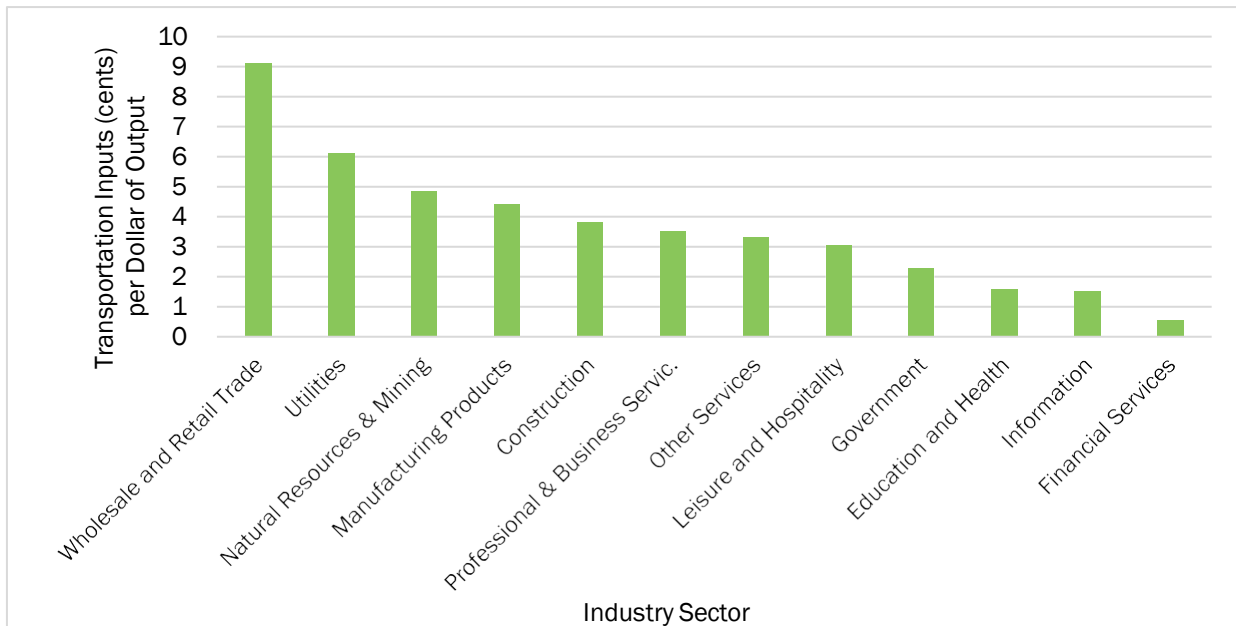
Source: Consultant analysis of the U.S. Bureau of Labor Statistics data, 2020

4.1.5. FREIGHT DEMAND BY INDUSTRY

Transportation is a cost of doing business and an important input for major sectors of the region’s economy. The impact of transportation costs on a given business depends in large part upon the type of industry the business is in. By examining the transportation inputs required to produce a given output by industry sector, it is possible to identify which sectors are particularly dependent on freight transportation.

Figure 27 shows the relative use of freight and passenger transportation services by industry and illustrates the industry sectors that are most dependent on transportation services. In order, the most transportation dependent industries are construction, transportation and warehousing, utilities, wholesale and retail trade, leisure and hospitality, and manufacturing. Except for leisure and hospitality, these sectors are primarily dependent on freight transportation, rather than passenger transportation.

Figure 27: Transportation Reliance by Industry



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, March 2022

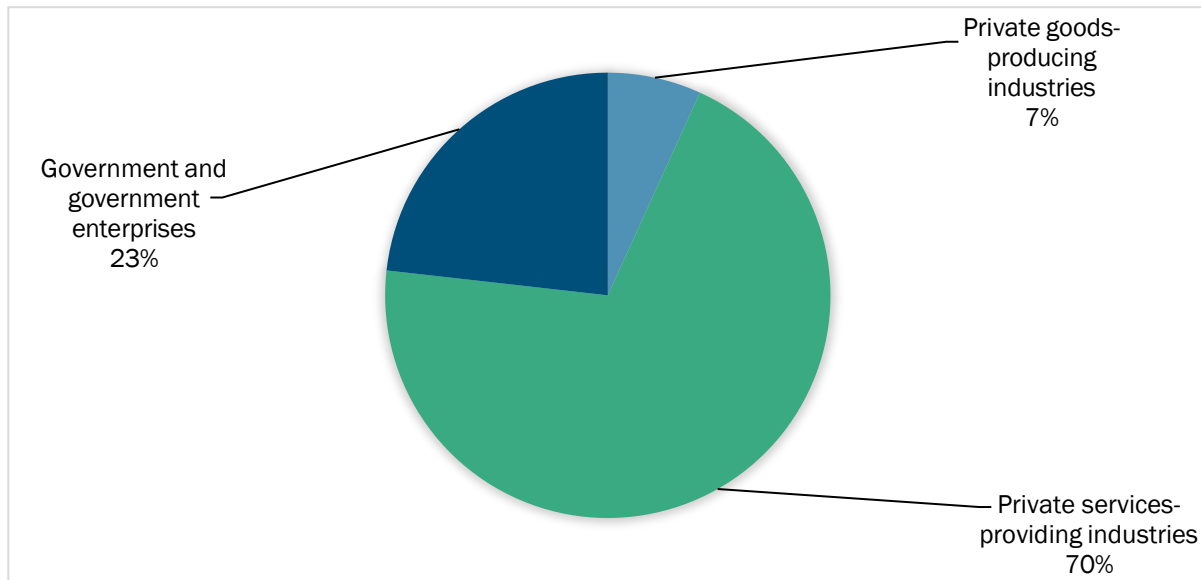
4.1.6. REGIONAL FREIGHT DEPENDENT INDUSTRIES

Regional businesses, such as farms that grow crops or raise animals, and quarries that extract gravel for use in construction, depend on freight movement to move the products they produce to processing plants, wholesalers, and retail outlets. Other producing businesses, like manufacturers and construction firms, also depend on freight transportation to bring them the intermediate products—fabricated steel, component parts, concrete, etc.—needed to manufacture finished products or construct buildings and infrastructure. Businesses in the transportation, warehousing and logistics, and wholesale trade industries connect producers and consumers; ensuring that needed goods are transported where and when they are needed. Finally, consumers such as retail establishments, residents, and utilities rely on freight movement to deliver goods and materials to the final point-of-sale or point-of-use. These freight dependent industries can be organized into three categories or clusters:

- The goods movement cluster is composed of businesses that provide freight transportation services, such as trucking companies, logistics firms, railroads, air cargo firms, wholesalers, and warehouse / distribution / fulfillment center operators. Overall, the goods movement cluster represents approximately seven percent of the region’s GDP.
- The freight intensive industry cluster is composed of industries where the transportation of raw materials, intermediate products, and finished goods accounts for a significant share of their cost of doing business such as natural resources, mining, manufacturing, construction, and utilities. The freight intensive industry cluster represents approximately seven percent of the region’s GDP.
- The retail cluster is composed of consumer outlets – such as supermarkets, auto dealers, and apparel stores – that require freight transportation services to stock and replenish their inventory. The retail cluster represents approximately four percent of the region’s GDP.

While other industries depend on freight movement to some extent, they are not considered freight dependent in this analysis. These non-freight dependent industries include government, financial services, information, education and health services, professional and business services, and leisure and hospitality and represent approximately 83 percent of the region’s GDP.

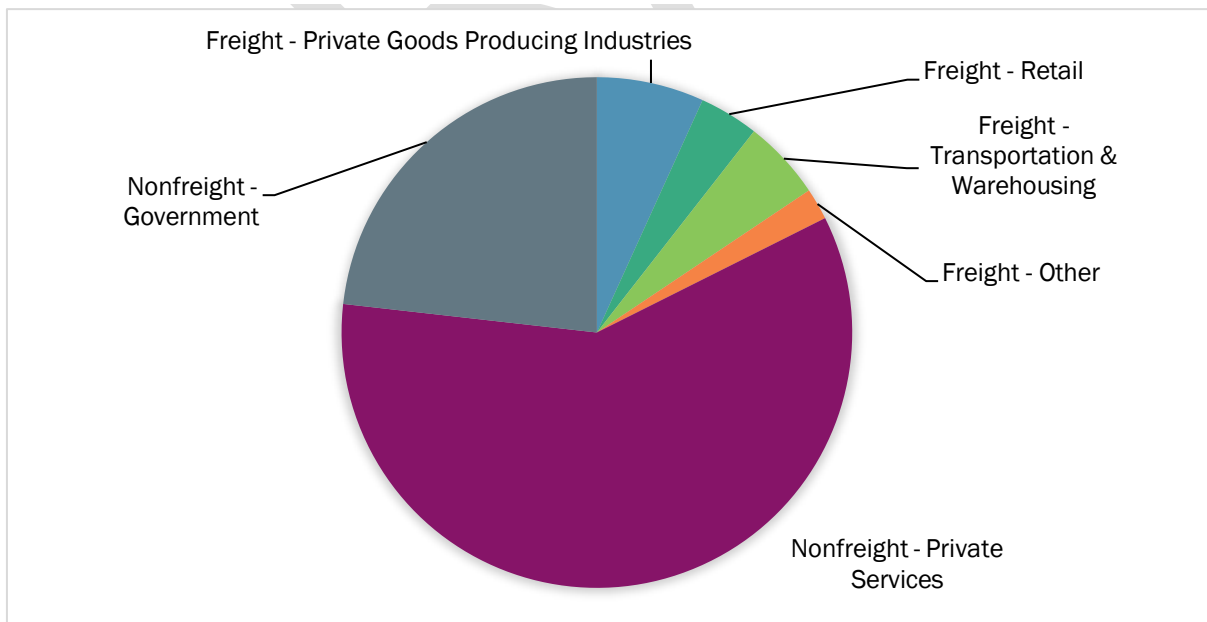
Figure 28: Private Goods Producing Industry Share of GDP



Source: U.S. Bureau of Economic Analysis, 2020

Figure 28 above shows that the private goods producing share of the economy represents seven percent of GDP. Goods producing industries include agriculture, forestry, fishing, and hunting; mining, quarrying, and oil and gas extraction; construction; and manufacturing.

Figure 29: National Capital Region Freight and Non-Freight-Related Industry Sectors



Source: U.S. Bureau of Economic Analysis, 2020

Figure 29 shows that the freight related share of the economy is more than twice as big as this when including other freight intensive industries and industry segments in the goods movement cluster and retail sector as described above.

4.1.7. POPULATION AND EMPLOYMENT FORECASTS

Population and employment forecasts for the region indicate that demand for goods, along with the associated demand for freight transportation services, will continue to grow in the future (Table 22).

Table 22: National Capital Region Population and Employment Growth Projections

	2020 (thousands)	2045 (thousands)	Growth (absolute)	Growth (percentage)
Population	5,700	6,984	1,284	22.5%
Employment	3,391	4,166	776	22.9%

Source: Metropolitan Washington Council of Governments, ROUND 9.2 GROWTH TRENDS TO 2045, Cooperative Forecasting in Metropolitan Washington³²

4.2. Evolving Supply Chains and Logistics Patterns

Beginning in 2020, the COVID-19 pandemic disrupted supply chain logistics globally and placed pressure on the “just-in-time” inventory model. In the National Capital Region, the supply chain crisis caused by the COVID-19 pandemic raised awareness among consumers and businesses of supply chain risks and may prompt modifications to use of “just-in-time” inventories to incorporate more consideration of resilience to unexpected events. Still, the business objective of minimizing inventories within this context remains and will likely continue to drive business strategy and investment in many freight industry sectors.

In the National Capital Region, the current supply chain paradigm resulted in retail businesses locating distribution centers at the periphery of the region. The location of distribution and fulfillment centers is also impacted by consumer spending increasingly shifting from retail stores to online retailers, a significant trend affecting the supply chain nationally and in the National Capital Region. As a share of retail sales, e-commerce increased from a 4.2 percent share of total U.S. retail sales in 2010 to 16.4 percent in 2020, and 14.8 percent in 2022. These large distribution centers are strategically placed near Interstate highways to serve retail establishments in one or more metropolitan areas and by allowing trucks to serve distribution centers and deliver goods in a single shift. As e-commerce alters the future retail landscape, new transportation providers and new modes of freight delivery (e.g., smaller commercial trucks and freight bicycles in urban areas) will likely be required. Should this trend continue, demand for fulfillment centers, and truck volumes traveling to and from fulfillment centers, may increase, while truck volumes to retail stores may decrease.

E-commerce has required an increase in the size of some warehouses to stock a larger selection of items, and the placement of warehouses or distribution centers in urban areas. Warehouse automation continues to be implemented and requires additional space for the technology and equipment facilitating high-speed processes to speed orders to customers. Advances in robotics that allow for effective automation of order picking will likely accelerate further the automation of warehouses for online commerce in the near future. For the National Capital Region, this may result

³² Note: Cooperative Forecast numbers include military employees and the self-employed – people that are not included in the Quarterly Census of Employment and Work (QCEW) figures used in the review of historical employment shown in Figure 25

in increased efficiency of fulfillment centers, enabling higher volumes of goods to be transported. Conversely, it may also result in more distribution centers located in urban areas, and greater number of trucks needed to service fulfillment centers and may impact employment opportunities for residents.

EVOLVING DISTRIBUTION CENTER DESIGN AND LOCATIONS

A typical distribution center is roughly rectangular in shape and features many loading docks. Traditional distribution centers typically employ about 0.3 workers per thousand square feet whose primary work tasks involve shipping and receiving activities. The rise in e-commerce is resulting in a transformation of the typical distribution center into an e-commerce fulfillment center. An e-commerce fulfillment center typically employs about 1.0 workers per thousand square feet whose primary work tasks include picking and packing in addition to shipping and receiving activities. These additional workers require places to park, so fulfillment centers have larger employee parking lots. While traditional distribution centers are typically not located to maximize transit options, newer fulfillment centers are better able to attract the work force needed if they have robust transit options available. Fulfillment centers also require more secured truck parking, typically two or three trailer locations per loading dock. This allows truck drivers to drop off and pick up trailers during off-peak hours thereby enabling full use of the available loading docks.

Since the 2016 Freight Plan Update, several large retailers have relocated fulfillment or distribution centers within the National Capital Region: Giant Food relocated from the Landover area of Prince George's County to Jessup in Howard County; Safeway closed a distribution center in Upper Marlboro and relocated operations to Denver (Lancaster County), Pennsylvania, which has since been converted into a Target warehouse; and a former Toys R Us distribution center in Frederick County was converted into a Kroger fulfillment warehouse.

LEVERAGING TECHNOLOGY

Intelligent freight technologies can be employed to increase awareness and understanding of the region's transportation system. Intelligent freight technologies include asset tracking (via mobile communications), on-board status monitoring (e.g., sensors), and network status information, such as using "computer vision" systems that utilize and integrate data or video feeds from public sensors or traffic cameras. In the region, these emerging technologies can be especially helpful to assess last-mile connectivity, as jurisdictions seek to understand the shifting needs and patterns of commercial trucks.

To increase speed to market, traditional retailers are converting their brick-and-mortar stores into centrally located urban distribution centers. This enables same day fulfillment of a customer's online order from the urban department store. Amazon has installed lockers across the region in locations such as supermarkets, doughnut shops, and convenience stores to enable secure delivery of packages while customers are away from home. If the emphasis of last mile logistics continues to shift towards personalized delivery services, the number of trucks on the region's streets and roadways will grow. However, these additional trucks are likely to be smaller on average. For instance, Amazon has supported the creation of small, dedicated contractor fleets that use vans and other small trucks to deliver online orders in the last mile.

The timeline for the deployment of automated trucks, drone deliveries, and other disruptive technologies is undefined, but there is potential for freight (or small deliveries) to be delivered using these modes. Note that due to federal airspace restrictions in or near the monumental core area of Washington, D.C., drone deliveries may not be permitted in specific areas of the region. While challenging to plan for, developments related to these technologies will be critical for transportation

officials and elected officials at the jurisdictional levels to monitor, especially jurisdictions with a high density of distribution centers and warehouses.

4.3. Key Trends by Freight Mode

The freight transportation industry is dynamic and continues to evolve with large firms making strategic investments in infrastructure and technology.

4.3.1. TRUCKING

Over the past 40 years the trucking industry has undergone a series of consolidations and restructurings. In 2021, 95.7 percent of trucking companies operated ten or fewer trucks and 99.7 percent operated fewer than 100 trucks³³. Larger trucking firms are making significant investments in fleet telematics to help track and manage shipments, while smaller trucking firms often lack the expertise and capital required to implement tracking technology to the same degree as the larger firms.

New fleet telematic technologies and software have provided opportunities for firms to reduce empty truck miles (when trucks travel with empty loads), increase truck loading, and efficiently convert less-than-truckload (LTL) shipments to truckload shipments through load consolidation. Combined, these efficiencies can result in fewer commercial trucks traveling on regional roadways, less congestion, and reduced highway wear on Interstates.

Technological advancements have also created opportunities for co-loading, where freight companies share space within a truck or shipping container, and the creation of multi-stop truckload movements that allow for efficient consolidation of multiple customer orders within a particular load. In addition, visibility into inbound and outbound freight movements can create opportunities for firms to do “continuous moves planning” to match outbound loads to vehicles that have delivered freight to the same facility and would otherwise leave empty. Companies like Uber Freight and Convoy have worked to create a digital freight market that will efficiently match trucks with loads more generally and digitize manual processes for billing.^z

Small trucking firms often contract with larger carriers and utilize third-party logistics (3PLs) and load matching services to maximize their return on capital. Trucking firms that effectively utilize information technology are likely to prosper relative to firms that are less technology-adept. This trend favors larger firms. Driver shortages have been a longstanding problem for the industry, particularly for long-haul routes. As the economy continues to generate high value time sensitive goods, demand for trucking services will continue to be high.

Truck electrification is expected to become an increasingly important trend, as more medium- and heavy-duty electrified truck models are produced. Multiple federal programs in the IIJA and the Inflation Reduction Act (IRA) provide incentives for the freight industry to electrify, such as the Qualified Commercial Clean Vehicle tax credit, which provides up to a \$40,000 tax credit to incentivize purchase of electric commercial vehicles, which will likely have impacts on adoption of medium-duty and heavy-duty electric trucks.

³³ “Economics and Industry Data”. American Trucking Association

4.3.2. RAIL

Deregulation of the railroad industry in the 1980s enabled railroads to steadily increase productivity by restructuring the rail system, shedding unprofitable lines, creating new business opportunities through long-haul intermodal service, and by transporting coal from mines in the Appalachian Mountains and Wyoming's Powder River Basin. Overall, rail plays a relatively small role in freight transportation in the Washington Metropolitan area, moving five percent of traffic to, from, and within the area.³⁴ Rail tends to have a higher modal share for heavy bulk materials, such as coal, metallic ores, and plastics. An exception is motorized vehicles, which have a high value per ton. More than three-quarters of the automobiles moved by rail or multiple modes (truck and rail) to or from Maryland are imports or exports moving through the Port of Baltimore.

The two Class I railroads operating in the National Capital Region, Norfolk Southern and CSX Transportation, also have worked to expand their intermodal business through major initiatives to add additional track, straighten curves, increase clearances, and add intermodal terminals on key rail corridors to clear the way for trains hauling double stack container cars moving between Mid-Atlantic ports and the Midwestern markets (CSX National Gateway) and between the Southeast and the Northeast (Norfolk Southern Crescent Corridor).

Multiple bridges and tunnels that serve freight rail in the National Capital Region have been recently upgraded or are being expanded. In the District of Columbia, CSX's Virginia Avenue Tunnel was reconstructed in 2018 to accommodate two tracks and allow double-stack trains. MDOT continues to seek opportunities to improve rail access to the Port of Baltimore. The project to reconstruct the Howard Street Tunnel to allow double-stack intermodal containers into the Port of Baltimore is scheduled to be completed by 2024.

Transforming Rail in Virginia^{aa} activities promise improvements in both passenger and freight rail across Virginia, including the National Capital Region and its connections to elsewhere in Virginia. A 2019 agreement between the Commonwealth of Virginia and CSX Transportation set the stage for Virginia to acquire hundreds of miles and track and right-of-way that will allow for the expansion of high-quality passenger rail services while maintaining rail freight services. In 2020, the Virginia General Assembly created the Virginia Passenger Rail Authority (VPRA)^{bb}—a new, independent authority dedicated to managing, funding, and growing passenger rail services.

Additionally, a new two-track railroad bridge is being constructed adjacent to the Long Bridge, a CSX-owned rail bridge that connects the District of Columbia and Virginia and carries both freight and passenger rail. This bridge is expected to be completed in 2030 and will create a four-track rail corridor across the Potomac River.

4.3.3. AIR CARGO

As noted in Section 2.4, BWI and IAD manage the highest volumes of air cargo in and near the National Capital Region. In 2019, BWI significantly enhanced its air cargo capacity with the opening of a 200,000 square foot cargo building to handle Amazon deliveries. As of 2021, this facility at BWI was among the top five busiest Amazon Air facilities in the world.³⁵

³⁴ Maryland State Rail Plan. December 2022.

³⁵ Air Cargo from an Airport Planning Perspective, Presentation to the MWCOG Transportation Planning Board – Freight Subcommittee, Kevin Clarke, October 21, 2021

Several air cargo trends have impacted the volumes of freight handled at IAD and BWI in recent years. In the air cargo industry, freight forwarder and air carrier networks route freight through operationally efficient, cost-effective airports that provide the highest level of customer service. To realize the benefits of these efficient and cost-effective airports, cargo is sometimes trucked many hundreds of miles before being loaded onto an aircraft. The leading factors that determine how attractive a particular airport is to air cargo shippers, receivers, and forwarders include the following:

- Local and regional air cargo demand patterns, including a rough balance of inbound and outbound freight opportunities.
- Available aircraft cargo capacity, including international and wide body flights.
- Sufficient airport cargo infrastructure such as runway length, aircraft parking ramps, air cargo warehouse space, and truck maneuvering and parking space.
- Connectivity to the Interstate highway system.
- A critical mass of logistics and freight forwarding companies to support cargo consolidations.

Air cargo is, in most cases, fluid and has many airport options. This means that, unless an airport meets almost all of the above key factors, it may capture only a lesser share of the cargo market. The ultimate efficiency of airport cargo facilities depends largely on the degree of connectivity among freight forwarders, cross-dock and warehouse facilities, and off airport properties. Access in and out of the airport is important to air cargo businesses, and truck transportation is the critical link to the end-user.

The region's cargo airports play an important role in supporting the regional economy, enabling businesses and residents to conveniently ship and receive high-value, time-sensitive goods and materials. The region's economic structure features a higher proportion of government and professional services employment and a lower proportion of manufacturing employment than occurs in the nation overall. This, coupled with the relative affluence of the region's residents, creates demand for more inbound air cargo than outbound. Despite this imbalance, the region's cargo airports have been, and are continuing to, invest in the infrastructure needed to support cargo operations and are aggressively marketing their individual strengths. Dulles for example, is leveraging their frequent service to the Middle East and Europe to attract air cargo from states like Georgia, Tennessee, and North Carolina. These goods are trucked via regularly scheduled shuttles from Charlotte-Douglas and Atlanta-Hartsfield to Dulles for departure. However, the structural imbalance between inbound and outbound air cargo opportunities is a headwind that Dulles and BWI have to contend with as they compete with other, larger cargo airports such as New York (JFK) and Atlanta.

The information in Table 23 below correlates each of the region’s primary cargo airports with the key factors listed above.

Table 23. Key Factors Impacting the National Capital Region Cargo Airports

Key Factor	Regional Cargo Airports
Local and regional air cargo demand patterns, including a rough balance of inbound and outbound freight opportunities	The imbalance between inbound and outbound demand is a headwind that both Dulles and BWI airports face in the effort to grow their respective air cargo volumes. This is an issue of cost and efficiency because carriers want to fill their cargo holds for outbound as well as inbound flights.
Available aircraft cargo capacity, including international and wide body flights	The strength of Dulles Airport with respect to this factor is its robust international connections to the Middle East and Europe. In terms of air cargo, the surge in online e-commerce sales has meant a surge in international air cargo at BWI’s new Amazon facility built in 2019. Historically BWI was primarily a domestic freight facility.
Sufficient airport cargo infrastructure such as runway length, aircraft parking ramps, air cargo warehouse space, and truck maneuvering and parking space	Both Dulles and BWI meet the requirements of this key factor.
Connectivity to the Interstate highway system	Both Dulles and BWI meet the requirements of this key factor.
A critical mass of logistics and freight forwarding companies to support cargo consolidations	Compared to their larger competitors (JFK, Atlanta, Miami, Chicago O’Hare) Dulles and BWI are supported by a significantly smaller set of logistics and freight forwarding companies.

Cargo operations at Dulles and BWI are well adapted to the structure of the region's economy. Illustrative examples include:

- Vaccines, pharmaceuticals, and medical devices produced by the region's biotechnology sector rely on air transportation, primarily out of Dulles airport, to meet the time-sensitive medical needs of people across the globe. Dulles is a key gateway for military support exports to Europe, the Middle East, and beyond due to its international network.
- BWI airport provides a key supply chain link to seafood, fresh produce, and other wholesale food products distributed out of Maryland Food Center Authority facilities in Jessup, a major distribution center that serves Maryland, the District of Columbia, Virginia, and other mid-Atlantic states. BWI airport has the only United States Fish and Wildlife Service inspection gateway in the Mid-Atlantic region.

One important trend for BWI is the change in the types of aircraft moving freight. In 1994 passenger and all-cargo carriers handled approximately equal amounts of air freight at BWI. Since then, freight on all-cargo aircraft has grown 64 percent, while air freight on passenger carriers has declined. Increased passenger load factors (i.e., the percentage of seats filled with passengers) and reduced domestic widebody aircraft, which contain more space for freight, have resulted in less capacity for freight. Freight and mail shifted to the integrated express carriers, and U.S. Postal Service demand declined.

COMPETITION FROM OTHER MODES

Advances, such as faster container ships and refrigeration for containers on ocean going vessels, have enabled some perishable commodities, including flowers and foodstuffs, to be transported by sea rather than air. This has enabled shippers to realize significant transport cost savings for some perishable but not otherwise time sensitive commodities, thus diverting some portion of global cargo shipments out of airplanes and onto ships.

ROLE OF OUT-OF-REGION AIRPORTS

A significant portion of the region's air cargo demand is handled by major cargo hub airports located outside of the National Capital Region. Trucking is approximately five to ten times cheaper than air transportation for typical cargo. Much of the National Capital Region is within a one-day drive of a larger cargo airport, such as JFK (located in the Queens borough of New York City), Atlanta, or Philadelphia. Many air cargo shippers, receivers, and forwarders select the lower costs and better schedules offered by these major hubs. Even airports as far away as Miami and Chicago are strong cargo competitors to Dulles and BWI. The additional truck haul required to transport cargo to and from large cargo gateway airports is often accepted by forwarders and shippers as part of the cost of doing business.

4.3.4. PORTS

Although the Port of Baltimore and the Port of Virginia are not located in the National Capital Region, they are vital East Coast entry points for marine freight, are equipped to handle "post-Panamax" or "megaship" sized container ships and provide goods to the region via multiple rail and roadway connections. In recent years, the freight transportation system in the United States experienced supply chain challenges due to the COVID-19 pandemic. As noted by the Bureau of Transportation Statistics, demand for ocean shipping resulted in shortages of intermodal shipping containers and truck chassis.^{cc} While these effects may be short-term, the availability of critical operational elements such as truck chassis impacts the movement of goods from the Port of Baltimore and the Port of Virginia.

The Port of Baltimore handled the highest volumes of automobiles in the United States in 2020, and

processes high volumes of light trucks and farm and construction machinery. Recent investments at the Port of Baltimore enhance the port's ability to handle intermodal containers. In November 2021, Maryland broke ground on the Howard Street Tunnel expansion project, which includes the reconstruction of the rail tunnel to accommodate double-stacked container trains to and from the port. Tradepoint Atlantic has entered a partnership with Terminal Investment for the construction of an on-site 165-acre rail-served container terminal at Coke Point in the Port of Baltimore. Baltimore has begun the operation of four additional supersized, Neo-Panamax cranes, as part of an investment by Ports America Chesapeake (PAC) at the Seagirt Marine Terminal, to serve a second deepwater berth. The new berth and cranes will complement CSX's Howard Street Tunnel expansion project that will allow double-stacked container rail cars to use the tunnel. The tunnel expansion is scheduled for completion in 2025.

The Port of Virginia, which includes four terminals in the Hampton Roads region, processed a record volume of approximately 180,000 containers in December 2021. To accommodate future growth, the Port is investing in critical infrastructure needs, including \$350 million for channel deepening and widening, and \$90 million to increase rail capacity at Norfolk International Terminals.^{dd}

4.4. Impacts of COVID-19

COVID-19 had significant impacts on the economy, employment, and freight movement more generally. Some of the most important impacts for freight transportation are summarized below. Because of ongoing changeability in post-pandemic trends as of the writing of this plan, the following sections discuss recent trends that may be subject to further changes in the coming years.

COVID-19 AND EMPLOYMENT

Numerous actions were taken to contain the spread of COVID-19 that have restricted socio-economic activities throughout the country, including the metropolitan Washington region. Between March and April 2020, the COVID-19 pandemic contributed to a loss of 371,000 jobs.^{ee} When comparing March 2020 to March 2021, employment data for the Metropolitan Washington region indicated the most significant job losses to be in hospitality, retail, and several service-related sectors. By December of

2021, the region had recovered approximately 86 percent of the jobs lost between March 2020 and April 2020, with growth in nearly every sector.³⁶

TELEWORKING

The metropolitan Washington region economy is highly reliant on government and professional business services sectors, which enabled a fast transition to remote work during the COVID-19 pandemic. According to the Regional Travel Survey (RTS) conducted in 2017-2018, since 2007-2008 the share of workers who are eligible to telecommute increased from 26 percent to 43 percent in the TPB region; the share of workers teleworking one or two days per week also increased.³⁷ As more and more workers have the option to work from home, teleworking has reduced the total number of people commuting to work. The long-term impacts of the pandemic on telework are not yet known, and the region's transportation system may continue to adapt to a "post-COVID" environment. Many government and professional services employees are continuing to work remotely multiple days per week. Weekday commuting patterns continue to evolve.

ONLINE SHOPPING

During the COVID-19 pandemic, people increasingly turned to e-commerce to get needed goods delivered to their homes, accelerating a trend that was already well-established. This continued expansion of e-commerce has increased the number of trucks competing for the limited supply of roadway and curbside space, increasing curbside management challenges. Street design features common in more densely populated areas, such as bike lanes and narrower intersections with tighter turning radii, make it more difficult for trucks to navigate turns, and trucks making deliveries can block access for pedestrians and cyclists. One year after the pandemic is over, a majority (58 percent) say that they expect their online shopping habits to continue. This could have lasting impacts on long-range regional planning, including addressing changing demands for retail space and freight-related needs.³⁸

AIR TRAVEL

Commercial air travel at the National Capital Region's three major airports reached an all-time high in 2019 with approximately 36.8 million airplane boardings (enplanements) reported, up from 32 million in 2007. From 2019 to 2020, enplanements plummeted 65 percent, decreasing from 36.8 million to 12.9 million, at Baltimore/Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD), collectively. As the region continues to recover from the COVID-19 pandemic, enplanements are recovering at all three airports but are still well below pre-pandemic levels.³⁹ Regional air travel continues to increase. Enplanements were over 80 percent of 2019 levels in November and December of 2021. Enplanements were back to greater than 90 percent of 2019 levels by the summer of 2022.³⁹ A fraction of air freight moves in the belly of passenger airplanes. Reductions in the number of enplanements is predictive of a smaller number of aircraft and less belly freight capacity being available at Washington area airports.

³⁶ COVID-19 Impacts in Metropolitan Washington. Metropolitan Washington Council of Governments, March 18, 2022

³⁷ Visualize 2045: A Long Range Transportation Plan for the National Capital Region. MWCOG p.151

³⁸ Visualize 2045: A Long Range Transportation Plan for the National Capital Region. MWCOG p.46

³⁹ COVID-19 Travel Monitoring Snapshot an Analysis of Monthly Traffic and Enplanement Data, Pre-Pandemic - October 2022, National Capital Region, Transportation Planning Board, published November 2022

5. REGIONAL FREIGHT ISSUES, CHALLENGES, AND OPPORTUNITIES

5.1. Roadway Congestion and the Cost of Delay

Congestion on the nation’s roadways is a significant cost to shippers and to the economy overall. In 2016, the American Transportation Research Institute (ATRI) estimated that nationally, congestion added over \$74.5 billion in operational costs and resulted in 1.2 billion hours of delay on the NHS. This is the equivalent of over 425,533 truck drivers sitting idle for a working year.⁴⁰ Freight congestion is concentrated in urban areas and is most apparent at bottlenecks on highways, especially those serving major international gateways, major domestic freight hubs, and in major urban areas where important national truck flows intersect congested urban areas. In 2016, ATRI ranked congestion in the Washington, D.C., metropolitan area as sixth worst in the nation in terms of its contribution to increased operating costs for the trucking industry (Table 24).

Table 24: Top Ten Metropolitan Areas by Total Cost of Congestion, 2016

Rank	Metropolitan Area	Total Cost
1	New York/ Newark/ Jersey City, NY/NJ/PA	\$4,932,953,308
2	Chicago/ Naperville-Elgin, IL/IN/WI	\$2,277,859,370
3	Miami/ Fort Lauderdale/ West Palm Beach, FL	\$2,242,273,959
4	Philadelphia/ Camden/ Wilmington, PA/NJ/DE/MD	\$1,662,591,597
5	Los Angeles/ Long Beach/ Anaheim, CA	\$1,634,100,369
6	Washington/ Arlington/ Alexandria, DC/VA/MD/WV	\$1,408,773,540
7	Dallas/ Fort Worth/ Arlington, TX	\$1,381,875,845
8	Houston/ The Woodlands/ Sugar Land, TX	\$1,359,055,852
9	Atlanta-Sandy Springs-Roswell, GA	\$1,114,969,029
10	Nashville/ Davidson/ Murfreesboro/ Franklin, TN	\$1,105,626,725

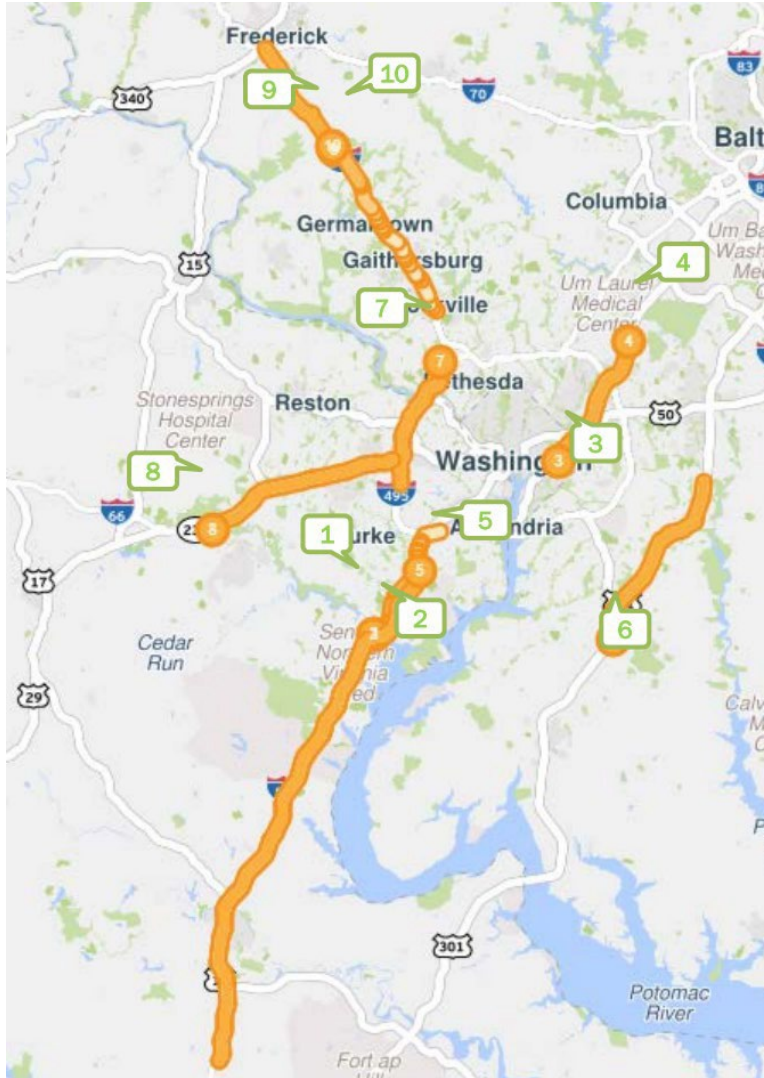
In 2023, ATRI identified the nation’s 100 most congested truck bottlenecks, providing a national perspective on truck congestion and comparison points for bottlenecks in the National Capital Region.^{hh}This analysis was quantified by analyzing truck volumes, free flow speed, and average truck speed and deviation from free flow. Three bottlenecks in the top 100 were identified in the National Capital Region: I-95 at I-495 in Springfield (#79), I-495 at I-66 in Vienna (#89), and I-495 at I-270 in Rockville (#92).

The Transportation Planning Board has been monitoring congestion in the Region for many years. Table 25 identifies the ‘all time’ i.e., 24/7/365, 10 most significant bottlenecks on the Region’s network as of 2021. This table, as seen in the 2022 Congestion Management Process (CMP) Technical Report, was developed using the Bottleneck Ranking tool in the Probe Data Analytics Suite of the Regional Integrated Transportation Information System (RITIS) provided by the University of Maryland Center for Advanced Transportation Technology (CATT) Lab. As this analysis was conducted on the Region’s entire network instead of only the regionally significant freight network, several

⁴⁰ ATRI Cost of Congestion to the Trucking Industry: 2018 Update

bottlenecks listed in Table 25 are on truck-restricted roadways. A map of the regional bottlenecks from the 2022 CMP Technical Report is included below in Figure 30. The numbers identified within Figure 30 correspond to the rankings in Table 25.

Figure 30: Regional Bottlenecks in the National Capital Region



Source: COG 2022 Congestion Management Process (CMP) Technical Report.

To be consistent with the ranking method in National Capital Congestion Reports since 2019, a measure of “Base Impact” in the tool was chosen to rank the bottlenecks for the 2022 CMP Technical Report. According to RITIS, the “Base Impact” measure was defined as the sum of queue lengths over the duration. More information about bottleneck ranking methodology is available in the 2022 CMP Technical Report.

Table 25. Regional Bottlenecks

Rank	Location	Average duration	Average max length (miles)	Total duration	Impact factor
1	I-95 S @ VA-123/EXIT 160	8h 9m	4.01	124d 4h 5m	530,457
2	I-95 N @ VA-123/EXIT 160	4h 11m	4.45	63d 19h 32m	386,481
3	DC-295 S @ CAPITOL ST	9h 4m	1.51	137d 22h 41m	278,813
4	MD-295 N @ POWDER MILL RD	5h 11m	2.92	78d 19h 59m	255,314
5	I-95 N @ VA-617/BACKLICK RD/EXIT 167	2h 33m	4.02	38d 22h 50m	216,574
6	US-301 S @ MCKENDREE RD/CEDARVILLE RD	3h 51m	2.45	58d 14h 43m	196,300
7	I-495 CW @ I-270-SPUR	1h 21m	5.92	20d 17h 56m	176,892
8	I-66 W @ VA-234/VA-234-BR/EXIT 47	1h 15m	6.21	19d 3h 24m	159,189
9	I-270 S @ MD-109/EXIT 22	1h 54m	3.89	29d 2h 53m	153,541
10	I-270 N @ MD-109/EXIT 22	1h 30 m	4.73	22d 23h 44m	146,933

Source: 2022 Congestion Management Process (CMP) Technical Report, page 48.

In addition to negative impacts to the transportation system and the economy, vehicular congestion contributes to emissions, impacting residents in proximity to Interstates and highways, as well as contributing to greenhouse gas emissions. To curb greenhouse gas emissions from the transportation sector and encourage the use of electric vehicles (EV) throughout the country, the FHWA established a national network of alternative fuel corridors (AFCs). Supported by funding from the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program, AFCs support the installation of EV charging, hydrogen, propane, and natural gas fueling infrastructure at strategic locations along major highways. The District of Columbia, Maryland, and Virginia each have several designated AFCs in the National Capital Region. In Table 26 below, the designated AFCs for D.C., Maryland, and Virginia are listed, including Interstates, US routes, and state highways.

Table 26. Designated Alternative Fuel Corridors by State – Interstates, US Routes, and State Highways

State	Interstates, US Routes, and State Highways
District of Columbia	I-95, I-195, I-295, I-395, DC 295, US 1, US 50
Maryland	I-70, I-95, I-270, I-495, SR 4, SR 5, SR 32, SR 295, ICC-MD 200, US 1, US 15, US 50, US 301
Virginia	I-66, I-95, I-495

Source: FHWA All Designated Alternative Fuel Corridors by State, Updated July 5, 2022.ⁱⁱ

The list of AFCs is updated on an annual basis, through the process of soliciting nominations from State and local officials. The recurring process of updating the AFC list supports the rapidly evolving state of electric vehicle technology in the United States, increased market adoption, and installation of infrastructure related to the use of alternative fuels.

TPB activities include the 2022 [Adoption of On-Road Transportation Greenhouse Gas Reduction Goals and Strategies](#)ⁱⁱ, which include strategies to reduce emissions of heavy-duty vehicles.

5.2. Rail Congestion and Safety

The Transportation Planning Board (TPB) is particularly interested in and concerned about the safety and security of the region's freight rail system. Rail incidents around the nation have highlighted the need for continual improvement of freight rail preventative safety and security measures. The addition of a new two-track railroad bridge adjacent to Long Bridge, a CSX-owned rail bridge over the Potomac River that carries both freight and passenger rail, is expected to increase throughput and enhance resiliency once it opens in 2030.

Major concerns include the operational handling and tracking of railcars that carry Toxic Inhalation Hazard (TIH) materials, which can cause fatalities if released into the atmosphere. Safety on the nation's railroads is regulated by the Federal Railroad Administration (FRA). It enforces regulations for hazardous materials, highway-rail crossings, track conditions, rail motive power and equipment, operating practices, and train control and signaling. Federal rail safety regulations preempt state rail safety laws, and the FRA maintains direct oversight of railroad practices relevant to safety. States can participate in railroad-related investigative and surveillance activities through FRA's State Safety Participation Program. To participate in the Program, states must have an agreement with the FRA to enable the delegation of some federal investigative and surveillance authority to the State. State agency personnel involved in investigative and surveillance activities must be qualified in one or more of the following FRA safety disciplines: track, signal and train controls, motive power and equipment, operating practices, hazardous materials, and highway-rail grade crossings.

The FRA reserves exclusive authority to assess penalties, issue emergency orders, and undertake any other enforcement actions under federal railroad safety laws. Maryland's rail safety authority is under the jurisdiction of the Department of Labor, Licensing, and Regulation (DLLR). Virginia's rail safety authority is under the Virginia State Corporation Commission Division of Utility and Railroad Safety. In the District of Columbia, the District Department of Energy & Environment (DOEE) is charged with implementing the City's rail safety program.

Because the District houses institutions, individuals, and buildings of national significance, in addition to being home to over 700,000 residents, unique rail safety policies and regulations have been adopted to safeguard the city. According to the 2017 DC State Rail Plan, certain categories of highly hazardous materials are not transported through the District by rail, including toxic by inhalation/poison by inhalation products, certain explosives, and spent nuclear fuel. However, empty rail cars that previously contained high-hazard materials are permitted to travel through the District.

The 2017 DC State Rail Plan also outlines actions undertaken by CSX, either voluntarily or in accordance with federal regulation, to support homeland security officials and local first responders, including:

- Providing a list of the top 25 hazardous materials by rail car count shipped through Virginia, Maryland, the District to their respective state emergency organizations
- Granting members of the Transportation Security Administration (TSA) and the U.S. Department of Transportation Crisis Management Center access to real-time information regarding the location and contents of rail cars
- Participating in urban rail safety programs and providing specialized training to first responders

Additional information about the District's rail safety program can be found in the DC State Rail Plan.

Fatalities and injuries on the region’s freight rail system have remained roughly constant since 2009. Table 27 shows rail fatalities by category which peaked in 2016 and 2017 but has decreased since then.

Table 27: Rail Accident/Incident Fatalities by Category

Category	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21
Employee On Duty Fatalities	0	0	0	0	0	0	0	0	2	1	0	0	0
Trespasser deaths, not at Highway-Rail Crossing	5	7	6	2	5	6	5	10	8	4	2	4	2
Passengers killed in train accidents or crossing incidents	0	0	0	0	0	0	0	0	0	0	0	0	0
Passengers killed in other incidents	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	7	6	2	5	6	5	10	10	5	2	4	2

Source: FRA Safety Database, 2009-2021

Table 28 shows the non-fatal injuries associated with rail accidents and incidents within the region. It is notable that non-fatal injuries from rail accidents/incidents have decreased in 2020 and 2021.

Table 28: Non-Fatal Injuries from Rail Accidents/Incidents

Category	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21
Employee On Duty Injuries	38	55	50	59	75	60	61	63	70	76	50	34	46
Trespasser injuries, not at Highway-Rail Crossing	4	4	3	7	2	4	4	3	6	6	4	5	4
Passengers injured in train accidents or crossing incidents	0	1	0	0	0	0	1	0	1	2	0	0	0
Passengers injured in other incidents	51	54	47	43	59	49	51	45	60	49	47	14	16
Total	93	114	100	109	136	113	117	111	137	133	101	53	66

Source: FRA Safety Database, 2009-2021

The U.S. Department of Homeland Security (DHS) is the primary federal agency responsible for security of the transportation sector. The DHS National Infrastructure Protection Plan (2013) includes the Transportation Systems Sector-Specific Plan, which is focused on developing strategies to reduce the risks to critical transportation infrastructure from terrorism threats. The leadership of the District of Columbia, the State of Maryland, the Commonwealth of Virginia, area local governments, and the Department of Homeland Security’s Office for National Capital Region Coordination (NCR) are working in partnership with non-profit organizations and private sector interests to reduce the vulnerability of the National Capital Region from terrorist attacks. The Metropolitan Washington Council of Governments (COG) coordinates and hosts many of the regional emergency support function (RESF) committees that are working together to advance preparedness in the region. The RESF-1 Transportation Committee addresses the role of transportation (including freight rail) in the NCR Homeland Security Program. The committee has representation at the local,

state, regional, and federal levels and provides a forum for regional transportation officials to exchange information and discuss emergency response, coordination, and recovery requirements.

5.3. Freight Equity Analysis

As noted in Visualize 2045, the costs and benefits of freight transportation should be distributed equitably within the region. Freight-related environmental justice issues arise when the impacts and externalities of freight, such as noise and air pollution, are unfairly concentrated in low-income and minority communities. Conversely, it is also unfair for the benefits of freight innovations, such as low- or zero emission freight vehicles and delivery lockers, to be concentrated in higher income neighborhoods.

The TPB adopted Equity Emphasis Areas (EEAs) in 2017 to examine demographic patterns in the region and to analyze Visualize 2045. EEAs represent the region's Census tracts with high concentrations of low-income individuals and/or traditionally disadvantaged racial and ethnic population groups. There are 364 EEAs regionwide, representing approximately 26 percent of the total population in the NCR. Shifting heavy-duty trucks to electric vehicles will help reduce externalities produced by trucks powered by diesel engines, such as air pollution and GHG emissions. Visualize 2045 recommends locating jobs in Activity Centers and EEAs. However, locating freight-related jobs in Activity Centers and EEAs is not always feasible or advisable.

To better understand if freight has a disproportionate impact on communities within the National Capital Region, this Plan conducted a preliminary analysis of roadway and rail mileage within EEAs. Leveraging the 2022 EEAs published by COG, an analysis was performed to examine the percent of trucks on roadways within EEAs, outside of EEAs, and the regional totals.^{kk}An additional analysis was performed to review interaction between EEAs and the major roadways and railroads within the NCR.

5.3.1. TRUCK PERCENTAGE VOLUMES IN EQUITY EMPHASIS AREAS

COG's EEAs were overlaid with major roads in the region and the FHWA Highway Performance Monitoring System (HPMS) truck percentage volumes to compare the percent of trucks on roadways within EEAs, outside of EEAs, and to determine the regional totals. For this analysis, major roadways in the region are defined as Interstates, Principal Arterials-Freeway/Expressways, and Principal Arterials-Other.

Table 29 shows the mileage of major roadways within the National Capital Region, what percent of major roads in the region they comprise, and what the average truck percentages are on these roadways. This data was used as a baseline comparison when evaluating the mileage of the major roadways within EEAs, what percent of the EEAs they encompass, and the average truck percentages on these roadways. Comparing this with Table 30, the truck percentages on major roadways within the EEAs are similar to the NCR: EEAs feature a lower percentage of Interstate roadway miles, but greater percentages of Principal Arterial-Freeway/Expressway and Principal Arterial-Other truck percentages. The region also features higher truck percentages along Interstates and Principal Arterial-Freeway/Expressway, than are reported along roadway segments within EEAs. With similar percentages of each major roadway type within the region and similar truck percents on these routes, this indicates that EEAs are not disproportionately exposed to these major roadways or commercial truck volumes, when compared to the remainder of the NCR.

Table 29: Truck Percentages on Major Roadways In the National Capital Region

NCR Roadways	NCR Roadway Truck Percentage	EEA Roadway Truck Percentage	Outside EEA Roadway Truck Percentage
Interstate	6.5%	6.0%	6.7%
Principal Arterial-Freeway/Expressway	4.2%	5.3%	3.9%
Principal Arterial-Other	3.6%	3.7%	3.5%
Average Percent	5.0%	5.0%	5.0%

Source: COG (2022 EEA data), HPMS (2019 data)

Table 30: Truck Percentages on Major Roadways In Equity Emphasis Areas

EEA Roadways	Major Roadway Miles	% of Major Roadway Classification in EEAs	% Truck
Interstate	52	17%	5.9%
Principal Arterial-Freeway/Expressway	51	17%	5.2%
Principal Arterial-Other	203	66%	3.7%
Total/Average Percent	306	100%	4.9%

Source: COG (2022 EEA data), HPMS (2019 data)

5.3.2. FREIGHT MILEAGE WITHIN EQUITY EMPHASIS AREAS

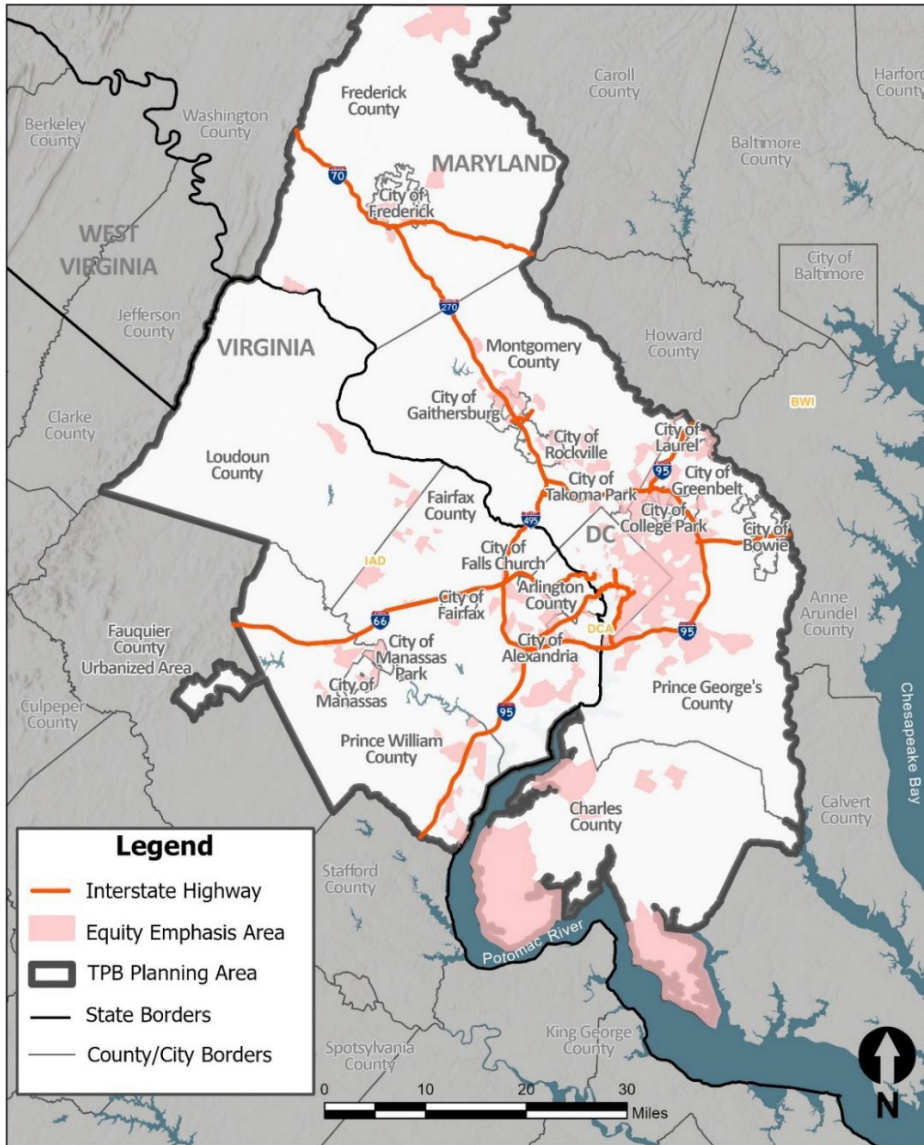
The second part of the equity analysis examined the impact that freight, in terms of major roadways and railroads, has on EEAs compared to the remainder of the National Capital Region. Table 31 shows the total major roadway mileage within EEAs, outside of EEAs, and the total mileage within the National Capital Region. This indicates that the major roadway mileage within EEAs accounts for 22 percent of the total major roadway mileage within the region. Figure 31 provides a visual representation of how EEAs interact with major roadways in the region.

Table 31: Mileage of Major Roadways in EEAs, Outside of EEAs, and In the National Capital Region

Roadways	Major Roadway Miles in the NCR	Major Roadway Miles within EEAs	Major Roadway Percentage within EEAs	Major Roadway Percentage outside EEAs
Interstate	234	52	22%	78%
Principal Arterial-Freeway/Expressway	271	51	19%	81%
Principal Arterial-Other	802	203	25%	75%
Total/Average Percent	1,307	306	23%	77%

Source: COG (2022 EEA data), HPMS (2019 data)

Figure 31: Major Roadways and Equity Emphasis Areas In the National Capital Region



Source: COG (2022 EEA data), HPMS (2019 data)

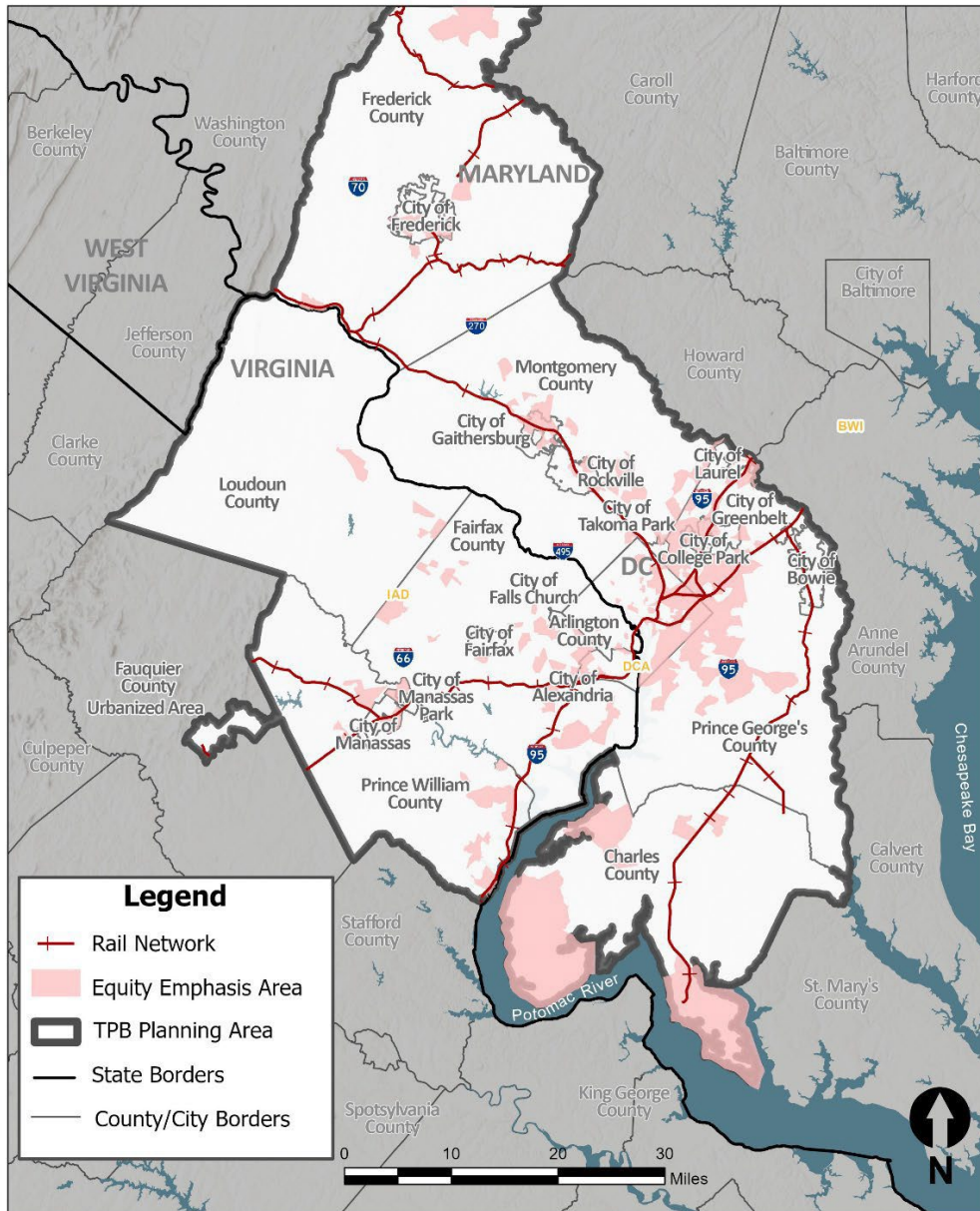
A similar evaluation was conducted for freight railroads within the region and their relationship to the EEAs. The total railroad mileage within EEAs represents 22 percent of the total railroad mileage in the National Capital Region (Table 32), which is visually represented in Figure 31.

Table 32: Railroad Miles in EEAs, Outside of EEAs, and In the National Capital Region

	Mileage within EEAs	Mileage outside EEAs	Approximate Total Mileage in Region
Miles	67	240	307
Percentage	22%	78%	100%

Source: COG (2022 EEA data), Federal Railroad Administration, Bureau of Transportation Statistics (2023)

Figure 32: Railroads and Equity Emphasis Areas in the National Capital Region



Source: COG (2022 EEA data), Federal Railroad Administration, Bureau of Transportation Statistics (2023)

This limited analysis did not show disproportionate impacts to EEAs at the regional level from freight movement. However, future equity-focused analysis between the interface of freight and the region’s EEAs would provide greater insight on freight movement’s impacts on these communities.

5.4. Freight as an Enabler of Livability

The National Capital Region’s population is expected to increase to over seven million by 2045. As the region’s population grows, so will the demand for freight. Proactively managing freight movement and delivery at both the regional and local levels is critical. Regionally, COG hosts events such as a 2017 “Freight Forum” which promoted best practices for integrating freight into the region’s

transportation network. At the jurisdictional level, this may involve coordinating with trucking companies to establish commercial loading zone programs that promote overnight delivery/loading in commercial business districts; designing mixed-use buildings to accommodate off-street delivery/loading; and working with trucking companies to train drivers on best ways to safely operate their vehicles in urban environments to prioritize safety for people walking and biking.

FWHA promotes integration of freight planning and land-use decision making, which if aligned can help reduce congestion, improve air quality, and enhance community livability. FHWA’s Freight and Land Use Handbook highlights four high-level areas to align regional planning with freight planning: appropriate and coordinated land use policies, effective transportation systems and services, effective operations and management policies, and education and outreach. Within these areas, tools and strategies are provided to ensure freight land uses interact positively with surrounding land uses (Table 33).¹¹

Table 33: Freight and Land Use Integration Strategies and Tools

Policy Area	Strategy/Tool	Goals
Appropriate and Coordinated Land Use Policies	Regional visioning and scenario planning	Sets regional stakeholder goals and gain common understanding between different levels of government
	Incentives to reinvest in existing industrial space – e.g., tax credits	Offers tax credits as an incentive to (re)develop in urban and industrial areas, provided performance criteria are met
	Creating buffers around freight	Provides safe means for residents to traverse a freight facility
	Using zoning tools to preserve industry and limit freight impacts	Provides space for manufacturing where appropriate infrastructure and adjacent land uses exist, and protect industry from pressures to change use
	Promote context-sensitive site and building design features	Reduces the noise and vibration, light, aesthetic, and local air quality impacts of freight facilities on neighboring land uses
Effective Transportation Systems and Services	Freight-exclusive facilities	Reduces the noise and vibration, light, aesthetic, and local air quality impacts of freight facilities on neighboring land uses
	Effective truck route networks	Ensures truck routes avoid sensitive areas and link with truck routes in neighboring jurisdictions.
Effective Freight Operations and Management	Offering incentives for off-peak delivery	Spreads truck traffic times across a wider timeframe, as well as increase their efficiency because of decreased road congestion
Education and Outreach	Technical assistance to local jurisdictions	Ensures that local land use policy-makers are informed of freight needs and can help codify freight and land use integration best practices

Source: FHWA Freight and Land Use Handbook, June 2020

Commercial trucking is the dominant form of freight transportation in metropolitan Washington, transporting 73 percent of freight by weight in 2020. Planning for how trucking-related facilities and infrastructure coexists with and impacts nearby communities is especially critical for jurisdictions with access to regional highways with high volumes of commercial trucks, such as I-95, I-495, I-270, and I-70. Constructing additional public and private truck parking along these highways will allow commercial truck drivers to safely rest and refuel and benefit freight movement in the region.

For the freight industry to meet the demands of the expected population growth in the National Capital Region, there may be the need for additional warehouse workers, truck drivers, and other roles that enable freight delivery to function seamlessly. Commercial trucking is one of the nation’s

largest industries, yet in 2022 the American Trucking Association reported a national shortage of 80,000 drivers. To meet this need for skilled freight employees, programs like VDOT's Workforce Development program help train and prepare future generations of employees to participate in the freight industry. The Workforce Development Program was created to address an expected workforce shortage and meet future employment demands and is designed to expose high school students to careers in transportation.

5.4.1 COMMUNITY IMPACTS OF FREIGHT

The movement of goods is essential to ensure and maintain a high quality of life in the region. Each day, residents, businesses, and visitors rely on timely freight deliveries, especially for goods transported by commercial trucks. Better understanding the community impacts of freight movement in the region will help local jurisdictions accommodate freight needs while sustaining the health and wellbeing of residents and visitors. Community impacts from freight movement include land use considerations, negative externalities, and developing a workforce to support the freight industry.

Transporting goods to and through communities in metropolitan Washington results in multiple negative externalities in the region. Where freight facilities are located and how they freight logistics operate affects nearby residents and has impacts on the surrounding transportation network. These negative externalities include pavement and roadway damage from commercial trucks, especially along local and arterial streets that are predominantly used by personal vehicles, and excessive noise from commercial trucks while unloading and making deliveries. Local streets and roads are often not designed to accommodate commercial trucks, which creates conflicts with people walking and biking. At-grade railroad crossings are also a conflict point between freight rail and people walking, biking, and driving.

While freight facilities such as rail lines and highways are necessary to efficiently move goods, this infrastructure simultaneously limits and impedes transportation access in many communities. As part of the IIJA, USDOT established the Reconnecting Communities Pilot Program, with \$1 billion in funding. This program is dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Planned freight infrastructure should comprehensively review mobility, access, and safety impacts on adjacent communities. Modifying existing infrastructure, such as removing at-grade rail crossings, will also allow freight to travel faster and create a safer environment for residents.

Workforce development strategies could be considered to better train and equip employees in the region to join the freight and goods movement industry. In 2021-2022, the Southern California Association of Governments (SCAG) implemented the Southern California Goods Movement Communities Opportunities Assessment.^{mm}The assessment identified local opportunities within the freight and goods movement industry within 6-8 communities disproportionately impacted by the freight industry, to connect individuals in these communities with training and workforce development programs.

6. REGIONAL FREIGHT POLICIES

The regional freight policies described in this section are intended to provide a framework for transportation planning activities conducted by the Transportation Planning Board (TPB). TPB member jurisdictions are encouraged to consider these freight policies as they conduct their transportation planning functions.

6.1 TPB Freight Policies

The Transportation Planning Board (TPB) developed the following freight policy statements to guide implementation of freight infrastructure in the National Capital Region. Table 34 illustrates how the TPB policies correlate with goals identified in Visualize 2045 and national freight goals. The TPB:

1. encourages that freight related projects, programs, and activities in the region support or bolster TPB's plans, programs, and policies, such as the TPB Vision, Visualize 2050 (including its Connected and Automated Vehicle policies), Complete Streets policy, Equity and Safety policy.
2. supports the prioritized advancement of freight-related transportation projects that provide maximum value, efficiency, and safety with particular emphasis on those that improve freight access to activity centers.
3. supports investments that maintain a state of good repair for the region's freight transportation system.
4. supports freight investments that bolster the region's environmental objectives and resiliency.
5. supports the use of best practices for safety, engineering, and maintenance, of freight-related transportation infrastructure.
6. supports the alleviation of roadway bottlenecks where feasible to improve travel times and reliability for trucks and passenger vehicles.
7. supports maximizing opportunities to expand transportation options, address roadway congestion, and reduce pollution by increasing the use of passenger and freight rail.
8. encourages that freight related projects, programs, and activities provide benefits equitably to all people in the region and avoid disproportionate negative impacts to any group or community.
9. recognizes freight's role in economic development and supports efforts to maximize the use of important economic drivers, including airports, ports, and intermodal facilities serving the region's residents and businesses.
10. encourages that freight and goods are moved in ways that help minimize disruptions and facilitate livability of the region's communities.
11. encourages that freight related projects, programs, and activities in the region ensure security (including cybersecurity) and privacy, and prevention of risks to people and infrastructure.

12. supports improvements in truck safety using education, enforcement, and engineering strategies.
13. supports efforts to route hazardous materials away from the National Capital Region; for hazardous materials that must be transported to, from, within, and through the region, the TPB supports the selection of the safest and most secure modes and routes.
14. encourages information sharing on explosive, toxic by inhalation, and radioactive materials being shipped to, from, within, and through the region, including real-time notifications and long-term planning information.
15. supports robust first responder training and exercise activities regarding freight in general and hazardous materials transport in particular.
16. supports collaboration among agencies and with the private sector on freight planning and operations concerns to support mutual goals.
17. supports the proactive analysis of freight-related performance measures and data in the context of overall regional performance measurement to identify lessons learned and promote regional goals.
18. promotes sustainable methods of freight operations that are sensitive to environmental, cultural, and community resources.
19. encourages collaboration among transportation planners, land use planners, private railroads, elected officials, and other stakeholders to find creative ways to facilitate community-beneficial land use development (residential, commercial, or industrial as appropriate) while providing space for necessary future rail expansion along key rail corridors.
20. supports the review and study of new freight-related technologies, emerging business practices, and evolving commodity mixes and mode shares to advance regional goals.

Table 34. Correlation of Freight Policies to Visualize 2045 Goals and National Freight Goals⁴¹

No.	Freight Policy	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Economic Growth	Comprehensive Multimodal System	Emerging Mobility and Technology	Climate / Resiliency / Sustainability	Equity	Land Use	Mobility / Reliability	Operational Efficiency	Safety
1	Support projects, programs, and activities that bolster the TPB's plans, programs, and policies	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2	Support efforts that improve freight access to activity centers	✓	✓	✓	✓				✓	✓	✓	✓
3	Support projects, programs, and activities that maintain a state of good repair									✓	✓	
4	Support investments that bolster the region's environmental objectives and resiliency		✓				✓					
5	Support the use of best practices for safety, engineering, and maintenance									✓	✓	✓
6	Support the alleviation of roadway bottlenecks		✓	✓						✓	✓	

⁴¹ TPB Planning Policy Focus Areas are adapted from the FY 2023 Unified Planning Work Program (UPWP)

No.	Freight Policy	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Economic Growth	Comprehensive Multimodal System	Emerging Mobility and Technology	Climate / Resiliency / Sustainability	Equity	Land Use	Mobility / Reliability	Operational Efficiency	Safety
7	Support opportunities to increase the use of passenger and freight rail	✓	✓	✓	✓					✓	✓	
8	Encourage equitable distribution of freight benefits and avoid disproportionate negative impacts							✓				
9	Recognize freight's role in economic development; support efforts to maximize the use of important economic drivers	✓		✓	✓					✓	✓	
10	Encourage freight movement that minimizes disruptions and facilitates regional livability	✓		✓				✓		✓	✓	
11	Encourage projects, programs, and activities that ensure security (including cybersecurity)											✓
12	Support improvements in truck safety											✓
13	Support efforts to safely route hazardous materials											✓

No.	Freight Policy	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Economic Growth	Comprehensive Multimodal System	Emerging Mobility and Technology	Climate / Resiliency / Sustainability	Equity	Land Use	Mobility / Reliability	Operational Efficiency	Safety
14	Encourage information sharing on the transport of hazardous materials											✓
15	Support robust first responder training											✓
16	Support collaboration among agencies and with the private sector on freight planning and operations	✓		✓						✓	✓	
17	Support the proactive analysis of freight-related performance measures and data			✓						✓	✓	
18	Promote sustainable methods of freight operations	✓	✓				✓	✓	✓			
19	Encourage collaboration among transportation professionals, private railroads, elected officials, and other stakeholders	✓		✓				✓	✓	✓	✓	
20	Support the review and study of new freight-related technologies	✓	✓	✓	✓	✓				✓	✓	

7. NATIONAL CAPITAL REGION PROJECTS IMPORTANT TO FREIGHT

The Transportation Improvement Program (TIP) for Visualize 2045 (FY 2023-2026) includes numerous projects that will improve freight movement in the National Capital Region—two railway projects and nineteen highway projects. Table 35 provides details on the two railway improvements; Table 36 provides details on the highway improvements.

Table 35: Rail Projects Included In Agency/Jurisdictional/Private Railroad Plans Important to Freight, 2022

TIP ID	Title	Description	Jurisdiction	Lead Agency	Completion Date
T6673	Alexandria 4th Track	Construct six miles of fourth track from Alexandria to the south bank of the Potomac River in Arlington.	Alexandria and Arlington	VDOT	2028
T6727	Long Bridge VA - DC [immediately downstream from I-395 (14th Street Bridge) crossing the Potomac River]	Design and construct four railroad tracks, a rail and pedestrian-bicycle bridge, and related land and Potomac River crossing from Arlington, VA to Washington, DC	Arlington County	VDOT	2030

Source: Visualize 2045 Transportation Improvement Program. Additional project details can be accessed at:

<https://visualize2045.org/plan-update/approved-2022-plan/> .

Note: The District of Columbia, Maryland, and Virginia state rail and freight plans may include additional projects that impact freight rail in the National Capital Region.

Table 36: Highway Projects Included In Visualize 2045 that are Important to Freight, 2022

TIP ID	Title	Description	Jurisdiction	Lead Agency	Completion Date
T5337	Kenilworth Ave NE Pedestrian Bridges Replacement	Complete removal and replacement of the Douglas Street, NE Pedestrian Bridge	District of Columbia	DDOT	2024
T6039	H Street Bridge over Railroad	Replace and rehabilitate H Street NE bridge from North Capitol to 3rd Street NE	District of Columbia	DDOT	2028
T6240	Safety and Geometric Improvements	Implement various safety and geometry improvements along I-295/DC 295 from	District of Columbia	DDOT	2028

	of I-295 and DC 295	Chesapeake Street SW to Eastern Avenue NE			
T3547	MD 4 at Suitland Parkway Interchange Construction	Construct new MD 4 interchange at Suitland Parkway	Prince George's County	MDOT SHA	2022 ⁿⁿ
T6411	I-70/US 40 at MD 144, Meadow Road, and Old National Pike Interchange Construction	Construct two missing I-70/US 40 ramp movements	Frederick County	MDOT SHA	2023
T6483	MD 85 Phase 1 Highway Reconstruction	Widen MD 85 from Crestwood Boulevard / Shockey Drive to Spectrum Drive	Frederick County	MDOT SHA	2023
T6071	MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements	Implement intersection improvements at Jones Bridge Road and Kensington Parkway to improve access to Naval Support Activity Bethesda	Montgomery County	MDOT SHA	2024
T11579	I-70 Eastbound at East Welcome Center	Add 25 new truck parking spaces	Frederick County	MDOT SHA	2025
T6690	MD 75 over I-70 Bridge Rehabilitation	Rehabilitate MD 75 bridge 105600 over I-70	Frederick County	MDOT SHA	2025
T6431	US 15/US 40 Frederick Freeway Highway Reconstruction	Widen US 15/US 40 from I-270 to north of Biggs Ford Road to improve safety and operations	Frederick County	MDOT SHA	2030
T6525	US 301 Highway Reconstruction	Upgrade and widen US 301 (from Mount Oak Road to US 50) and MD 197 (from US 301 to Mitchellville Road), to include bicyclist and pedestrian	Prince George's County	MDOT SHA	2030

		accommodation where appropriate			
T6450	VA 28 Widening (Prince William County Line to US 29)	Widen VA 28 from 4 to 6 lanes, with intersection improvements and added pedestrian and bicycle facilities	Fairfax County	VDOT	2023
T6618	VA 7/VA 690 Interchange	Design and construct new interchange at VA 7 and VA 690, with a shared use path and 4 ramps	Loudoun County	VDOT	2025
T6693	US 15 Improvement with Railroad Overpass	Design and construct a 4-lane section along US 15 between Somerset Crossing Drive and VA 55, with a median and asphalt shared use path connecting the sections north and south of the tracks	Prince William County	VDOT	2026
T6520	Fairfax County Parkway (VA 286) widen from 4 to 6 lanes	Widen Fairfax County Parkway (VA 286) between Nomes Court to 0.67 miles north of US 29), from 4 to 6 lanes	Fairfax County	VDOT	2026
T13567	Fairfax County Parkway (VA 286) widen from 4 to 6 lanes	Widen Fairfax County Parkway (VA 286) from 0.21 mi south of Nomes Court to 0.15 miles south of VA 123 / Ox Road, from 4 to 6 lanes	Fairfax County	VDOT	2027
T6604	US 29 Widening Phase 2	Widen US 29 from 4 to 6 lanes from Union Mill Road to Buckley's Gate Drive, with geometry improvements and added pedestrian and bicycle facilities	Fairfax County	VDOT	2027

T6443	Richmond Highway Corridor Improvements	Reconstruct and widen Richmond Highway (US 1) from 4 to 6 lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road	Fairfax County	VDOT	2028
T11602	Richmond Highway Corridor Improvements, Phase 2	Widen Richmond Highway (US 1) from 4 to 6 lanes and add bicycle and pedestrian facilities from 0.13 miles north of Frye Road to Sherwood Hall Lane	Fairfax County	VDOT	2028

Source: Visualize 2045 Transportation Improvement Program. Additional project details can be accessed at: <https://visualize2045.org/plan-update/approved-2022-plan/> .

Note: Projects that involve roads where most trucks are banned were not considered for this list, including Federal Lands and Transurban toll lane projects.

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8. RECOMMENDATIONS AND NEXT STEPS

The efficient movement of goods is vital to the economy of the National Capital Region and is necessary to support the growth of local businesses and promote a high quality of life for the region's residents and visitors. The TPB is responsible for addressing congestion and mobility limitations that delay or impede freight movements, which ensures that the region's interconnected transportation system can accommodate the movement of goods by truck, rail, air, and other modes.

Building on existing data, trends, and findings documented in the Freight Plan, this section identifies recommendations and next steps that will help the region achieve its freight goals.

Recommendations will also support planning factors identified in Visualize 2045: increase the accessibility and mobility of people and freight; and enhance the integration and connectivity of the transportation system across and between modes for people and freight.

The following recommended actions, which can be accomplished with resources that are already in place, are organized into two categories; those related to maintaining and strengthening the existing regional freight planning process and longer-term, strategic actions.

8.1. Actions Related to Maintaining and Strengthening the Regional Freight Planning Process

- Continue to support the TPB Freight Subcommittee.
- Continue to maintain and strengthen private-sector participation in the TPB Freight Subcommittee.
- Continue to create opportunities to hold joint meetings with other TPB Subcommittees.
- Continue to host periodic regional freight forums.
- Continue to collect and analyze freight data and make data available to member jurisdictions and the public.
- Continue to facilitate coordination with federal, state, local, and private-sector freight partners.
- Coordinate TPB's IJJA freight-related activities.
- Support TPB's Continuous Airport System Planning (CASP) program, which includes forecasting future air cargo needs.
- Continue to identify and communicate freight-related infrastructure issues to member agencies to address in their planning and programming activities.
- Strengthen relationships with local jurisdiction planners.
- Highlight economic development aspects of freight with local jurisdiction planners.

8.2. Strategic Regional Freight Planning Activities

- Continue to monitor key economic and industry trends impacting goods movement.
- Monitor the impact of freight movement within Equity Emphasis Areas.
- Continue to monitor technological developments in freight movement, such as autonomous and connected freight vehicles and unmanned aerial systems (drones).
- Monitor policies and efforts related to truck electrification and decarbonization of the freight industry in the National Capital Region.
- Advance policies and projects to convert commercial trucks to clean fuels in accordance with adopted TPB and COG goals.
- Deploy a regionwide robust electric vehicle charging network (or refueling stations for alternate fuels).
- Ensure consideration of freight movement issues in regional curbside management planning.
- Continue to monitor the development of new and emerging freight-relevant data sources and incorporate them into transportation planning activities as appropriate.
- Provide information to the TPB and freight stakeholders on the status or progress on this Plan's identified freight policies when such information becomes available.

APPENDIX A: INFRASTRUCTURE INVESTMENT AND JOBS ACT – FREIGHT RELATED PROGRAMS

Significant freight-related programs and policies included in the IIJA are:

- National Infrastructure Project Assistance Program (Mega Grants)^{oo}: This program provides single- or multiyear grants to projects generating national or regional economic, mobility, or safety benefits for large and smaller-scale projects. Eligible projects include highway or bridge projects, freight intermodal or freight rail projects, railway-highway grade separation or elimination projects, intercity passenger rail projects, and certain public transportation projects.
- Nationally Significant Multimodal Freight and Highway Program (INFRA Grants)^{pp}: Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Formerly referred to as the Nationally Significant Freight and Highway Projects (NSFHP) program.
- Office of Multimodal Freight Infrastructure and Policy: This Office was established to administer and oversee certain multimodal freight grant programs within USDOT, promote and facilitate the sharing of information between the private and public sectors with respect to freight issues, conduct research on improving multimodal freight mobility, oversee the freight research activities of the various agencies within USDOT, and to assist cities and States in developing freight mobility and supply chain expertise.
- Port Infrastructure Development Program: This program was established in the FAST Act and is expanded under the IIJA to increase investment in coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry.
- Consolidated Rail Infrastructure and Safety Improvement (CRISI): Funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. This program leverages private, state, and local investments to support safety enhancements and general improvements to infrastructure for both intercity passenger and freight railroads.
- Railroad Crossing Elimination Grant Program: Provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

APPENDIX B: REGIONAL FREIGHT-SIGNIFICANT NETWORK

This appendix contains a series of detailed maps describing the region's Freight Significant Network.

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Figure 33: Regional Freight-Significant Network - Frederick County Area

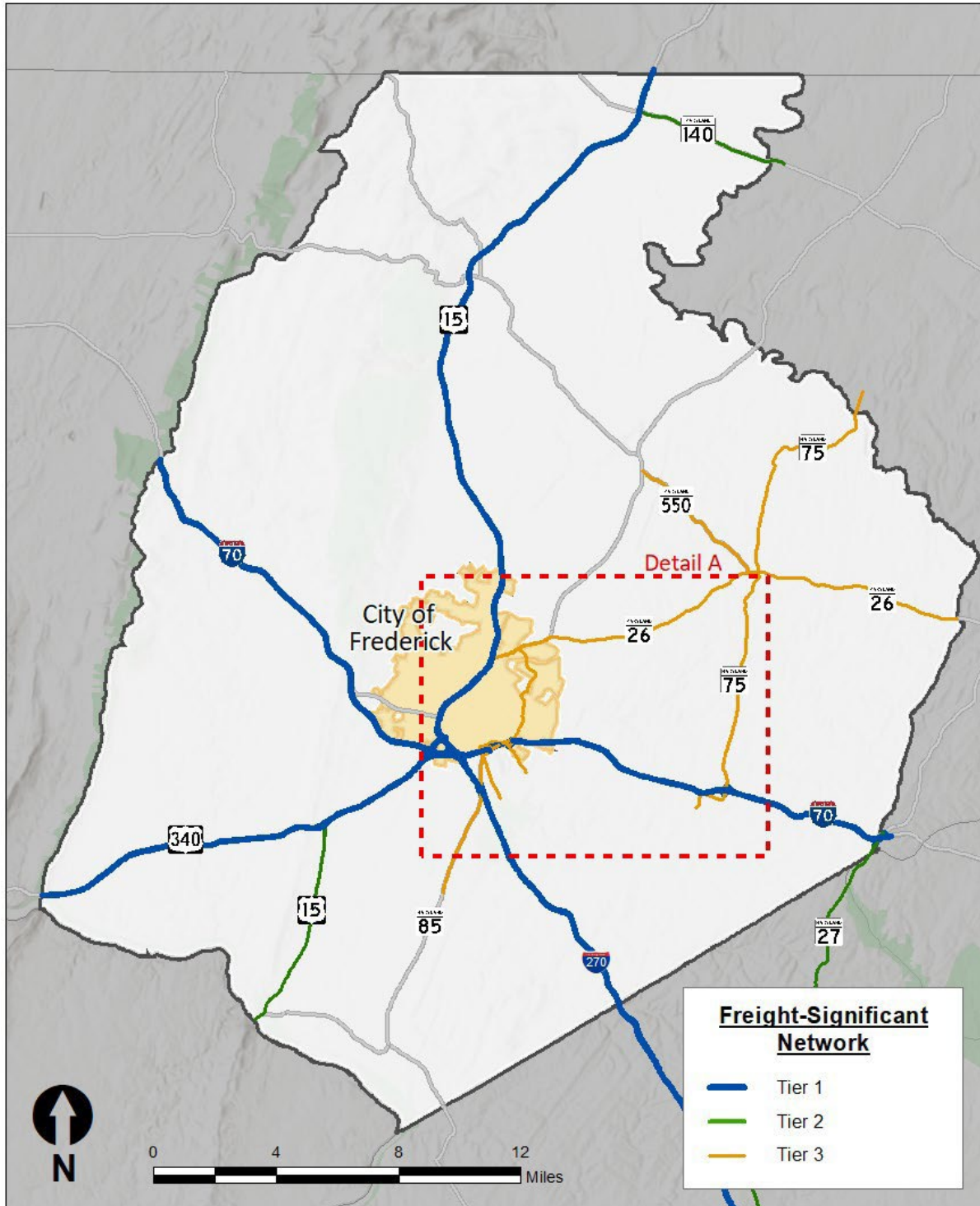


Figure 34: Frederick County Detail A

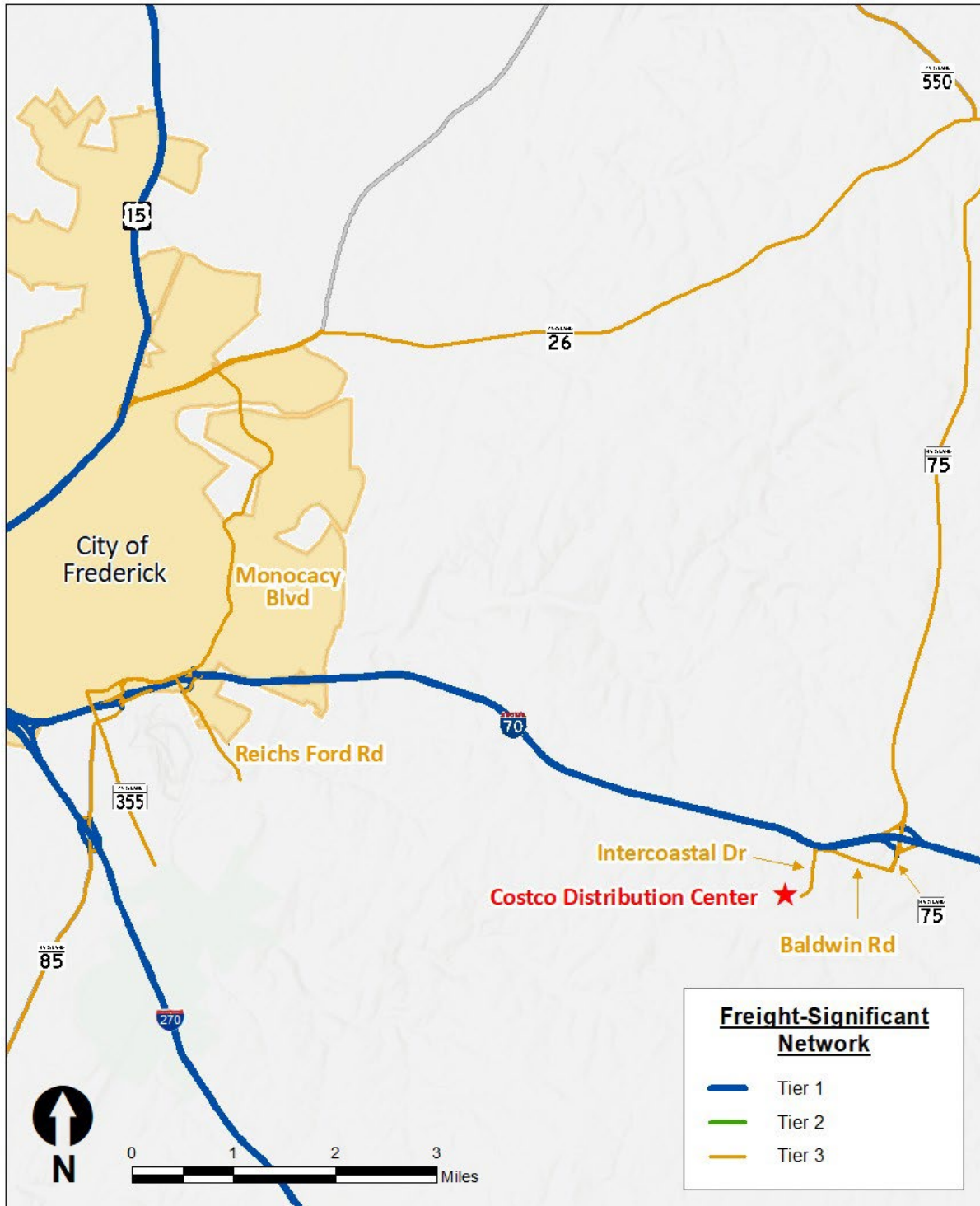


Figure 35: Regional Freight-Significant Network - Montgomery County Area

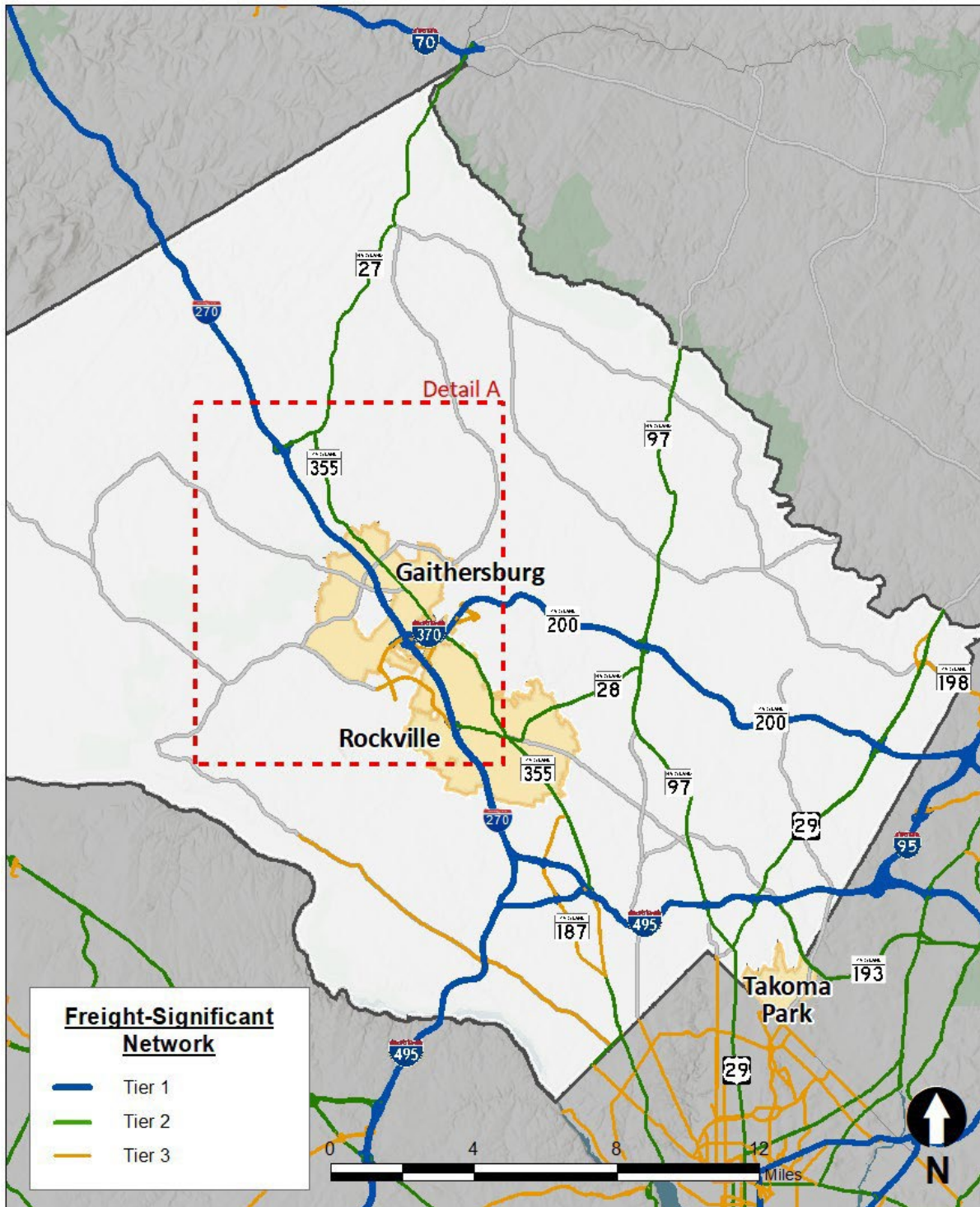


Figure 36: Montgomery County Detail A

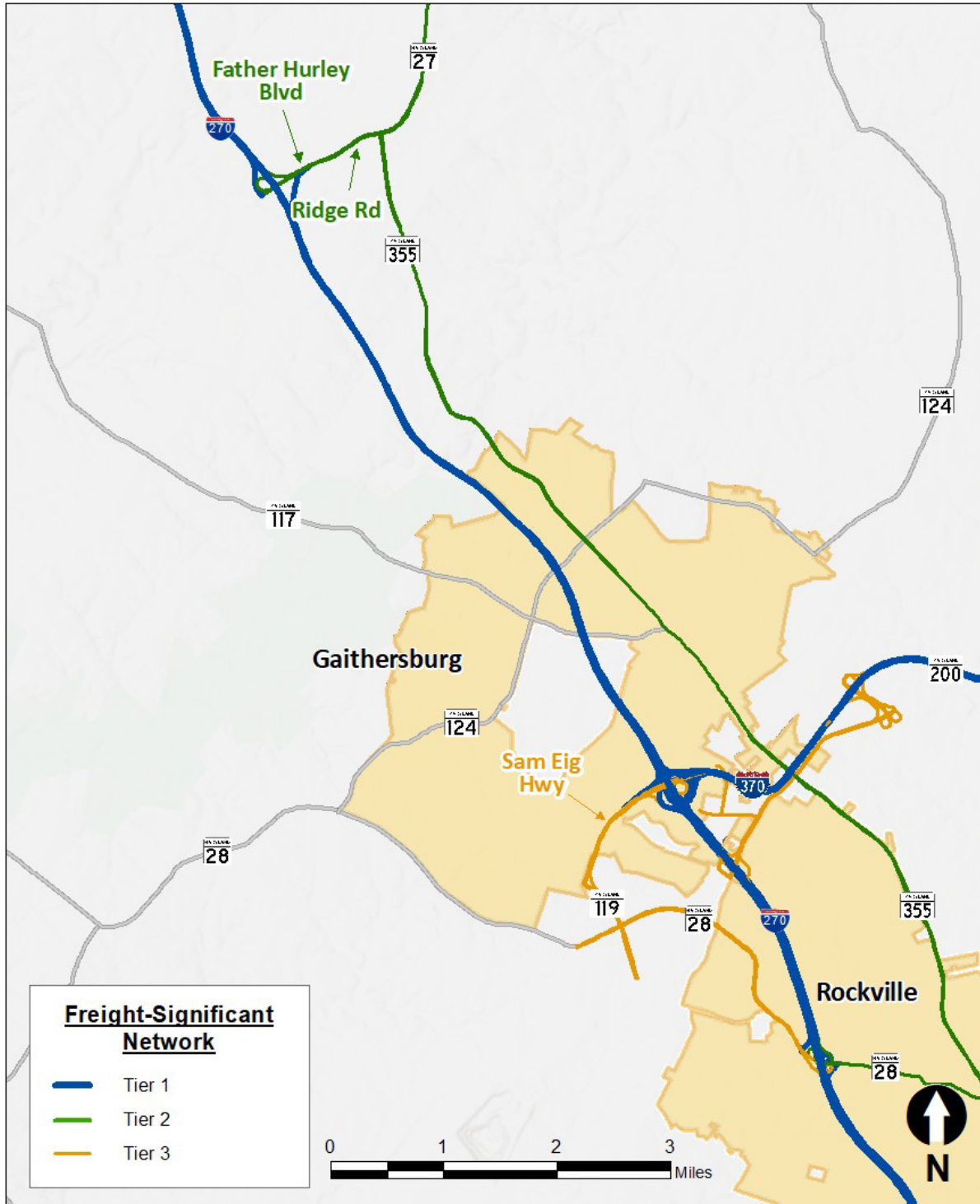


Figure 37: Regional Freight-Significant Network - Prince George's County Area

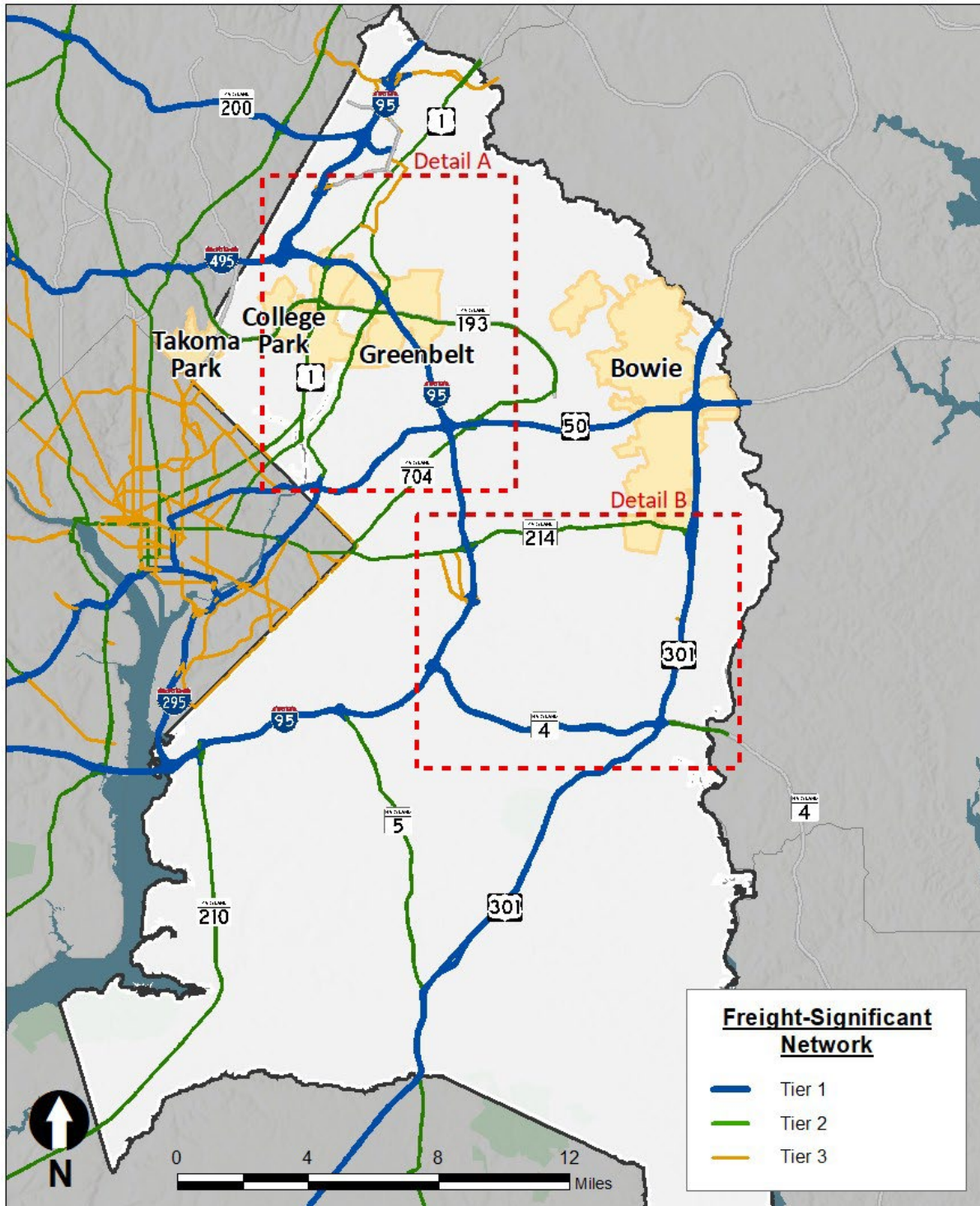


Figure 38: Prince George's County Detail A

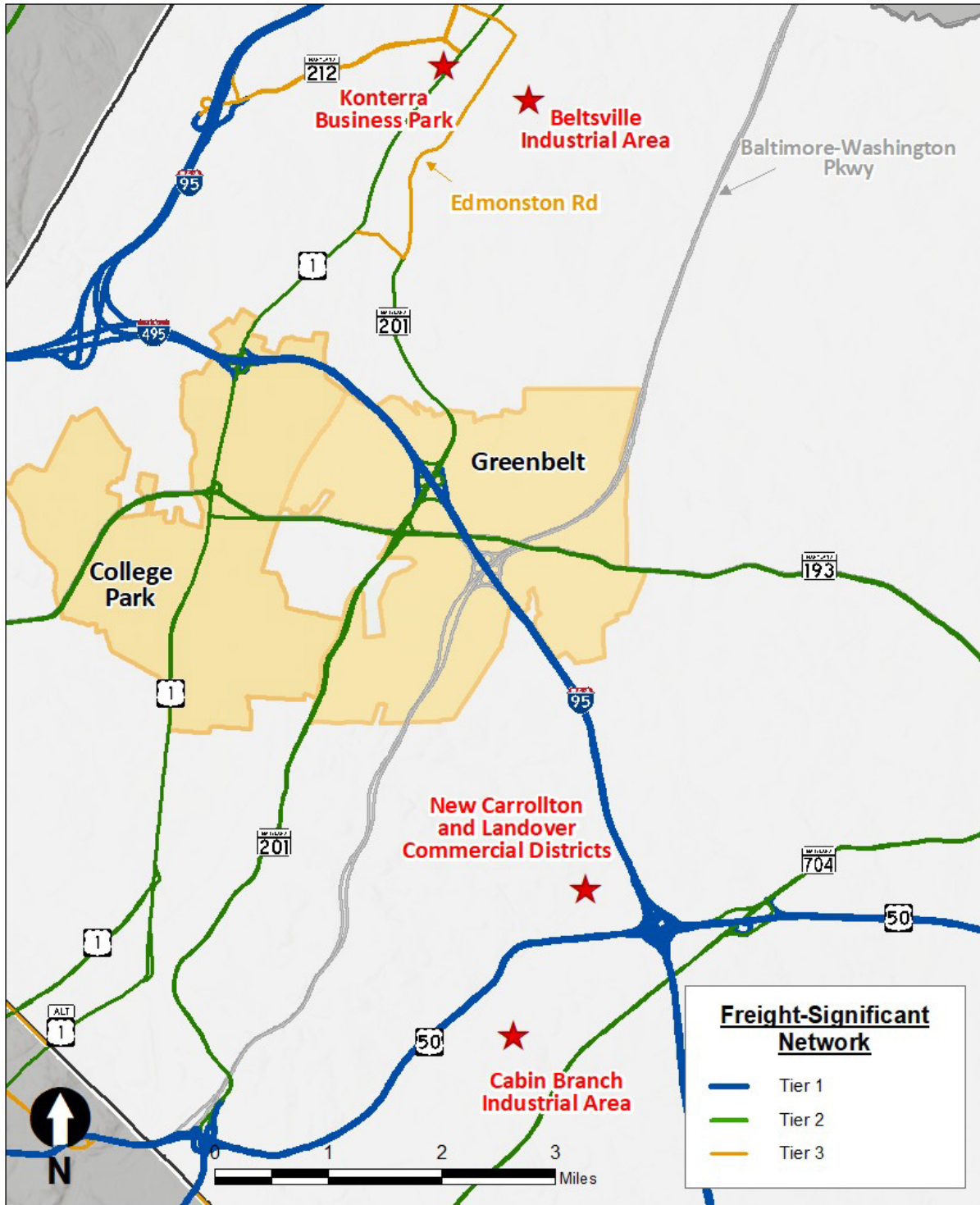


Figure 39: Prince George's County Detail B



Figure 40: Regional Freight-Significant Network - Charles County

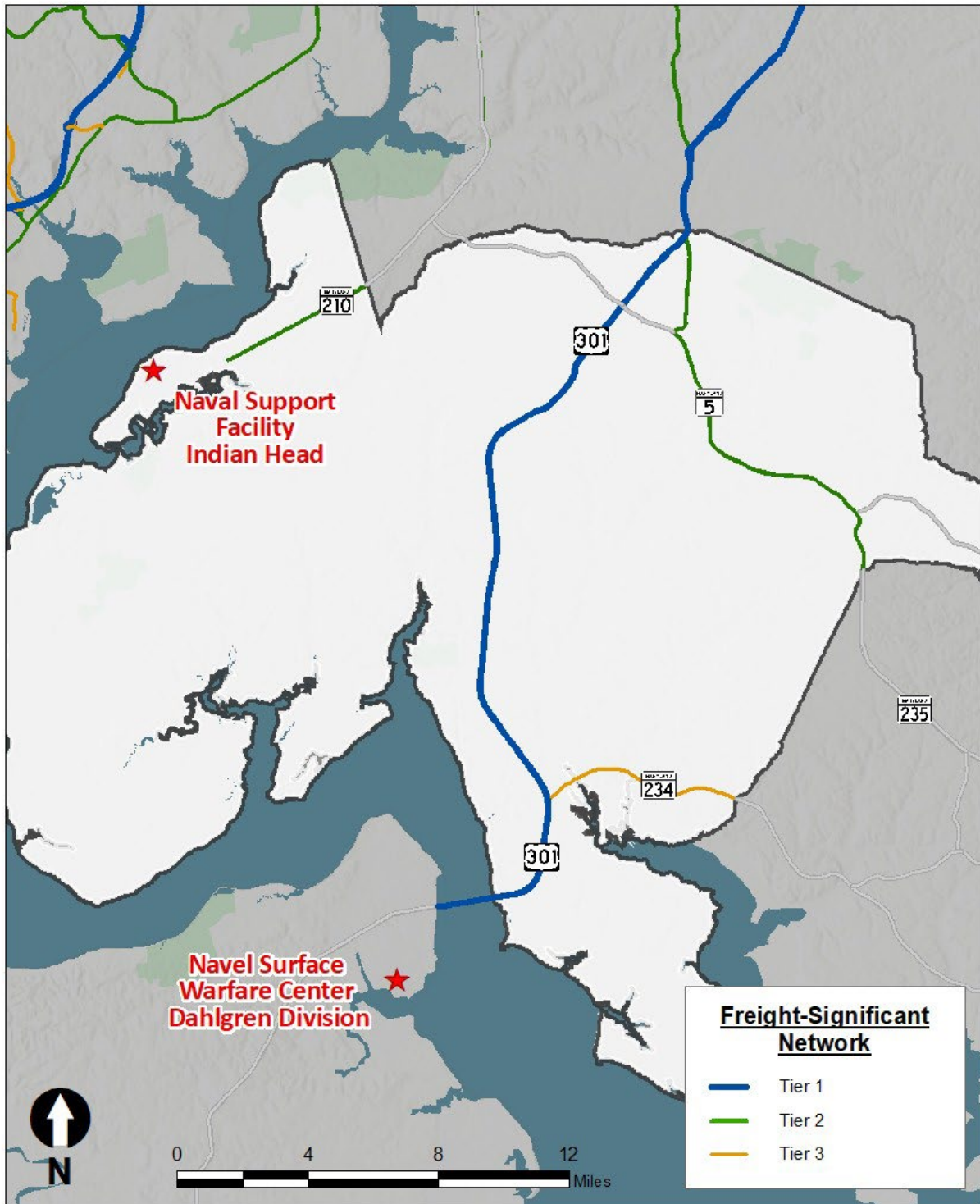


Figure 41: Regional Freight-Significant Network - District of Columbia

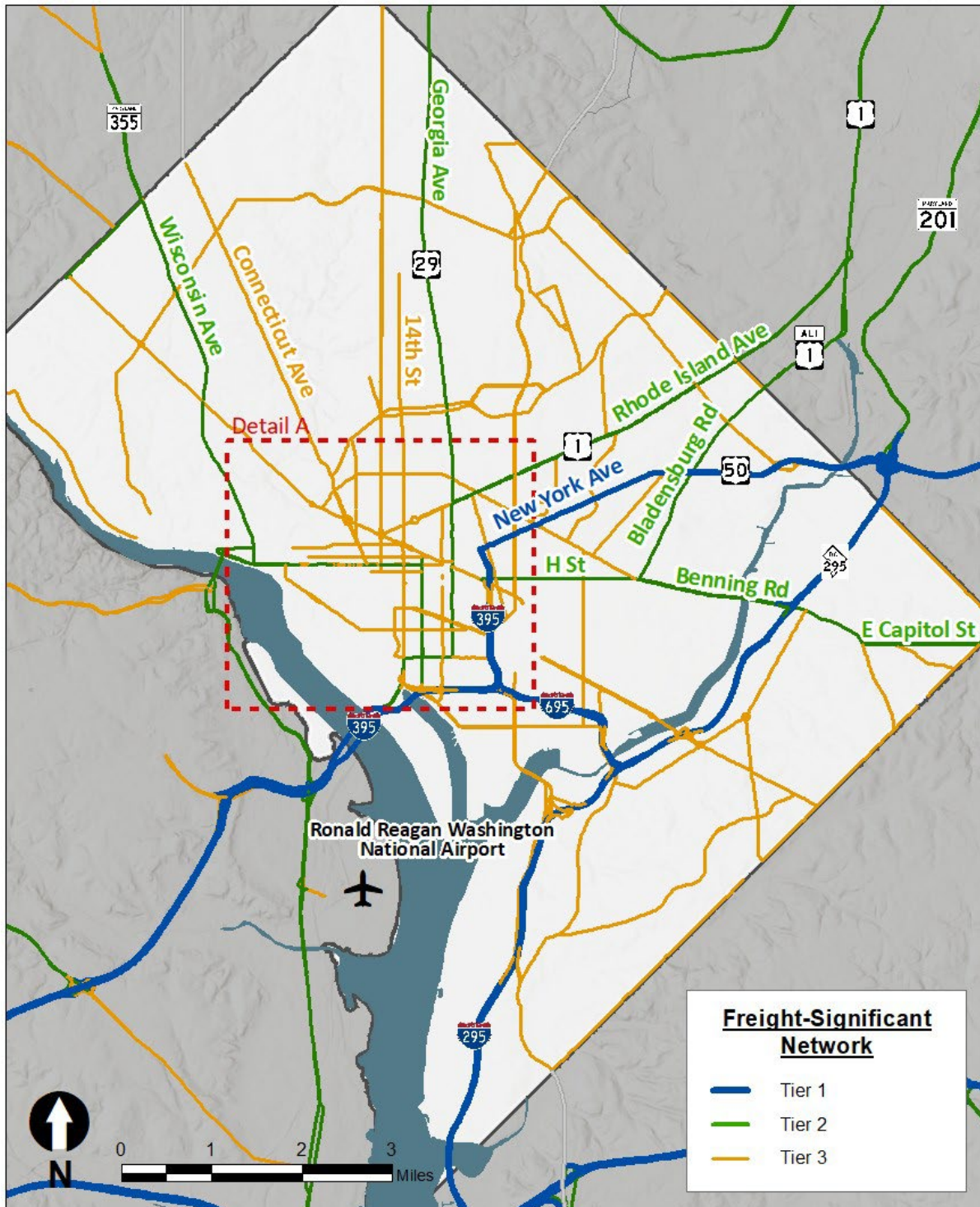


Figure 42: District of Columbia Detail A

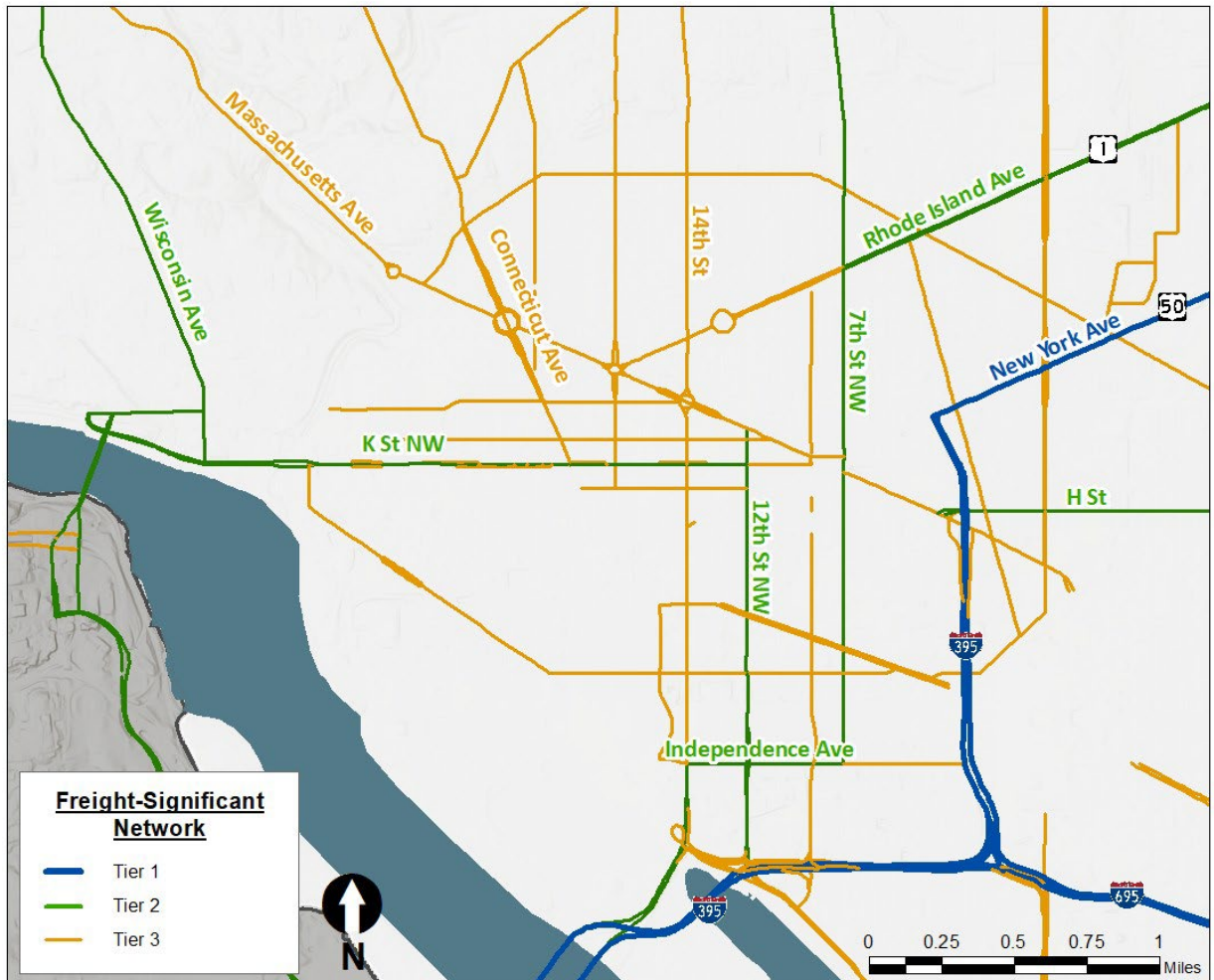


Figure 43: Regional Freight-Significant Network - Loudoun County Area

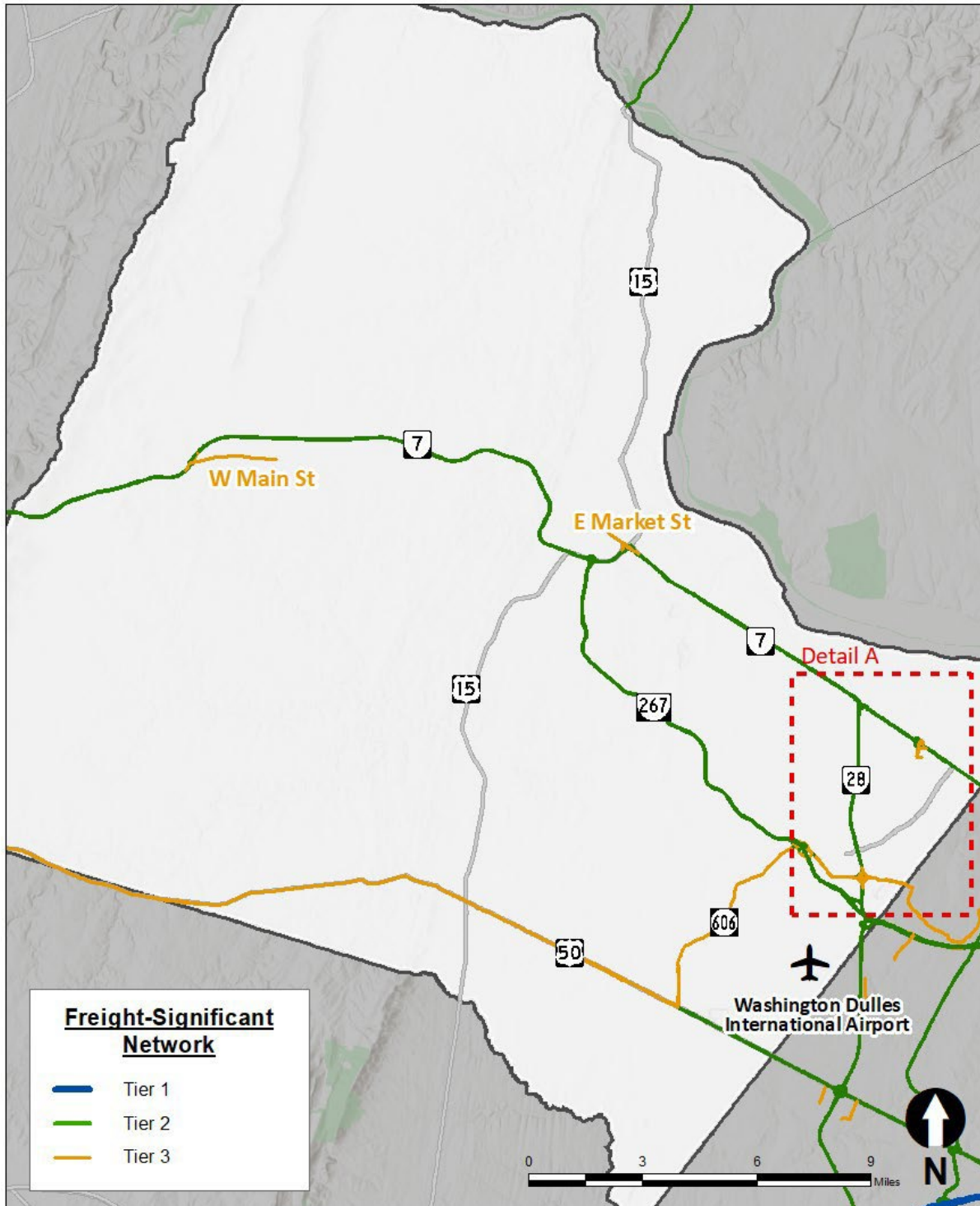


Figure 44: Loudoun County Detail A

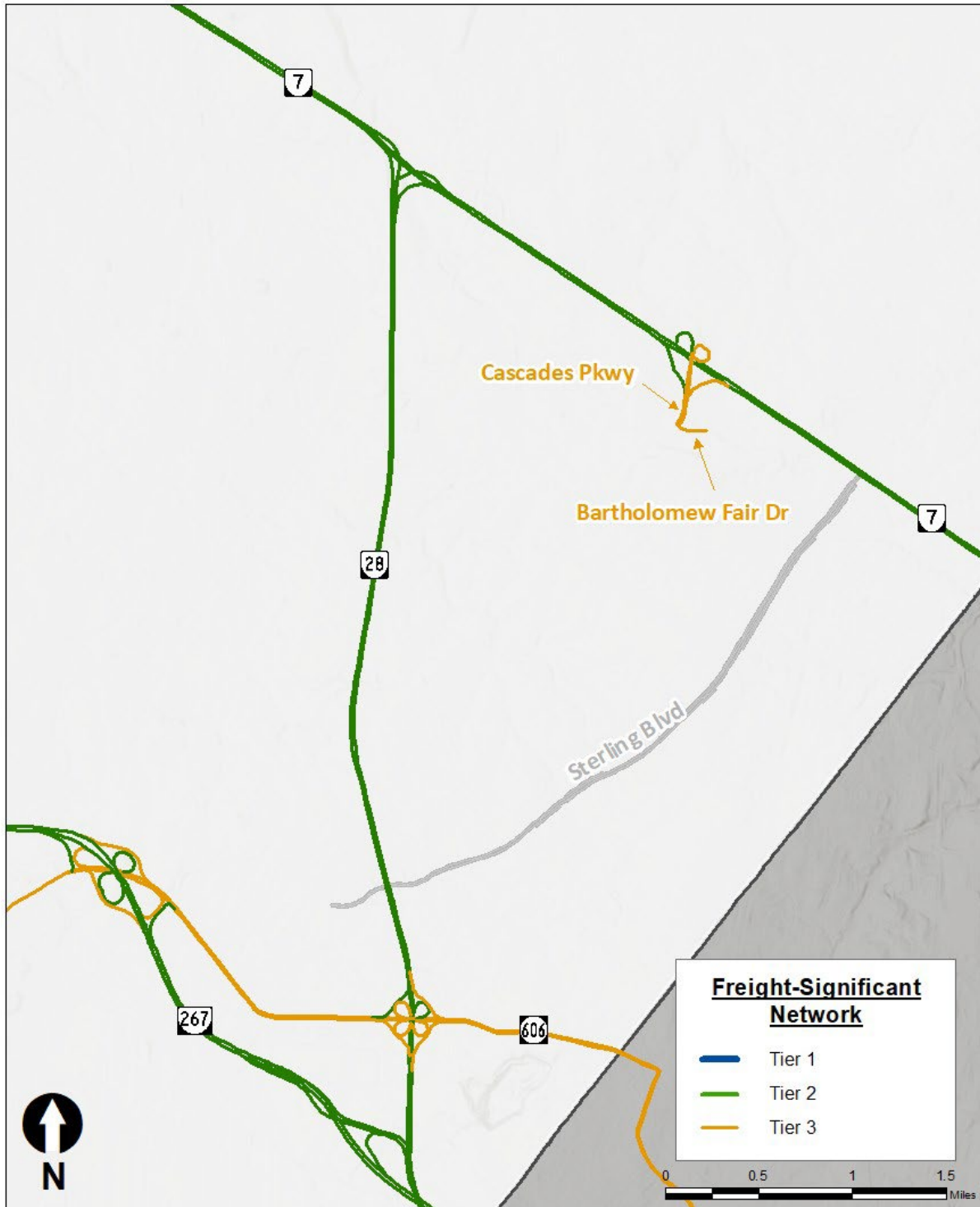


Figure 45: Regional Freight-Significant Network - Fairfax County Area

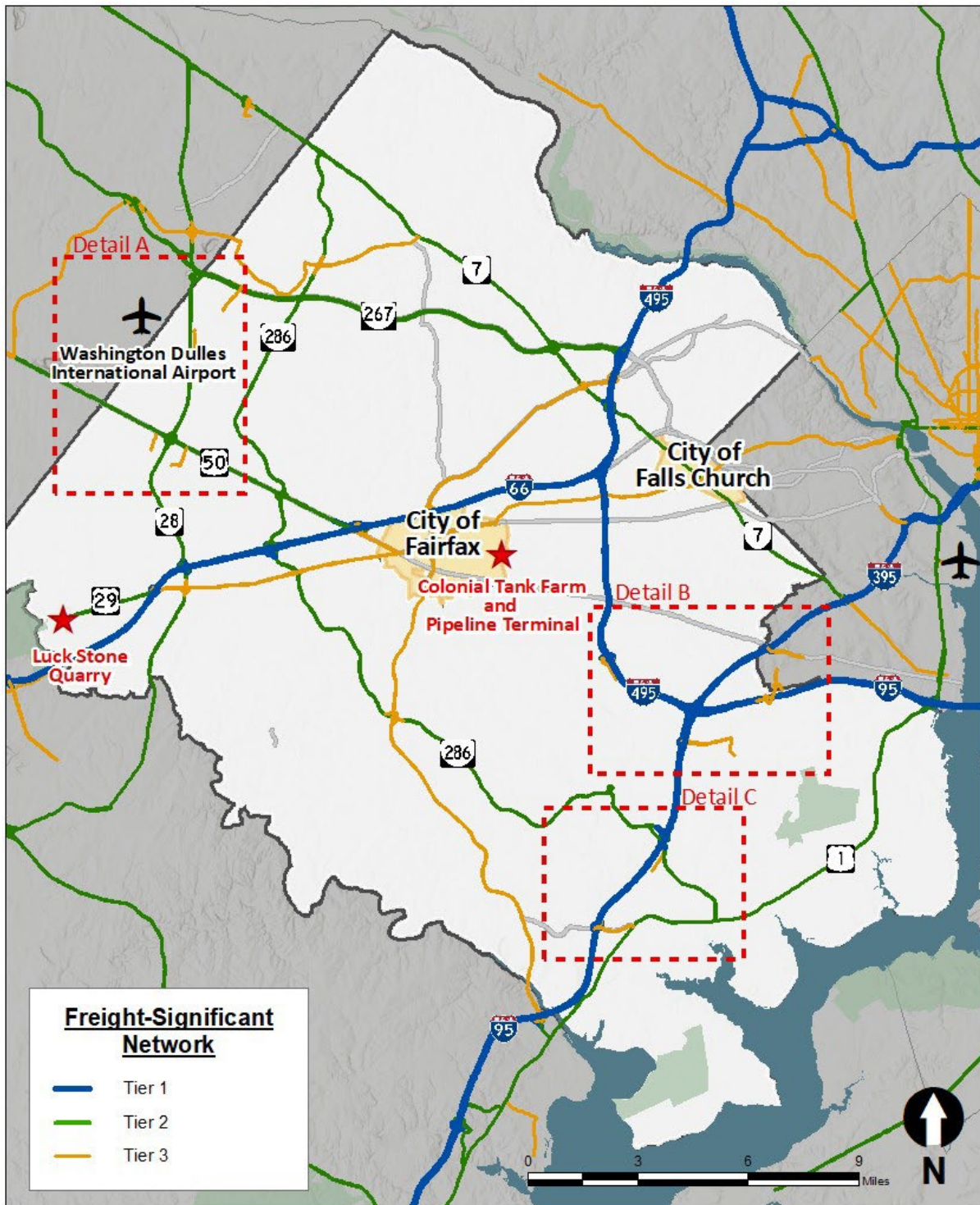


Figure 46: Fairfax County Detail A

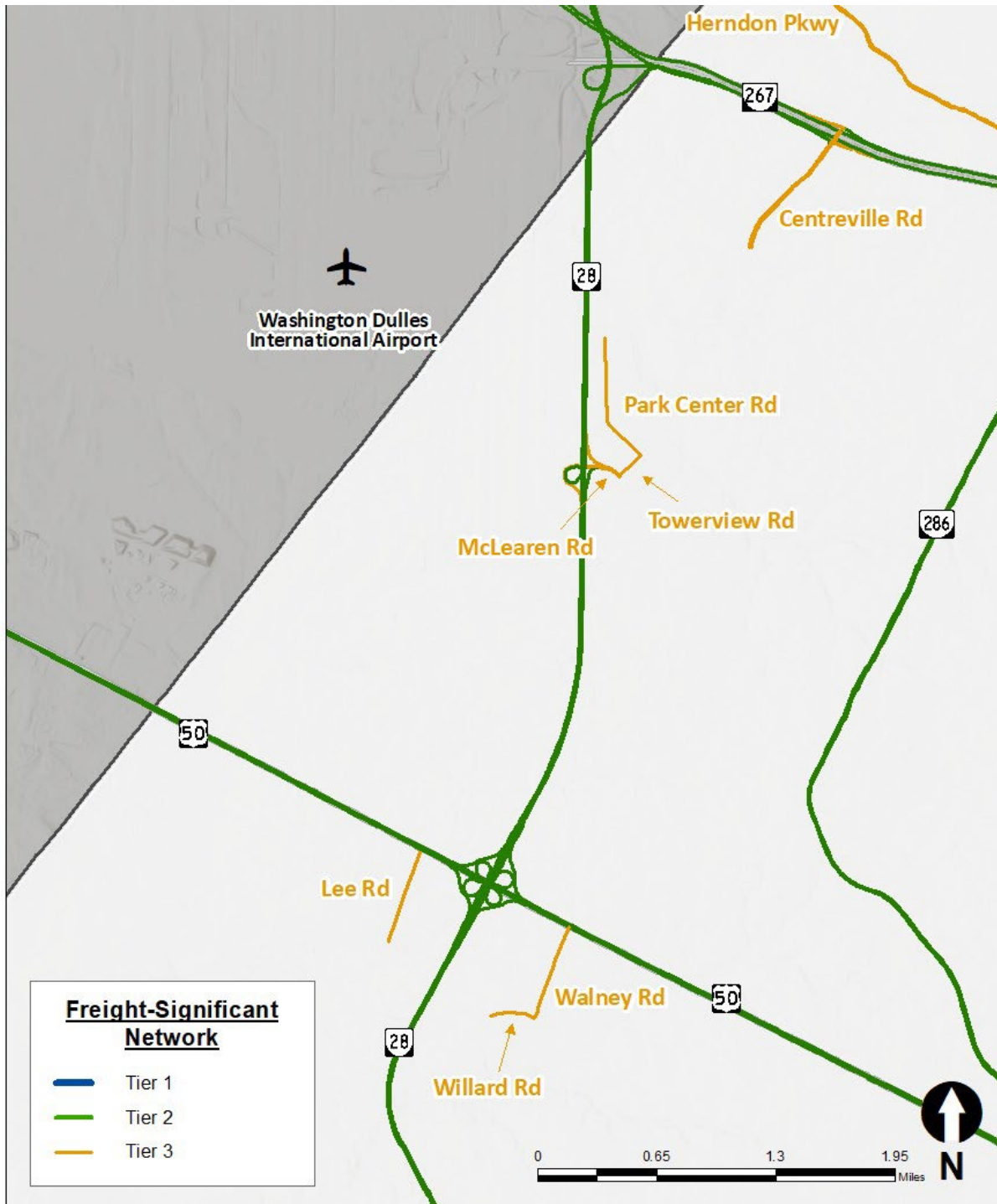


Figure 47: Fairfax County Detail B

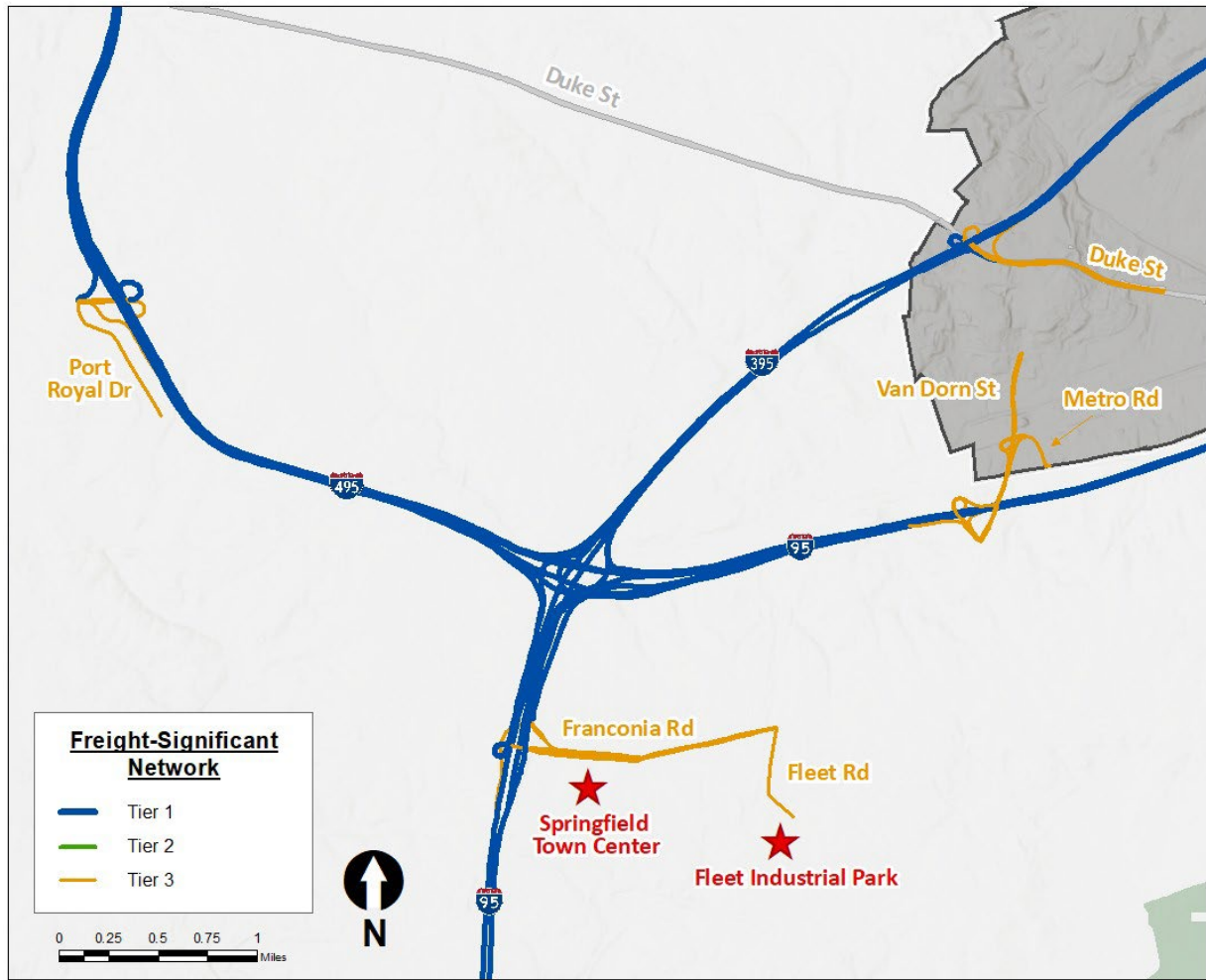


Figure 48: Fairfax County Detail C



Figure 49: Regional Freight-Significant Network - Prince William County Area

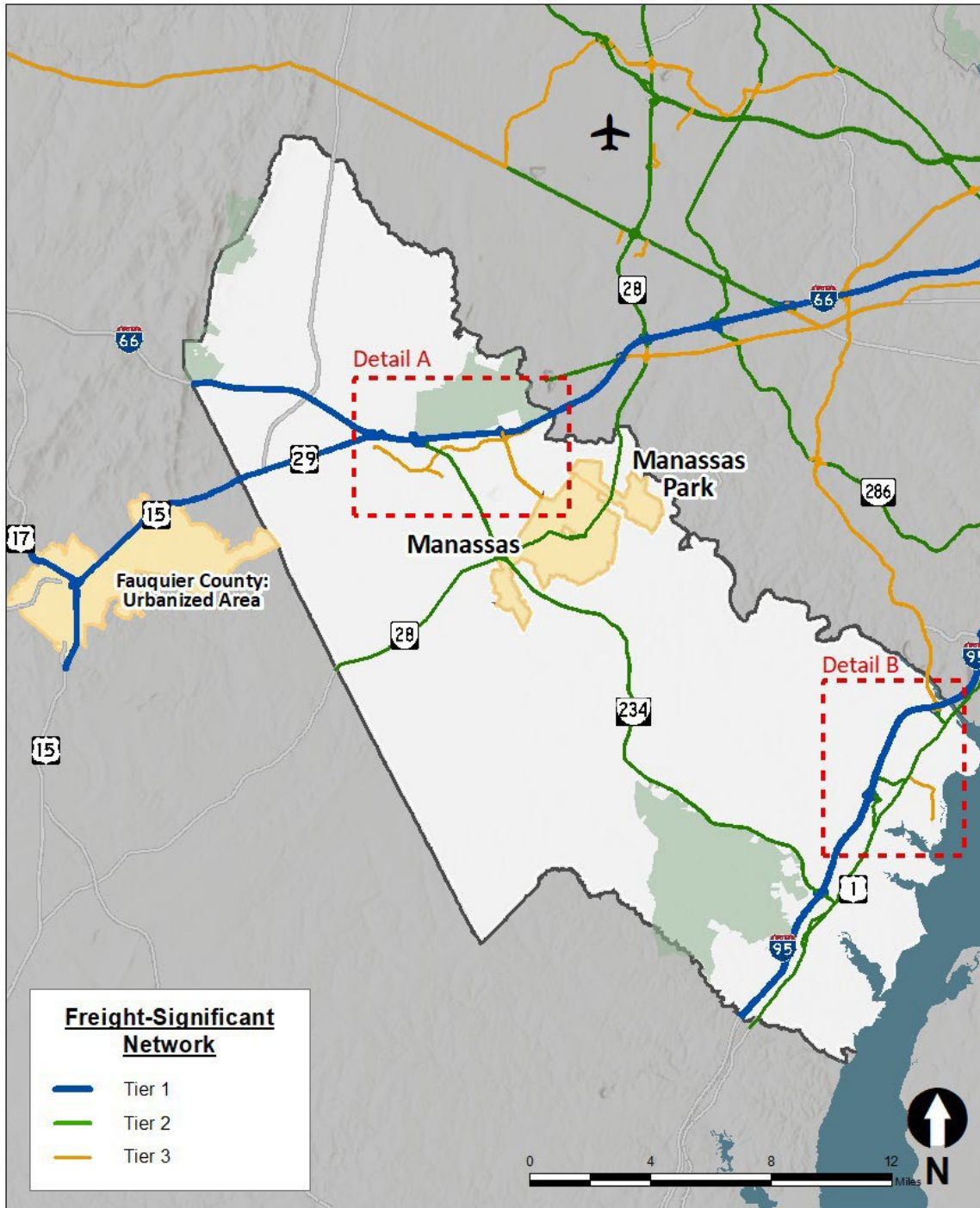


Figure 50: Prince William County Detail A

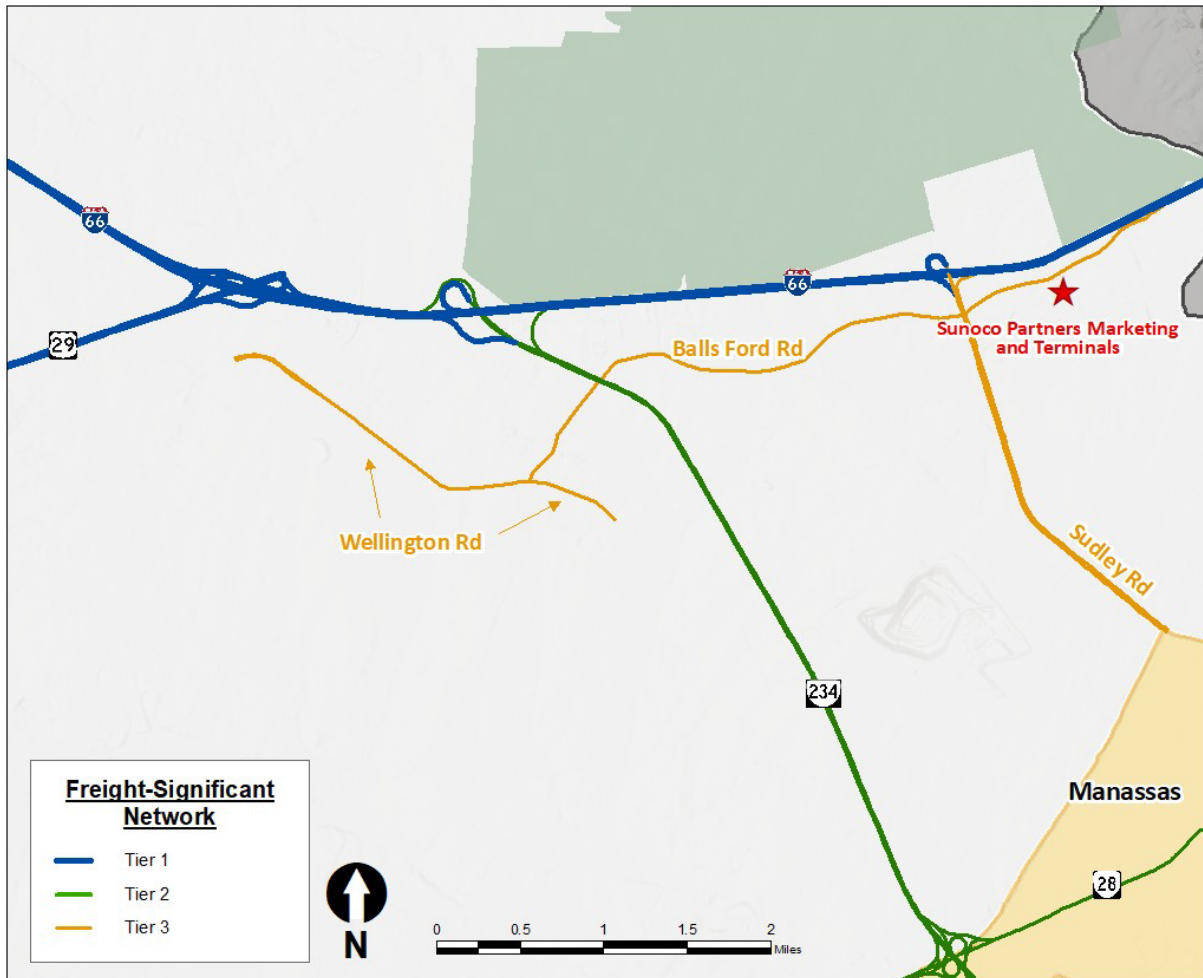


Figure 51: Prince William County Detail B

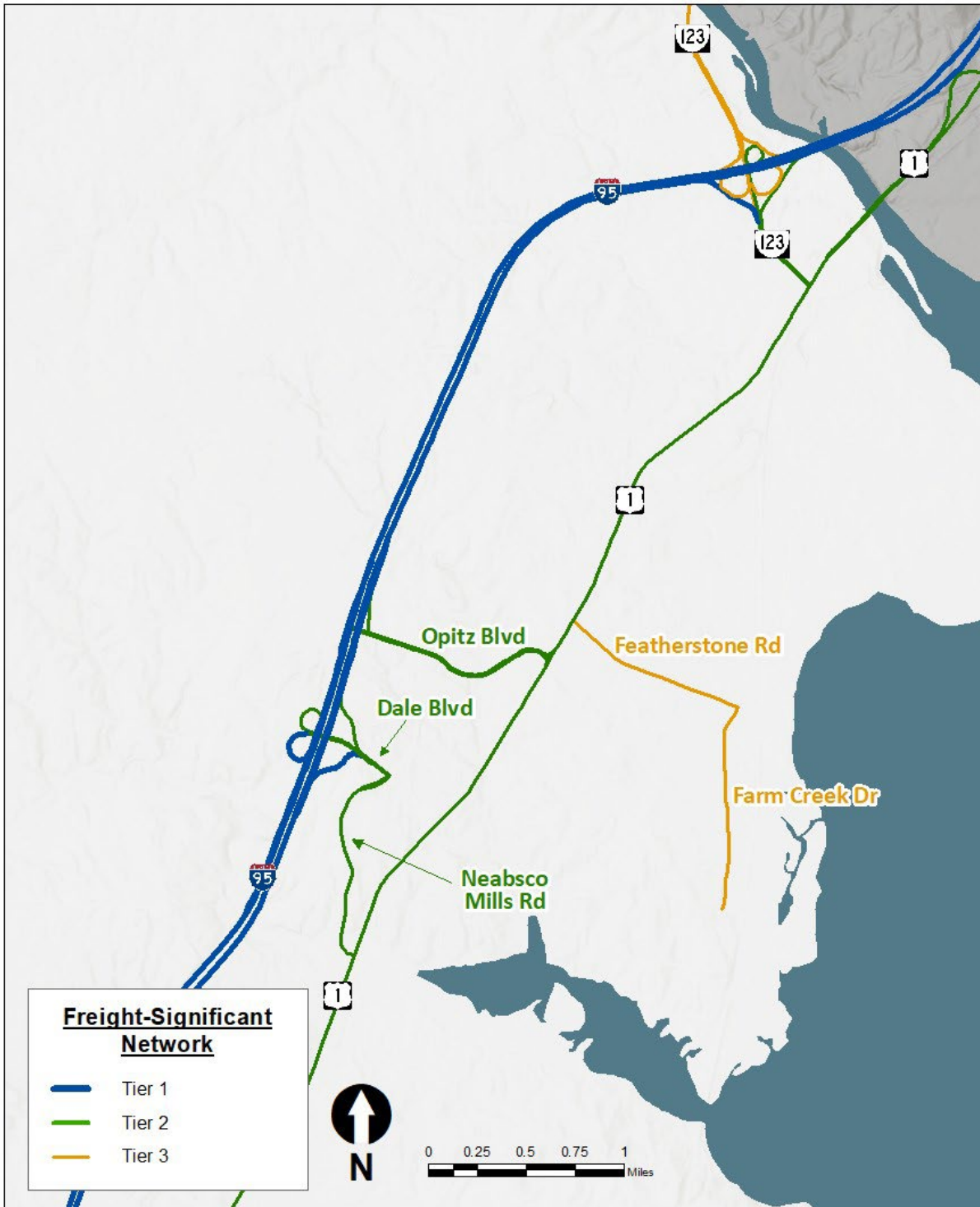


Figure 52: Regional Freight-Significant Network - Arlington County

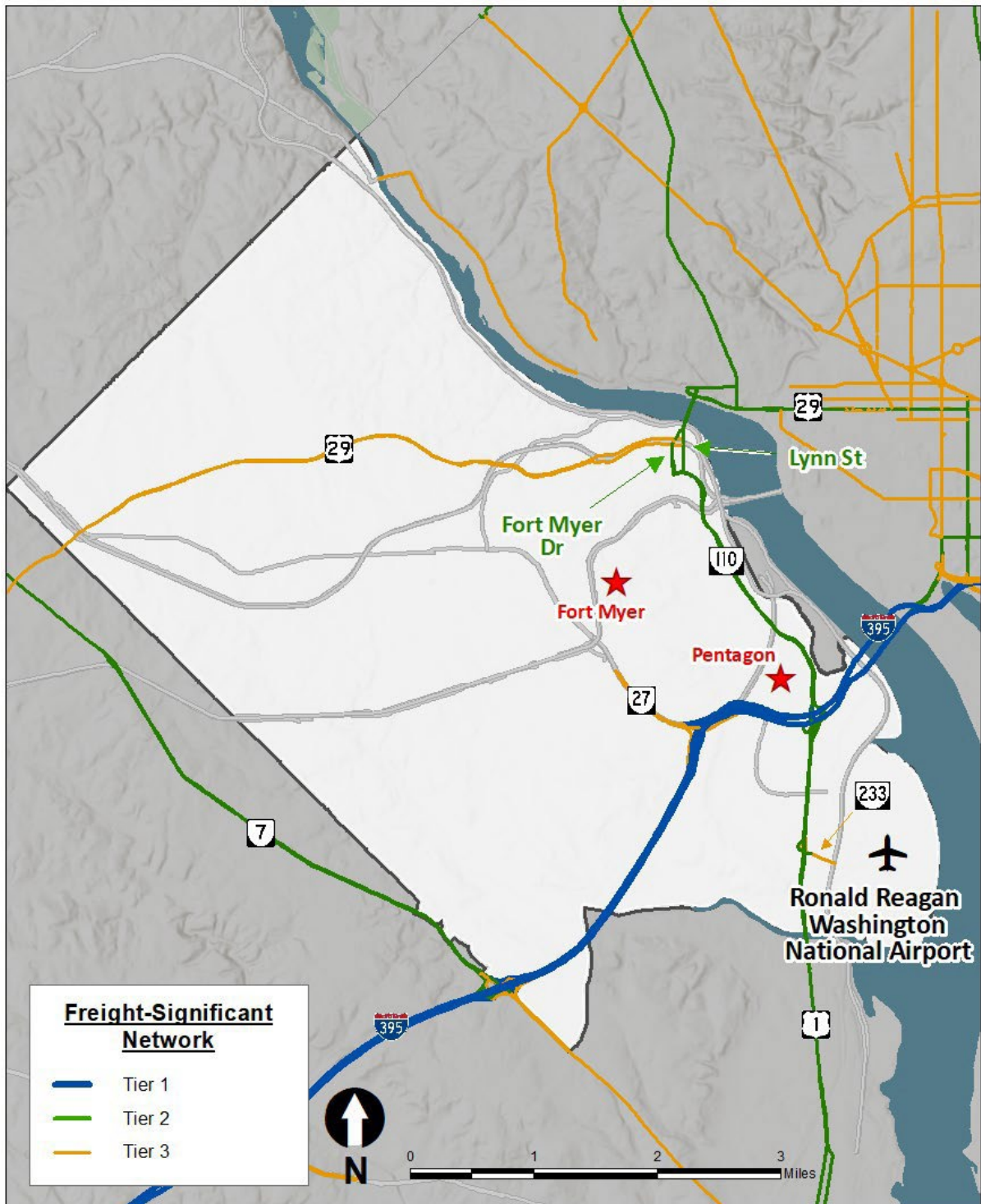
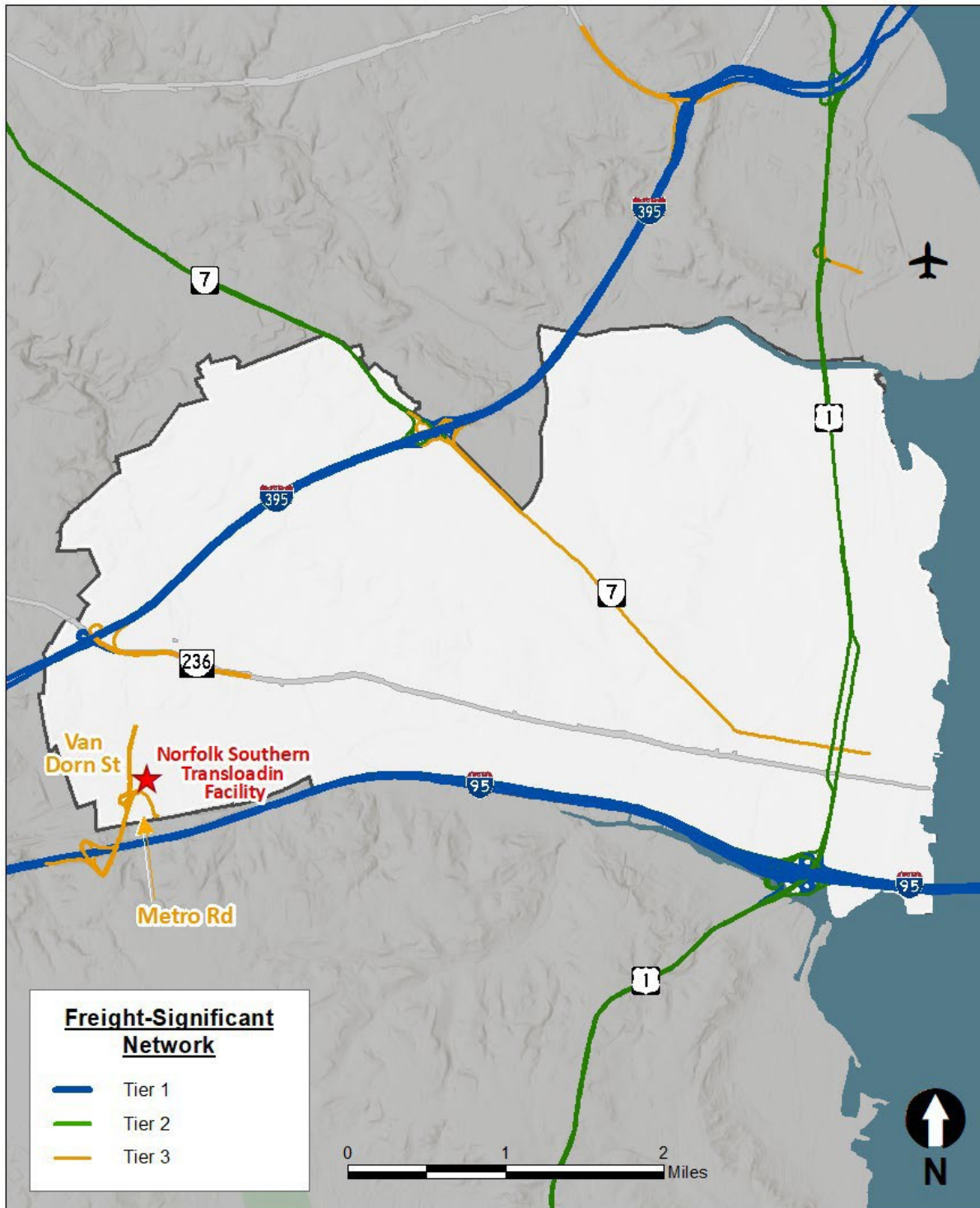


Figure 53: Regional Freight-Significant Network - City of Alexandria



APPENDIX C: FREIGHT ANALYSIS FRAMEWORK

This appendix contains technical information and supplementary materials for the National Capital Region Freight Plan. Relevant sections of the main body of the Freight Plan are referenced directly under each major topic area of this appendix.

C.1 Freight Analysis Framework

This section provides additional detail on the commodity codes and geographic regions used within the Freight Analysis Framework (FAF). It is related to chapter 3 within the main body of the Plan.

C.1.1 FAF COMMODITY TYPES

The FAF dataset defines freight commodities according to the Standard Classification of Transported Goods⁴² (SCTG) coding system. To provide concise commodity descriptions in the many tables and figures within this report, the FAF commodity descriptions have been shortened as shown in Table 37 below. Definitions of commodity descriptions have also been included for commodities with vague descriptions and can be found in Table 38. Definition of FAF Commodities. Additional detailed information about the specific types of goods included within each of the FAF commodities is available from the United States Census Bureau.

Table 37: FAF Commodity Descriptions

SCTG Code	FAF Commodity Description	Commodity Description Used in this Report
1	Animals and Fish (live)	Animals and fish (live)
2	Cereal Grains (includes seed)	Cereal grains
3	Agricultural Products (excludes Animal Feed, Cereal Grains, and Forage Products)	Other agricultural products
4	Animal feed, Eggs, Honey, and Other Products of Animal Origin	Animal feed, eggs, honey & other animal products
5	Meat, Poultry, Fish, Seafood, and Their Preparations	Meat, poultry, fish, seafood
6	Milled Grain Products and preparations, and Bakery Products	Milled grain & bakery products
7	Other Prepared Foodstuffs, Fats and Oils	Other prepared foodstuffs
8	Alcoholic Beverages and Denatured Alcohol	Alcoholic beverages
9	Tobacco Products	Tobacco products
10	Monumental or Building Stone	Monumental or building stone
11	Natural Sands	Natural sands
12	Gravel and Crushed Stone (excludes Dolomite and Slate)	Gravel and crushed stone

⁴² The SCGT coding system was developed by agencies of the United States and Canadian governments to address statistical needs in regard to products transported.

13	Other Non-Metallic Minerals not elsewhere classified	Other non-metallic minerals
14	Metallic Ores and Concentrates	Metallic ores & concentrates
15	Coal	Coal
16	Crude Petroleum	Crude petroleum
17	Gasoline, Aviation Turbine Fuel, and Ethanol (includes Kerosene, and Fuel Alcohols)	Gasoline, aviation fuel, ethanol
18	Fuel Oils (includes Diesel, Bunker C, and Biodiesel)	Fuel oils
19	Other Coal and Petroleum Products, not elsewhere classified	Other petroleum products
20	Basic Chemicals	Basic chemicals
21	Pharmaceutical Products	Pharmaceutical products
22	Fertilizers	Fertilizers
23	Other Chemical Products and Preparations	Other chemical products
24	Plastics and Rubber	Plastics & rubber
25	Logs and Other Wood in the Rough	Logs & wood in the rough
26	Wood Products	Wood products
27	Pulp, Newsprint, Paper, and Paperboard	Pulp/newsprint/paper/paperboard
28	Paper or Paperboard Articles	Paper & paperboard articles
29	Printed products	Printed products
30	Textiles, Leather, and Articles of Textiles or Leather	Textiles, leather, & their articles
31	Non-Metallic Mineral Products	Non-metallic mineral products
32	Base Metal in Primary or Semi-Finished Forms and in Finished Basic Shapes	Base metal
33	Articles of Base Metal	Articles of base metal
34	Machinery	Machinery
35	Electronic and Other Electrical Equipment and Components, and Office Equipment	Electronic and electrical equipment
36	Motorized and Other Vehicles (includes parts)	Motorized and other vehicles
37	Transportation Equipment, not elsewhere classified	Transportation equipment
38	Precision Instruments and Apparatus	Precision instruments and apparatus
39	Furniture, Mattresses and Mattress Supports, Lamps, and Illuminated Signs	Furniture, mattresses, lamps, signs
40	Miscellaneous Manufactured Products	Miscellaneous manufactured products
41	Waste and Scrap (excludes agriculture or food)	Waste and scrap
43	Mixed Freight	Mixed freight
99	Commodity Unknown	Unknown

Source: United States Census Bureau 2017 Commodity Flow Survey Standard Classification of Transported Goods (SCTG)

Table 38. Definition of FAF Commodities

SCTG Code	FAF Commodity Description	Definition of the FAF Commodity
7	Other Prepared Foodstuffs, Fats and Oils	Dairy products (excludes beverages and preparations of milk); Processed or prepared vegetable, fruit, or nuts (excludes dried or milled, and juices); Coffee, tea, and spices (excludes unprocessed coffee and unfermented tea); Animal or vegetable fats and oils and their cleavage products, prepared edible fats, animal or vegetable waves, and flours and meals of oil seeds; Sugars confectionery in solid form, sugar syrups not containing added flavoring or coloring matter, and cocoa and cocoa preparation; Confectionery, cocoa, and cocoa preparation; Other edible preparations not elsewhere classified and vinegar; Non-alcoholic beverages not elsewhere classified, and ice
13	Other Non-Metallic Minerals not elsewhere classified	Table salt; Other salt; Natural calcium phosphates; Dolomite; Sulfur; Kalinic clays; Other clays; Pumice stone; Gypsum and anhydrite; Asbestos; Leucite; Other non-metallic minerals.
19	Other Coal and Petroleum Products, not elsewhere classified	Lubricating oils and greases; Other refined petroleum oils and oils obtained from bituminous minerals; Gaseous hydrocarbons such as liquefied natural gas, propane liquefied, other liquefied gaseous hydrocarbons.
23	Other Chemical Products and Preparations	Paints and varnishes; Vegetable tanning extracts or coloring matter; Inks; Essential oils, resinoids, and mixtures of odoriferous substances used as raw materials; Perfumery, cosmetic, or toilet preparations; Soap, organic surface-active agents, cleaning preparations, polishes and creams, and scouring preparations; Photographic or cinematographic film, plates, paper, paperboard, or textiles; Insecticides, rodenticides, fungicides, herbicides, anti-

		<p>sprouting products, plant-growth regulators, disinfectants, and similar products; Glues and prepared glues Prepared explosives, pyrotechnic products; Activated carbon, activated natural mineral products, and animal black; Anti-knock preparations, oxidation or gum inhibitors, viscosity improvers, anti-corrosive preparations, and other prepared additives for mineral oils such as gasoline; hydraulic brake and transmission fluids containing none or less than 70 percent by weight of petroleum or bituminous oils; anti-freezing preparations; and prepared de-icing fluids; Industrial monocarboxylic fatty acids and acid oils from refining Water-treatment preparations; Other chemical products and preparations not elsewhere classified</p>
40	Miscellaneous Manufactured Products	<p>Arms and ammunition; Toys and sporting equipment; Clocks and watches; Prefabricated buildings; Precious metal forms and shapes; Writing or drawing instruments and inked ribbons and pads; Pearls, precious or semi-precious stones; Costume jewelry; Musical instruments; Brooms, brushes, mechanical floor-sweepers, mops, feather dusters and paint pads or rollers; Sewing and knitting needles; Works of art, collections, and antiques; Other miscellaneous manufactured products, not elsewhere classified</p>
43	Mixed Freight	<p>Items (includes food) for grocery and convenience stores; Supplies and food for restaurants and fast food chains; Hardware or plumbing supplies; Office supplies; Miscellaneous</p>

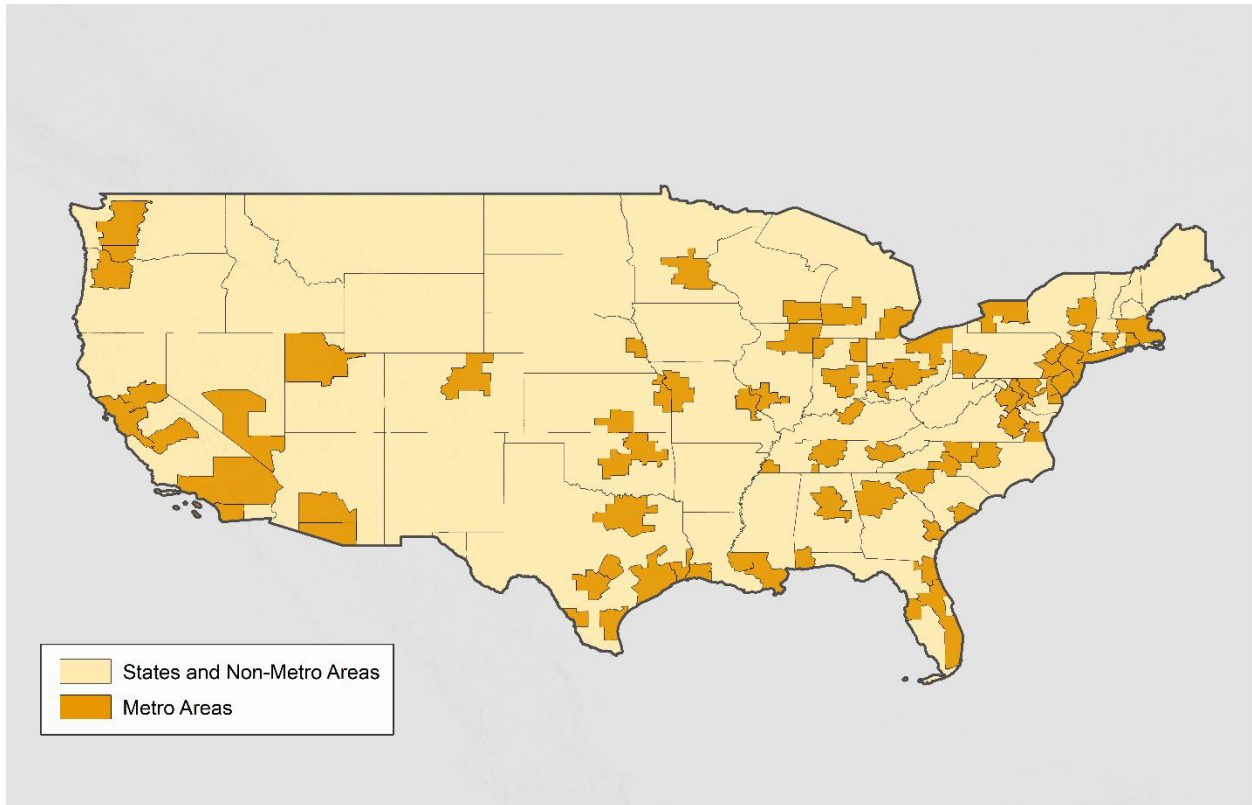
Source: United States Census Bureau 2017 Commodity Flow Survey Standard Classification of Transported Goods (SCTG)

C.1.2 FAF GEOGRAPHIES

The FAF dataset is organized into 123 domestic FAF regions (see Figure 53). Each of these FAF regions falls into one of the following categories:

- Census defined Consolidated Statistical Region (CMA)
- Census defined Metropolitan Statistical Area (MSA)
- The rest of a state (everything in a state that is not included in a CMA or MSA)
- An entire state (if that state does not include a CMA or MSA)

Figure 54: FAF Regions



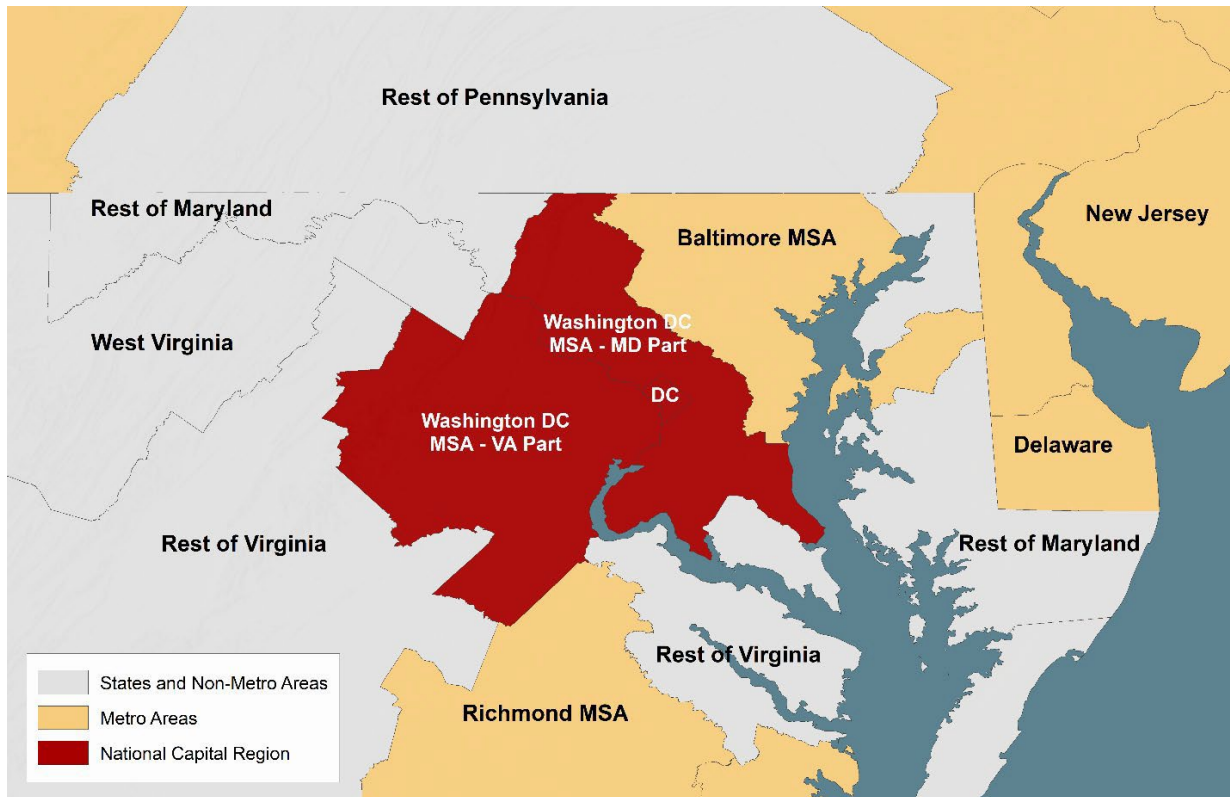
Source: Federal Highway Administration Freight Analysis Framework and Metropolitan Washington Council of Governments

For purposes of FAF analysis, the National Capital Region is an amalgamation of three FAF regions (see Figure 54):

- Washington, DC MSA – District of Columbia part
- Washington, DC MSA – Maryland part
- Washington, DC MSA – Virginia part

While the geography of these combined FAF regions does not precisely match the boundaries of the National Capital Region’s planning area, it is sufficiently proximate to provide useful information.

Figure 55: FAF Regions Comprising the National Capital Region



Source: Federal Highway Administration Freight Analysis Framework and Metropolitan Washington Council of Governments

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Endnotes

-
- ^a <https://www.mwcog.org/documents/2022/06/15/visualize-2045-a-long-range-transportation-plan-for-the-national-capital-region-featured-publications-tpb-visualize-2045/>
- ^b <https://parkdc-dcgis.hub.arcgis.com/documents/DCGIS::parkdc-executive-summary-final-20190109/explore>
- ^c <https://ddot.dc.gov/release/ddot-curbflow-research-project-finds-high-demand-pickup-dropoff-zones>
- ^d <https://www.fhwa.dot.gov/fastact/>
- ^e https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/DC%20SRP%20FinalReport.pdf
- ^f <https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/DistrictFreightPlan2020Addendum.pdf>
- ^g <https://movedc-dcgis.hub.arcgis.com/>
- ^h <https://planning.dc.gov/comprehensive-plan>
- ⁱ <https://mdot.maryland.gov/OPCP/MDOTTruckParkingStudyWeb.pdf>
- ^j https://www.mdot.maryland.gov/OPCP/MDOT_State_Freight_Complete_2022_12_06.pdf
- ^k https://www.mdot.maryland.gov/OPCP/Maryland_State_Rail_Plan_FINAL_Approved_November_2022.pdf
- ^l <https://www.drpt.virginia.gov/studies-and-reports/2017-virginia-statewide-rail-plan/>
- ^m <https://www.vtrans.org/resources/VTrans2040-Freight-Element.pdf>
- ⁿ https://vtrans.org/resources/2022_VTrans_Freight_Plans_01_13_2022.pdf
- ^o <https://storymaps.arcgis.com/collections/f83c1618157b45388bc794dde93d0f81>
- ^p https://vtrans.org/resources/VDOT_2022_Truck_Parking_Study.pdf
- ^q https://www.virginiadot.org/projects/resources/virginiatruckparkingstudy_finalreport_july2015.pdf
- ^r <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=80>
- ^s https://www.virginiadot.org/projects/resources/virginiatruckparkingstudy_finalreport_july2015.pdf
- ^t <https://www.mdot.maryland.gov/OPCP/MDOTTruckParkingStudyWeb.pdf>
- ^u <https://www.mwaa.com/financial-statistics/reagan-air-traffic-statistics/2023-reagan-air-traffic-statistics>.
- ^v <https://www.novaregion.org/1141/Commuter-Ferry-Service>.
- ^w Through share analysis performed by TPB in-house consultant staff in May 2023, based on 2020 FAF data.
- ^x Measured in year 2000 dollars. See the U.S. Bureau of Transportation web site: http://www.rita.dot.gov/bts/programs/freight_transportation/html/freight_and_growth.html accessed June 6, 2015.
- ^y https://ops.fhwa.dot.gov/freight/intermodal/freight_tech_story/freight_tech_story.htm
- ^z EPA Smartway. “Improve you Performance”: <https://www.epa.gov/smartway/smartway-logistics-company-partner-tools-and-resources#improve>
- ^{aa} <https://vapassengerrailauthority.org/transformingrail/>
- ^{bb} <https://vapassengerrailauthority.org/>
- ^{cc} <https://rosap.ntl.bts.gov/view/dot/65990>
- ^{dd} 2022 State of the Port: <https://www.flipsnack.com/portofvirginia/2022-state-of-the-port-presentation/full-view.html>
- ^{ee} Visualize 2045: A Long Range Transportation Plan for the National Capital Region. [Viz2045-rp-Final-Report- Approved-20220615.pdf](https://www.mwcog.org/documents/2022/06/15/r18-2022-resolution-on-the-adoption-of-on-road-transportation-ghg-reduction-goals-and-strategies/)
- ^{ff} 2017/18 Regional Travel Survey; [mwcog.org/transportation/data-and-tools/household-travel-survey/](https://www.mwcog.org/transportation/data-and-tools/household-travel-survey/)
- ^{gg} 2017/18 Regional Travel Survey; [mwcog.org/transportation/data-and-tools/household-travel-survey/](https://www.mwcog.org/transportation/data-and-tools/household-travel-survey/)
- ^{hh} ATRI Top 100 Truck Bottlenecks: <https://truckingresearch.org/2023/02/07/top-100-truck-bottlenecks-2023/>
- ⁱⁱ https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/all_corridors/
- ^{jj} <https://www.mwcog.org/documents/2022/06/15/r18-2022-resolution-on-the-adoption-of-on-road-transportation-ghg-reduction-goals-and-strategies/>
- ^{kk} https://www.mwcog.org/assets/1/6/EEA_2022_web.pdf
- ^{ll} https://ops.fhwa.dot.gov/publications/fhwahop12006/sec_2.htm
- ^{mmm} <https://scag.ca.gov/socal-goods-movement-communities-opportunities-assessment>
- ⁿⁿ Though Visualize 2045 indicated a completion date of 2022 for this project, as of this writing the project has not been constructed.
- ^{oo} The Mega Grant Program | US Department of Transportation, <https://www.transportation.gov/grants/mega-grant-program>
- ^{pp} The INFRA Grant Program | US Department of Transportation, <https://www.transportation.gov/grants/infra-grant-program>

ITEM 8 – Information

September 20, 2023

New Federal Funding Programs for Carbon Reduction

Background:

The Bipartisan Infrastructure Law and the Inflation Reduction Act have made unprecedented amounts of federal funding available to reduce greenhouse gas emissions. Ms. Morrow will provide an overview of a few of those funding programs that have the potential to reduce greenhouse gas emissions from the on-road transportation sector.



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Overview of new federal funding programs for reducing greenhouse gas emissions from the on-road transportation sector
DATE: September 14, 2023

The Inflation Reduction Act (IRA) and Bipartisan Infrastructure Law (BIL), both signed into law by President Biden in 2022, provide unprecedented amounts of new federal funding dedicated to shifting the United States away from fossil fuel use and reducing greenhouse gas emissions. The purpose of this memo is to provide the TPB with an overview of a few of those funding programs that have the potential to reduce greenhouse gas emissions from the on-road transportation sector. For each of the programs, the TPB's role is noted as well as any briefings the TPB or its committees have received or are scheduled to receive.

The federal programs discussed in this memo are:

- Carbon Reduction Program (CRP)
- Climate Pollution Reduction Grant (CPRG) Program
- Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program)
- National Electric Vehicle Infrastructure (NEVI) Formula Program
- Low or No Emission (Low-No) Vehicle Program

The TPB has made climate change mitigation a priority in its planning process. In June 2022, the TPB adopted goals (50% below 2005 levels by 2030 and 80% below 2005 levels by 2050) and priority strategies for reducing greenhouse gas emissions specific to the region's on-road transportation sector. The funding allocated to the region could help the region implement these priority strategies:

- Improve walk/bike access to all TPB identified high-capacity transit stations.
- Increase walk/bike modes of travel - Complete the TPB's National Capital Trail Network by 2030.
- Convert private and public sector light, medium and heavy-duty vehicles, and public transit buses to clean fuels, by 2030.
- Deploy a region-wide robust electric vehicle charging network (or refueling stations for alternate fuels).
- Add additional housing units near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers.
- Reduce travel times on all public transportation bus services.
- Implement transportation system management & operations (TSMO) improvement measures at all eligible locations by 2030.

CARBON REDUCTION PROGRAM (CRP)

The Carbon Reduction Program (CRP) was established by the Bipartisan Infrastructure Law. The CRP **provides funds for projects** designed to reduce carbon dioxide emissions from on-road transportation and **requires states to develop a Carbon Reduction Strategy** (CRS). Both program components require states to work with applicable Metropolitan Planning Organizations (MPOs). The Federal Highway Administration (FHWA) has developed a Carbon Reduction Program [fact sheet](#) and [Carbon Reduction Program Implementation Guidance](#).

Carbon Reduction Program Funding

The Carbon Reduction Program provides a total of **\$6.4 billion in formula funding nationally for FY 2022 through FY 2026**. Sixty-five percent of each state's apportionment is to be obligated to areas based on the proportion of the state's population residing in that area (federally prescribed)¹ and the remaining 35% of the apportionment can be spent anywhere in the state. The BIL "requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)] States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas. [23 U.S.C. 175(e)(3)]"

CRP funding allocations for the metropolitan Washington area for FY 2022 and FY 2023 are:

	FY 2022	FY 2023
District of Columbia	\$3,206,817	\$3,270,954
Maryland	\$3,571,327	\$3,642,754
Virginia	\$5,786,618	\$5,902,350
Total - Metropolitan Washington	\$12,564,762	\$12,816,058

CRP funds are available for obligation for a period of three years after the last day of the fiscal year for which the funds are authorized. The funds **can be used on a wide array of eligible projects to reduce carbon dioxide emissions** as detailed on page two of the CRP fact sheet.

Carbon Reduction Strategy

The Carbon Reduction Program requires states to **develop a Carbon Reduction Strategy by November 15, 2023, in consultation with any MPO** designated within the State (23 U.S.C. 175(d)(1)). Federal guidance notes that "the State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The Carbon Reduction Strategy must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)), and **States and MPOs are encouraged to obligate CRP funding for projects that support implementation of the State's Carbon Reduction Strategy.**"

The Carbon Reduction Strategy plan should **identify projects and strategies to reduce transportation**

¹ Urbanized areas: (a) with population greater than 200,000; (b) population between 50,000 and 200,000; (c) population 5,000 to 499,999 and (d) population less than 5,000.

emissions, which could include those that:

- Encourage the use of alternatives to single-occupant vehicle (SOV) trips (including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips)
- Facilitate the use of vehicles or modes with a lower per person-mile of travel emissions rate
- Utilize practices in the construction of transportation assets that result in lower emissions

Federal guidance also notes that “States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by **integrating them into ... the MPO’s Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the Long-Range Statewide Transportation Plan (LRSTP) and MTP.**”

TPB ROLE

The TPB Technical Committee received a briefing about the CRP in April 2023.

As part of the TPB’s consultation role on the state Carbon Reduction Strategies, the state DOTs are scheduled to present their draft Carbon Reduction Strategies to the TPB Technical Committee and the TPB in October 2023.

As part of the TPB’s coordination role with the states to select the projects for CRP funding, TPB staff are participating in meetings with state DOT staff to discuss the coordination process and the TPB will be briefed about the process as it is developed. Projects funded through the CRP must be identified in the Transportation Improvement Program (TIP).

CLIMATE POLLUTION REDUCTION GRANTS (CPRG) PROGRAM

The [Climate Pollution Reduction Grants \(CPRG\)](#) program, established by the Inflation Reduction Act, provides funding to states, regions, and local governments for greenhouse gas emissions reduction and air pollution projects. The program consists of **two stages: non-competitive planning grants totaling \$250 million and competitive implementation grants totaling \$4.6 billion**. The CPRG program extends across sectors including industry, electricity generation, transportation, commercial and residential buildings, agriculture/natural and working lands, and waste and materials management.

The U.S. Environmental Protection Agency (EPA) has developed numerous resources for the CPRG program, including a [website](#), [program guidance](#) and [training webinars](#).

PHASE I: Planning Grants

COG, through funding allocated to the District of Columbia, is set to receive \$1 million to coordinate planning efforts for the broader Metropolitan Statistical Area (MSA), which will include jurisdictions outside of COG region that wish to participate.² Work on the project is expected to kick-off in fall 2023. The project will **develop a Priority Climate Action Plan (PCAP) and a Comprehensive Climate Action Plan (CCAP) for the MSA**. The components of these two plans are delineated below.

Priority Climate Action Plan (PCAP), due March 1, 2024

- Simplified GHG inventory
- Quantified GHG reduction measures
- Low-income and disadvantaged communities' benefits analysis
- Review of authority to implement

Comprehensive Climate Action Plan (CCAP), due summer-fall 2025

- Comprehensive GHG inventory
- GHG emissions projections (2030-2035 and 2050)
- GHG reduction target setting (GHG reduction targets will be consistent with the United States' formal commitments to reduce emissions 50-52% relative to 2005 levels by 2030 and to reach net-zero emissions by 2050)
- Quantified GHG reduction measures
- Benefit analysis of co-pollutants
- Low-income and disadvantaged communities benefits analysis
- Review of authority to implement
- Plan to leverage other federal funding
- Workforce planning analysis

² Local jurisdictions in the MSA that are outside the COG region that will be invited to participate in COG's CPRG work are: City of Fredericksburg, VA, Clarke County, VA, Culpeper County, VA, Fauquier County, VA, Rappahannock County, VA, Spotsylvania County, VA, Stafford County, VA, Warren County, VA, Jefferson County, WV.

PHASE II: Implementation Grants

The CPRG Phase II implementation grants will be awarded through a competitive process to entities covered by plans developed with planning grants. EPA expects to announce the notice of funding in September 2023, with applications due in April 2024. Implementation grants will be awarded through a competitive process to implement measures contained in plans developed with planning grants. Entities included in, or covered by, such plans will be eligible to apply for implementation funding.

TPB ROLE

The TPB Technical Committee and TPB will receive a briefing on the CPRG program at the September 2023 meetings.

The work for the MSA funded by the CPRG planning grant has not officially started yet. The work will be led by COG and supported by staff in the Department of Environmental Planning (DEP) as the work for the CPRG program will cover all sectors. TPB staff will coordinate with DEP staff on tasks related to on-road transportation. State DOTs and TPB member jurisdictions will be part of the study team. The TPB's role will be defined as the project develops.

CHARGING AND FUELING INFRASTRUCTURE DISCRETIONARY GRANT PROGRAM (CFI PROGRAM)

The [Charging and Fueling Infrastructure Discretionary Grant](#) Program (CFI Program) was established by the Bipartisan Infrastructure Law “to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs)...This program provides **two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program)**. The Bipartisan Infrastructure Law provides **\$2.5 billion over five years for this program.**”

A [Notice of Funding Opportunity](#) (NOFO) was released on March 14, 2023. Applications were due on June 13, 2023. The NOFO made “**\$700 million from Fiscal Years 2022 and 2023** funding available to strategically deploy electric vehicle (EV) charging infrastructure and other fueling infrastructure projects in urban and rural communities in publicly accessible locations, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities.”

In response to the NOFO, COG submitted a [Request for Funding on behalf of seven jurisdictions](#)³ for 48 proposed locations across metropolitan Washington, 30 (63 percent) of which are located in or near disadvantaged communities (14 or 29% are within disadvantaged communities and 16 or 33% are nearby and can serve these communities). The application also noted that “all proposed projects will follow... the National Capital Region Transportation Planning Board (TPB) safety policies, programs, and guidance.” The proposed projects would be publicly accessible and located at existing local government facilities. The work on the Request for Funding was coordinated through COG’s [Regional Electric Vehicle Deployment \(REVD\) Working Group](#). Additional proposals supporting EV charging infrastructure deployment in the region were submitted by the [District of Columbia](#), City of Alexandria, [Prince William County](#), [Montgomery County](#), and the Maryland Clean Energy Center.

TPB ROLE

To assist states and local jurisdictions with EV infrastructure planning and applications for future funding opportunities from federal programs such as the CFI Program, TPB staff have commissioned the development of a Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy. The plan document will be developed, with the assistance of COG staff, by the TPB’s on-call consultant, ICF, and funded through the TPB’s Unified Planning Work Program’s (UPWP) Technical Assistance Program.

The REVII Strategy is being designed to support state and local governments as they prioritize locations for publicly accessible EV infrastructure deployment. The strategy will provide electric vehicle projections for three forecast scenarios and recommend priority sites for EV infrastructure by county. The REVII plan will address equity considerations of the site recommendations.

COG’s REVD Working Group will be the primary group overseeing the development of the REVII Strategy. The TPB Technical Committee will be briefed on the REVII Strategy project in September 2023. The TPB Technical Committee will receive a presentation on the draft results in January

³ City of Alexandria, City of Fairfax, City of Manassas, Arlington County, Fairfax County, Frederick County, and Prince George’s County

2024, and both the TPB Technical Committee and the TPB will receive presentations on the final REVII Strategy in spring 2024. EV infrastructure projects for potential incorporation into the TIP may be informed by the REVII Strategy.

TPB staff expect that COG will again lead the development of any future region-wide EV infrastructure funding proposal through the REVD Working Group. The TPB will continue to support applications by agencies in the region through support letters and will make amendments to the Transportation Improvement Program (TIP) to include any CFI Program funding that may be awarded. Another round of CFI Program funding is expected to be announced in early 2024.

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) FORMULA PROGRAM

The [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) was established by the Bipartisan Infrastructure Law and provides \$5 billion in funding from FY 2022 through FY 2026 for “states to strategically deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.” The Federal Highway Administration has developed resources for the NEVI Formula Program including [Program Guidance](#), [Frequently Asked Questions](#), and [Infrastructure Standards and Guidance](#).

The NEVI Formula Program funding allocations for the District of Columbia, Maryland, and Virginia for FY 2022 and FY 2023 are:

	FY 2022	FY 2023
District of Columbia	\$ 2,468,807	\$ 3,552,641
Maryland	\$ 9,298,080	\$ 13,380,042
Virginia	\$ 15,745,244	\$ 22,657,583

Each state, including the District of Columbia and Puerto Rico, is **required to develop a statewide plan**. The initial plans were due on August 1, 2022, and all **plans were approved by FHWA by September 27, 2022**. The initial plan was to focus on locations along designated FHWA Alternative Fuel Corridors (AFCs). If a state determined that all AFCs in the state had been fully developed, then the state could propose alternative public locations and roads for EV charging station installation.

The approved Fiscal Year 2022 plans are available on the FHWA website:

[District of Columbia](#)

[Maryland](#)

[Virginia](#)

States are required to update their plans annually. The first plan update was due on August 1, 2023.

TPB ROLE

The NEVI Program Guidance states that **States should consult with MPOs**. The TPB Technical Committee received a briefing on all three state NEVI plans in [October 2022](#). The TPB’s Freight Subcommittee received briefings on the state NEVI plans in [March 2023](#) (DC) and [April 2023](#) (Maryland and Virginia).

LOW OR NO EMISSION (LOW-NO) VEHICLE PROGRAM

The Federal Transit Administration’s [Low or No Emission \(Low-No\) Vehicle Program](#) “supports transit agencies in purchasing or leasing low- or no-emission buses and other transit vehicles that use technologies such as battery electric and fuel-cell power to provide cleaner, more efficient transit service in communities across the country” The Low-No Vehicle Program is not a new program, but the Bipartisan Infrastructure Law increased the amount of funding available for this competitive grant program from **\$84 Million in FY 2019 to \$1.22 Billion in FY 2023**.

The [FY 2023 round of grants](#) included four awards in the TPB region: WMATA (\$104 million), University of Maryland (\$40 million), City of Alexandria (\$24 million), and Loudoun County (\$14 million).

TPB ROLE

The TPB continues to support applications by agencies in the region through support letters and makes amendments to the Transportation Improvement Program (TIP) to ensure the receipt of federal funding.

ITEM 9 – Information

September 20, 2023

Climate Pollution Reduction Grant (CPRG) Program

Background:

The Board will be briefed on the new U.S. EPA Climate Pollution Reduction Planning (CPRG) grant for the Washington, DC/MD/VA/WV Metropolitan Statistical Area.



MEMORANDUM

TO: Transportation Planning Board
FROM: Jeff King, Director, Climate, Energy, and Air Programs
SUBJECT: Climate Pollution Reduction Grant Program
DATE: September 14, 2023

This month, COG will be sending letters to request appointments to Steering and Technical Committees for the development of Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical Area (MSA) climate plans as part of the U.S. Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) Program.

BACKGROUND

The CPRG program is providing grants to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas (GHG) emissions and other harmful air pollution. Section 60114 of the Inflation Reduction Act provides an investment of \$5 billion to support efforts by states, municipalities, air pollution control agencies, tribes, and groups thereof to develop and implement strong, local greenhouse gas reduction strategies. This two-phase grant program provides funding of \$250 million for noncompetitive planning grants, and \$4.6 billion for competitive implementation grants.

COG'S ROLE

COG has received a \$1 million CPRG planning grant, via the District Department of Energy and Environment's (DOEE) formula grant from the U.S. EPA to develop a MSA Priority Climate Action Plan (PCAP) by March 1, 2024 and a MSA Comprehensive Climate Action Plan (CCAP) by summer 2025. This will serve as an implementation plan to the Metropolitan Washington 2030 Climate and Energy Action Plan. This fall, local governments will be asked to submit projects to include in the plan. Measures and projects in the plan will be eligible for the CPRG competitive implementation grants. The grant requires significant stakeholder engagement, including with low-income disadvantaged communities (LIDAC).

The Notice of Funding Opportunity (NOFO) for the first round of CPRG implementation grants will be released as early as September 2023 and applications will be due in April 2024. Local governments can apply directly for the implementation grants. COG will also be eligible to apply as well as some additional project partners.

DRAFT NATIONAL CAPITAL REGION FREIGHT PLAN

As Revised

Andrew Meese
TPB Systems Performance Planning Program Director

Transportation Planning Board
September 20, 2023

Overview

- Staff presented the draft 2023 National Capital Region Freight Plan to the Transportation Planning Board at the July 19, 2023 meeting
 - This also began a comment period on the draft plan through August 21
 - Comments were raised both at the July 19 meeting as well as subsequently
 - Staff also took the opportunity to address typos and minor wording changes
- This presentation summarizes comments received and staff's proposed responses and/or associated changes to the draft Freight Plan
- The TPB is asked to consider approving the Freight Plan (as revised) today
 - Revised Freight Plan in packet
 - Other items in packet include a revised Executive Summary, explanatory memorandum, and resolution for consideration



Comments Raised During the July 19 TPB Meeting

- *Does the plan have safety information? Is fatality data for years more recent than 2020 available?* – data newer than 2020 is not available for this plan, but can be presented later when available; the plan includes truck and rail safety sections
- *Does the plan have environmental/greenhouse gas information* – plan refers to dedicated COG/TPB activities
- *Does the plan address labor practices and workforce issues? Does the plan address multiple freight deliveries in neighborhoods and potential efficiencies?* – consider for future plans and discuss at Freight Subcommittee
- *Does the plan include information on Transforming Rail in Virginia and the Virginia Passenger Rail Authority?* – information has been added
- *Why did the plan not include air cargo volume information for DCA?* – information has been added for Ronald Reagan Washington National Airport (DCA); <1% of the tonnage of BWI or Dulles



Raised During the Comment Period

- *Should the plan reflect possible changes to TPB membership following the 2020 Census? – the plan reflects TPB membership geography as of time of adoption; later plans will reflect membership geography at that time*
- *Can certain maps/graphics be enhanced? – not available now, will try to address in future publications*
- *Need to update an entry (Fairfax County Parkway) on the list of highway projects important to freight based (Freight Plan Section 7) because of a recent modification to the Transportation Improvement Program (TIP) – the change was made*



Resolution R3-2024

- Resolution R3-2024 is included in meeting materials for TPB consideration, noting:
 - The regional freight planning process support of the TPB Vision and Visualize 2045/2050
 - The role of the TPB Freight Subcommittee
 - Regional freight plan findings, recommendations, and policies, including on safety, hazardous materials, and state of good repair
 - The freight plan will be a resource for member agency planning
- Staff recommends TPB approval of R3-2024 to approve the new *National Capital Region Freight Plan*



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National Capital Region
Transportation Planning Board

NEW FEDERAL FUNDING PROGRAMS FOR CARBON REDUCTION

Erin Morrow
TPB Transportation Engineer

Transportation Planning Board
September 20, 2023



Purpose

- Provide overview of federal funding programs under the Inflation Reduction Act (IRA) and Bipartisan Infrastructure Law (BIL) that are dedicated to shifting the United States away from fossil fuel use and reducing greenhouse gas emissions and focus on the on-road transportation sector
- Discuss TPB Role and any planned committee or Board briefings

Federal Programs

Program	Legislation (Funding outlay)	Federal Agency
<u>Carbon Reduction Program (CRP)</u>	Bipartisan Infrastructure Law (\$6.4 billion total FY 22 – FY 26)	FHWA
<u>Climate Pollution Reduction Grant (CPRG) Program</u>	Inflation Reduction Act (\$250 million - Noncompetitive Planning grants; \$4.6 billion - Competitive Implementation grants)	EPA
<u>Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program)</u>	Bipartisan Infrastructure Law (\$2.5 billion total FY 22 – FY 26)	FHWA
<u>National Electric Vehicle Infrastructure (NEVI) Formula Program</u>	Bipartisan Infrastructure Law (\$5 billion total FY 22 – FY 26)	FHWA
<u>Low or No Emission (Low-No) Vehicle Program</u>	Bipartisan Infrastructure Law (\$1.1 billion FY 22; \$1.2 billion FY 23)	FTA

Carbon Reduction Program (CRP)

- Requires States to develop a Carbon Reduction Strategy (CRS) by November 15, 2023
 - Carbon Reduction Strategies “shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions”
 - States are required to consult with any MPO within the state
 - Carbon Reduction Strategies must be updated at least once every four years
 - Federal guidance notes that “States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into ... the MPO’s Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the Long-Range Statewide Transportation Plan (LRSTP) and MTP.”



Carbon Reduction Program (CRP)

- Provides funds to states for “projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources”
 - \$6.4 billion in formula funding nationally from FY 2022 through FY 2026
 - 65% percent of each state’s apportionment is to be obligated to areas based on the proportion of the state’s population residing in that area; 35% of the apportionment can be spent anywhere in the state

	FY 2022	FY 2023
District of Columbia	\$3,206,817	\$3,270,954
Maryland	\$3,571,327	\$3,642,754
Virginia	\$5,786,618	\$5,902,350
Metropolitan Washington Total	\$12,564,762	\$12,816,058



Carbon Reduction Program (CRP)

- The TPB Technical Committee received a briefing about the Carbon Reduction Program in April 2023.
- **As part of the TPB's consultation role on the state Carbon Reduction Strategies**, the state DOTs are scheduled to present their draft Carbon Reduction Strategies to the TPB Technical Committee and the TPB in October 2023.
- **As part of the TPB's coordination role with the states to select the projects for CRP funding**, TPB staff are participating in meetings with state DOT staff to discuss the coordination process and the TPB will be briefed about the process as it is developed. Projects funded through the CRP must be identified in the Transportation Improvement Program (TIP).



Climate Pollution Reduction Program (CPRG)

- The **Climate Pollution Reduction Grants (CPRG) program** will provide grants to states, regions, and local governments to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution.
- Section 60114 of the **Inflation Reduction Act** provides an investment of \$5 billion to support these efforts.
- This two-staged grant program provides funding of \$250 million for noncompetitive planning grants, and **\$4.6 billion for competitive implementation grants**.
- Non-competitive allocations include - States, District of Columbia, Puerto Rico: \$3 million; Metropolitan Statistical Areas (MSAs): \$1 million to 67 most populous (except COG).
- COG, via DC's allocation, is set to receive **\$1 million for Metropolitan Statistical Area (MSA) climate planning**, which includes communities from VA and WV.



Climate Pollution Reduction Program (CPRG)

- **Priority Climate Action Plan (PCAP)**, due March 1, 2024.
- **Comprehensive Climate Action Plan (CCAP)**, due summer-fall 2025.
- The TPB Technical Committee and TPB will receive a briefing on the CPRG program at the September 2023 meetings.
- COG's Climate Energy Air Program staff has initiated the PCAP effort that will include representatives from state and local governments, including transportation sector. The TPB's role will be defined as the project develops.
- TPB staff will coordinate with COG - DEP staff on tasks related to on-road transportation.



Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program)

- Established by the Bipartisan Infrastructure Law “to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs)”
- Provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program)
- \$2.5 billion over five years
- COG submitted a Request for Funding on behalf of seven jurisdictions for 48 proposed locations across metropolitan Washington, which was coordinated through the Regional Electric Vehicle Deployment (REVD) Working Group
- Additional proposals were submitted by the District of Columbia, City of Alexandria, Prince William County, Montgomery County, and the Maryland Clean Energy Center



Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program)

- COG submitted a Request for Funding on behalf of seven jurisdictions for 48 proposed locations across metropolitan Washington
 - 30 sites (63 percent) are located either in or near disadvantaged communities
 - All proposed projects will follow the TPB's safety policies, programs, and guidance
- Another Notice of Funding Availability is expected in early 2024
- TPB staff have commissioned the development of a Regional Electric Vehicle Infrastructure Implementation (REVI) Strategy
 - Funded through TPB's UPWP Technical Assistance Program
 - Developed by TPB's on-call consultant, ICF
 - Provide electric vehicle projections for three forecast scenarios and recommend priority sites for EV infrastructure by county
 - COG's Regional Electric Vehicle Deployment (REVD) Working Group will oversee the project
 - TPB Technical Committee will see draft results in January; Presentation of final strategy to TPB Tech and TPB in spring 2024



National Electric Vehicle Infrastructure (NEVI) Formula Program

- Bipartisan Infrastructure Law provides \$5 billion in funding from FY 2022 through FY 2026.
- “States to strategically deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.”
- Statewide funding for FY 2022 and FY 2023:

	FY 2022	FY 2023
District of Columbia	\$ 2,468,807	\$ 3,552,641
Maryland	\$ 9,298,080	\$ 13,380,042
Virginia	\$ 15,745,244	\$ 22,657,583

- Requires states to develop statewide plan, which will be updated annually. Initial plans were submitted in August 2022.
- States should consult with MPOs. TPB Technical Committee received briefing on state NEVI plans in October 2022. TPB’s Freight Subcommittee received briefings in March and April 2023.



Low or No Emission (Low-No) Vehicle Program

- Bipartisan Infrastructure Law increased the amount of funding available for this competitive grant program from \$84 Million in FY 2019 to \$1.22 Billion in FY 2023.
- FY 2023 round of grants included four awards in the TPB region: WMATA (\$104 million), University of Maryland (\$40 million), City of Alexandria (\$24 million), and Loudoun County (\$14 million).
- The TPB continues to support applications by agencies in the region through support letters and makes amendments to the Transportation Improvement Program (TIP) to ensure the receipt of federal funding.



Questions?

Program	Legislation (Funding outlay)	Federal Agency
<u>Carbon Reduction Program (CRP)</u>	Bipartisan Infrastructure Law (\$6.4 billion total FY 22 – FY 26)	FHWA
<u>Climate Pollution Reduction Grant (CPRG) Program</u>	Inflation Reduction Act (\$250 million - Noncompetitive Planning grants; \$4.6 billion - Competitive Implementation grants)	EPA
<u>Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program)</u>	Bipartisan Infrastructure Law (\$2.5 billion total FY 22 – FY 26)	FHWA
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National Capital Region
Transportation Planning Board

EPA CLIMATE POLLUTION REDUCTION GRANT PROGRAM

Planning and Implementation

Jeff King
Metropolitan Washington Council of Governments (MWCOG)

Transportation Planning Board
September 20, 2023

EPA Climate Pollution Reduction Grant

- The **Climate Pollution Reduction Grants (CPRG) program** will provide grants to States, regions, and local governments to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution.
- Section 60114 of the **Inflation Reduction Act** provides an investment of \$5 billion to support these efforts.
- This two-staged grant program provides funding of \$250 million for noncompetitive planning grants, and **\$4.6 billion for competitive implementation grants**.
- Non-competitive allocations include - States, District of Columbia, Puerto Rico: \$3 million; Metropolitan Statistical Areas (MSAs): \$1 million each.
- COG, via DC's allocation, is managing **\$1 million for MSA climate planning**, which includes communities from VA and WV.

CPRG Planning Grant Elements

Priority Climate Action Plan (PCAP), due March 1, 2024;

- A simplified GHG inventory;
- Quantified GHG reduction measures;
- A low-income and disadvantaged communities benefits analysis; and
- A review of authority to implement;

Comprehensive Climate Action Plan (CCAP), due summer-fall 2025

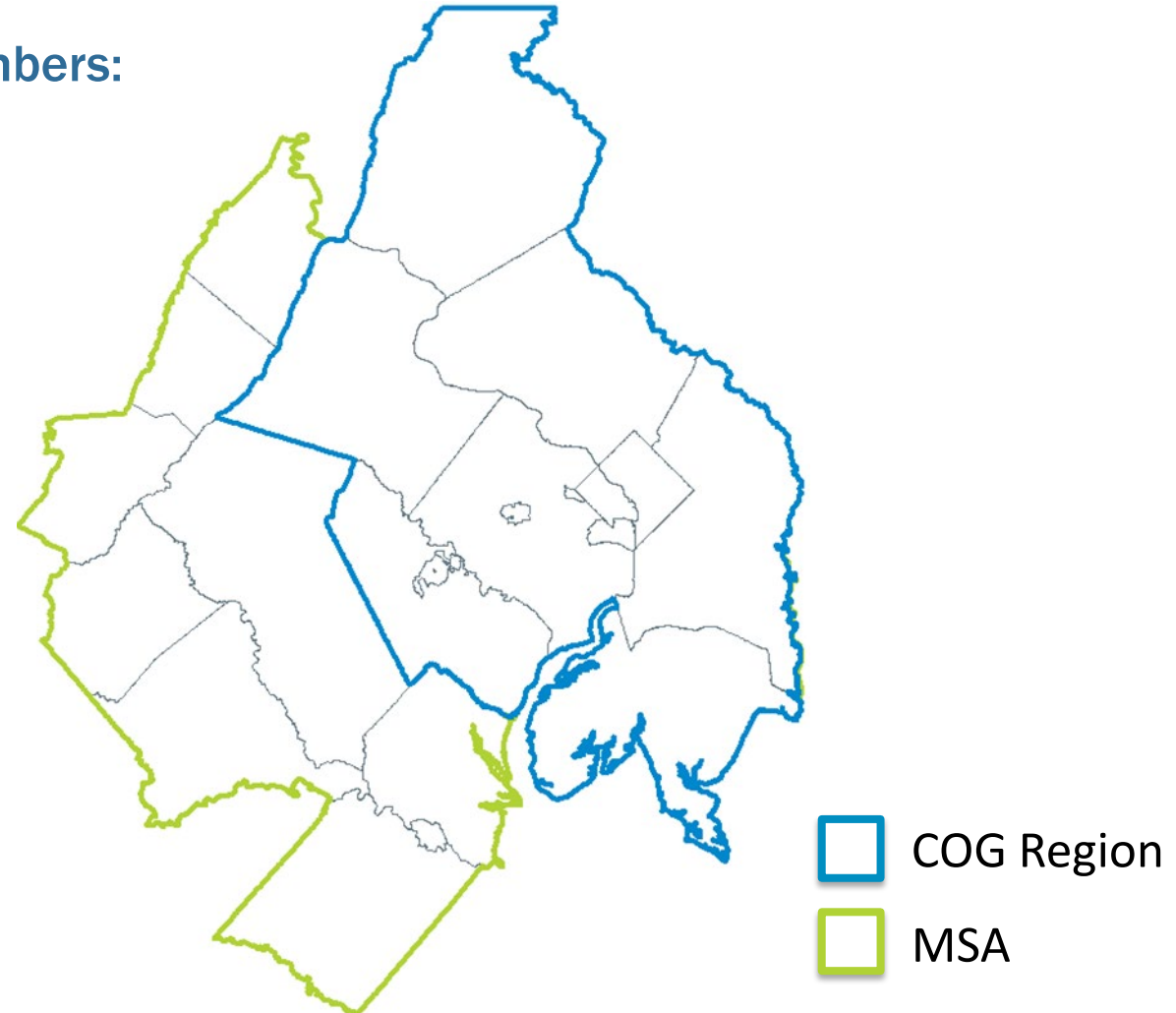
- A comprehensive GHG inventory;
- GHG emissions projections (2030-2035 and 2050);
- GHG reduction target setting: 50-52% by 2030, net zero by 2050.
- Quantified GHG reduction measures;
- A benefits analysis of co-pollutants;
- A low-income and disadvantaged communities benefits analysis;
- A review of authority to implement;
- A plan to leverage other federal funding; and,
- A workforce planning analysis.



COG Region and MSA

Jurisdictions in the MSA that are not COG Members:

1. City of Fredericksburg, VA
2. Clarke County, VA
3. Culpeper County, VA
4. Fauquier County, VA
5. Rappahannock County, VA
6. Spotsylvania County, VA
7. Stafford County, VA
8. Warren County, VA
9. Jefferson County, WV



Actions/Next Steps

- COG will be inviting participation in Technical and Steering Committees from local and State governments.
- Effort will also involve:
 - Community engagement, including low-income disadvantaged communities
 - Multi-sector stakeholder engagement, including transportation
- Competitive solicitation for project implementation funding concurrently.

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ROUND 10.0 COOPERATIVE FORECASTS OF EMPLOYMENT, POPULATION, AND HOUSEHOLDS

Paul DesJardin
COG Community Planning and Services Director

Transportation Planning Board
September 20, 2023



Cooperative Forecasting Program

- Established by COG in 1975, enables local, regional, and federal agencies to coordinate planning decisions using common assumptions about future growth.
- Each series or “Round” provides forecasts of employment, population, and households by five-year increment for a period of 20 to 30 years.
- Official land use inputs for planning by the Transportation Planning Board (TPB), Metropolitan Washington Air Quality Committee (MWAQC), Climate Energy Environment Policy Committee (CEEPC), and others.

Prior Rounds of Cooperative Forecasts

Round 1 - 1976

Round 2 - 1979

Round 3 - 1983

Round 3.5 - 1985

Round IV - 1987

Round IV-1 - 1991

Round 5.1 - May 1994

Round 5.2 - 1995

Round 5.3 - 1996

Round 5.4 - 1997

Round 6a - 1998

Round 6.1 - 1999

Round 6.2 - 2000

Round 6.3 - 2003

Round 6.4A - 2004

Round 7.0 - 2005

Round 7.0a - 2006

Round 7.1 - 2008

Round 7.2 - July 2009

Round 7.2A - October 2009

Round 8.0 - 2010

Round 8.0a - 2011

Round 8.1 - 2012

Round 8.2 - 2013

Round 8.3 - 2014

Round 8.4 - 2015

Round 9.0 - 2016

Round 9.1 - 2018

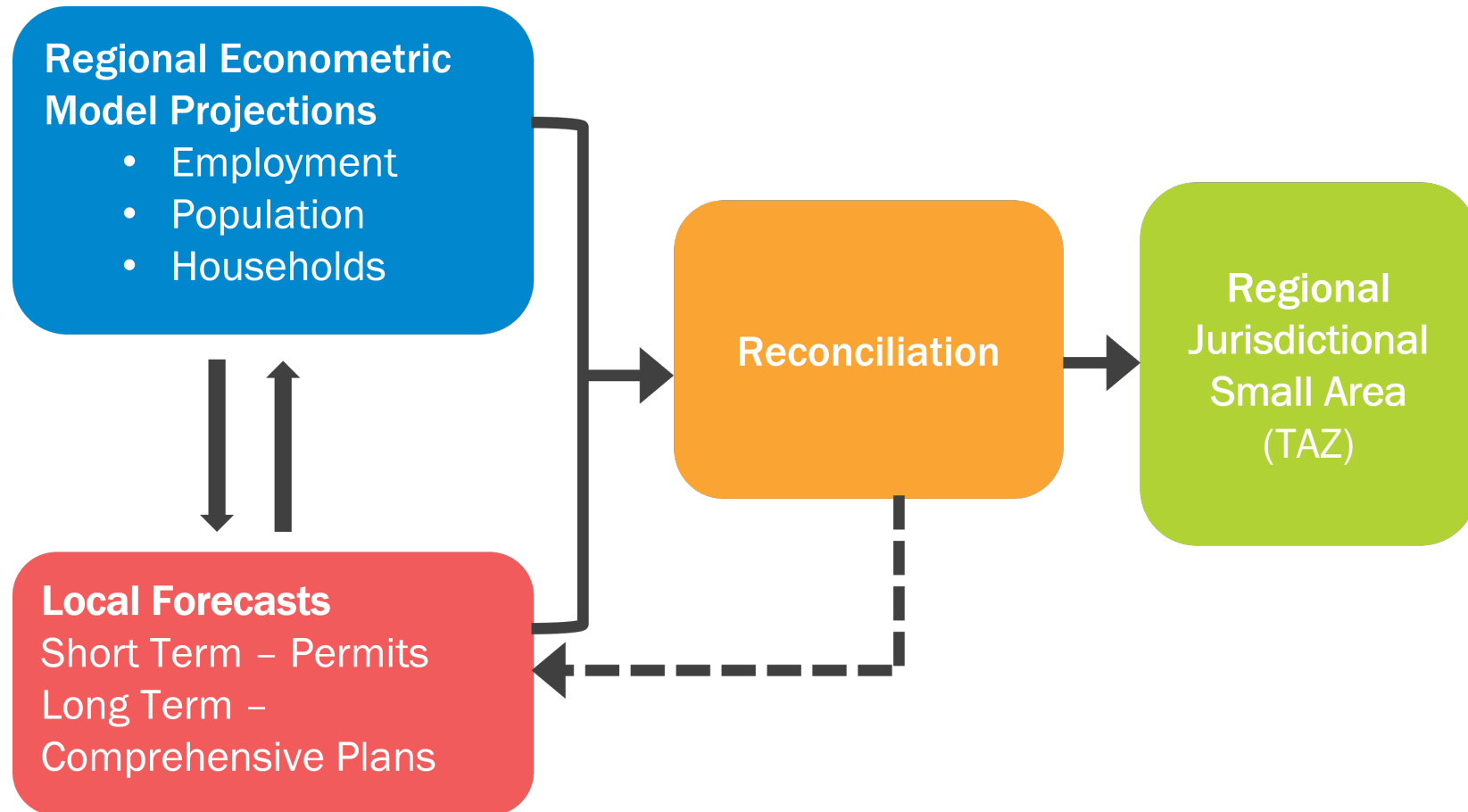
Round 9.1a - 2019

Round 9.2 - 2021

Round 10.0 - 2023



COG Cooperative Forecasting Process



Elements of Developing Round 10.0

- Review existing economic conditions–global, national and regional
- Provide “base year” employment and housing data to member jurisdictions
- Develop “Benchmark” Regional Econometric Model Forecast to new horizon year (2050)
- Reconcile jurisdictional projections with Regional Econometric Model Forecast
- Compile local government 2020 to 2050 TAZ forecasts

Assessing Potential Short- and Long-Term Effects of COVID on the Forecasts

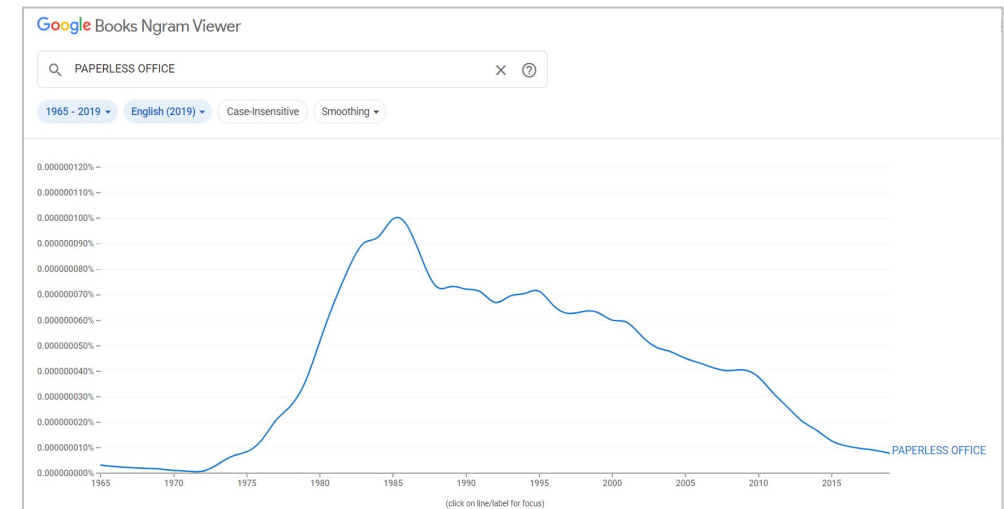
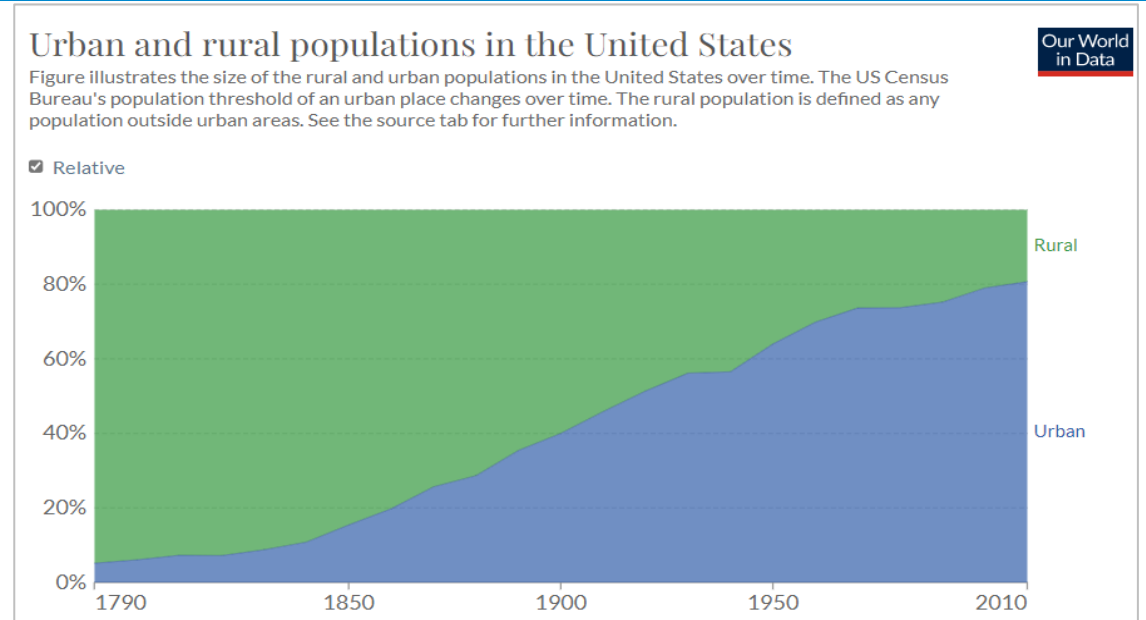
Technical Assistance from TPB on-call consultant to develop assessments of:

- A ‘range’ of regional economic forecasts. Jurisdictional forecasts will still be indexed to the intermediate or “most likely” regional economic projections
- Potential changes to
 - future average household size, and
 - office and retail space usage density (*the square feet of space needed for each worker*)
- Impacts on the timing, location and amount of future housing

Way Back-casting

Lessons learned from the 1918 Flu Pandemic:

- 675K deaths in US - about twice the rate of COVID (so far)
- Other societal issues:
 - *The “Great War”*
 - *Birth / adolescence of zoning*
 - *New “travel” modes (streetcars, bikes, autos, telephones)*
- Urban growth continued: key societal changes were related to “public health”
- With most upheavals, the SWOT at year zero changes by year 20+



Return to Office and Impact on Central Business Districts

Source: ICF 2022

- **April 2022:** daily Metrorail boardings were 36% of pre-pandemic levels
- **March 2022:** regional traffic levels returned to 91% of 2019 levels
- Weekly office activity in the Washington region has only returned to 37% of pre-pandemic levels
- Office vacancy rates in downtown D.C. increased by 56% (from 11.1% to 17.5%) from 2019 to 2022; in February 2022, the DowntownDC BID reported 9.7M square feet of vacant office space
- Significant potential for office-to-residential conversions (2.3M SF being targeted as of 2021)

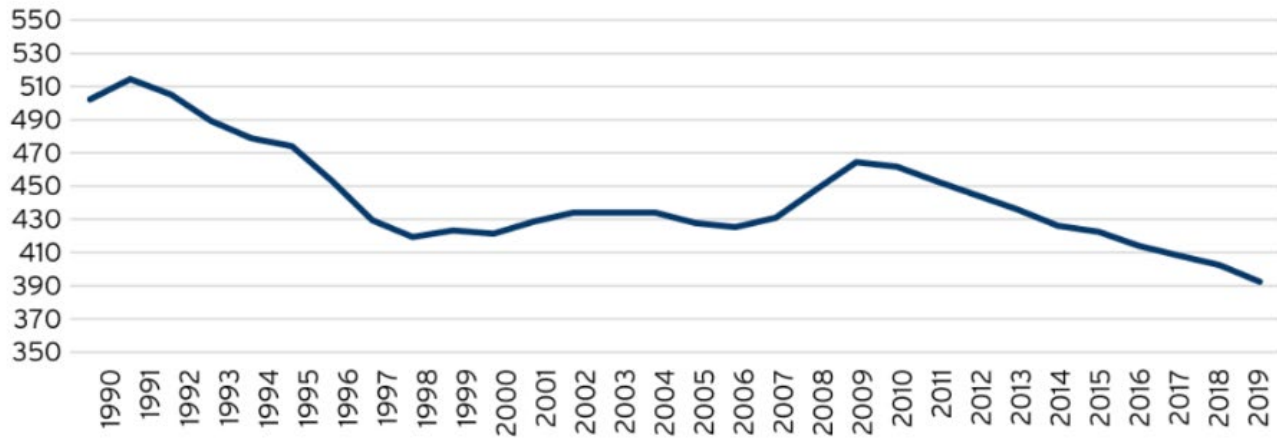
Weekday office activity %
(compared to 2019)

	May 25	June 1	% Change
Chicago metro	40.0%	37.2%	2.7% ▼
Austin metro	58.5%	56.1%	2.4% ▼
Houston metro	56.0%	53.8%	2.1% ▼
San Francisco metro	33.6%	31.6%	2.0% ▼
Washington D.C. metro	39.1%	37.3%	1.8% ▼
San Jose metro	33.9%	32.1%	1.8% ▼
Average of 10	42.9%	41.2%	1.7% ▼
Philadelphia metro	38.1%	36.7%	1.4% ▼
New York metro	38.0%	36.6%	1.4% ▼
Dallas metro	51.3%	50.2%	1.1% ▼
Los Angeles metro	41.0%	40.5%	0.5% ▼

Office Utilization Trends

(Source: ICF, Brookings, and COG)

Median office square feet per worker (top 10 US metropolitan areas)



Source: Brookings analysis of CoStar data.

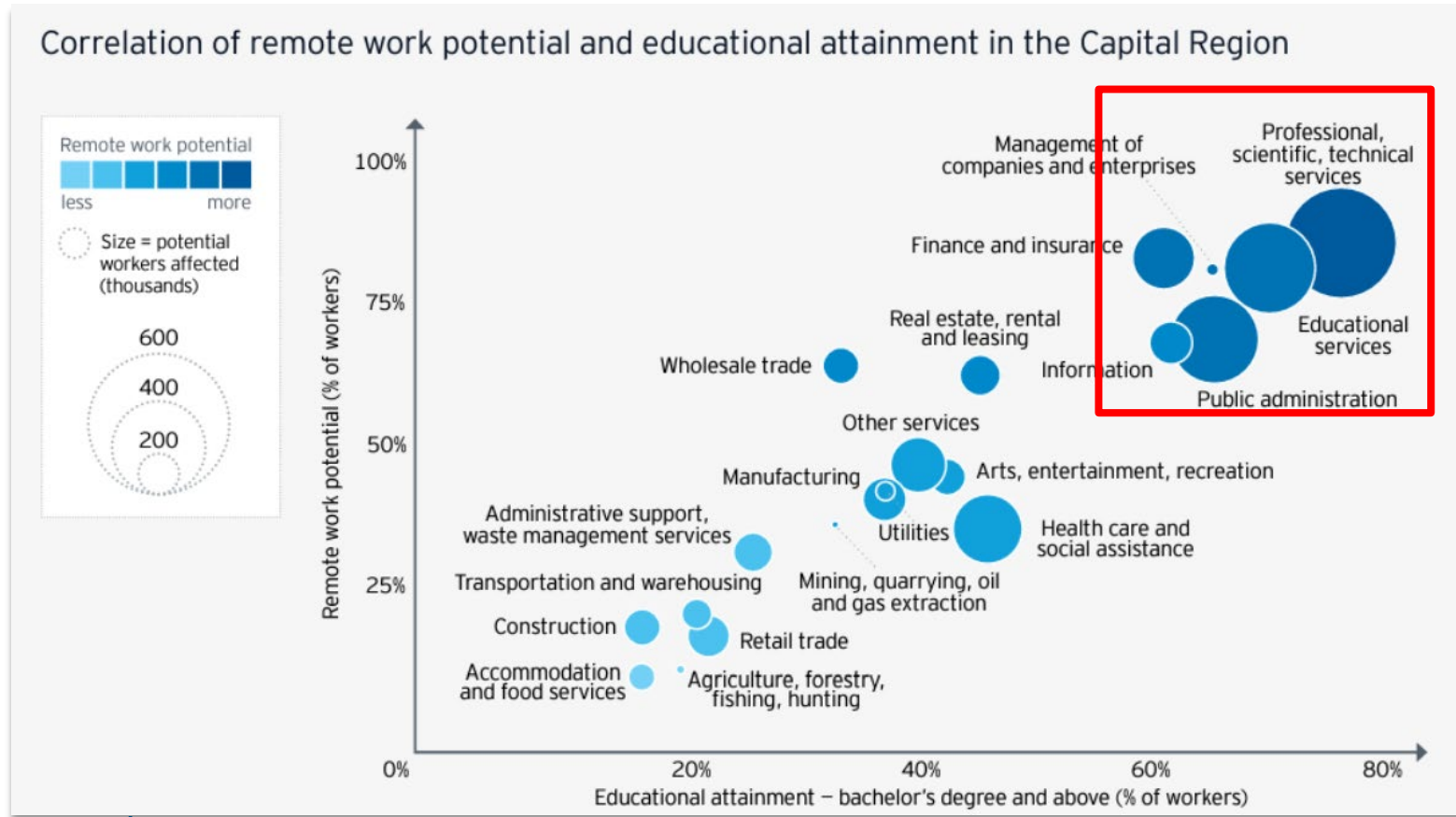
B Metropolitan Policy Program
at BROOKINGS

- With fewer employees returning to the office full-time, private sector companies are reevaluating space needs and the location of offices.
- Remote work is firmly established as the “new normal” and will have permanent effects on both office space use and travel patterns in the region.
- With fewer employees in the office full-time, companies are shifting to “hotel” models where space is collectively shared and reserved when employees are in the office (Source: ICF Technical Report).

Remote Work Potential

Source: ICF

Significant remote-work potential exists among the region's highly-educated work force and primary industries (scientific and technical services, FIRE)

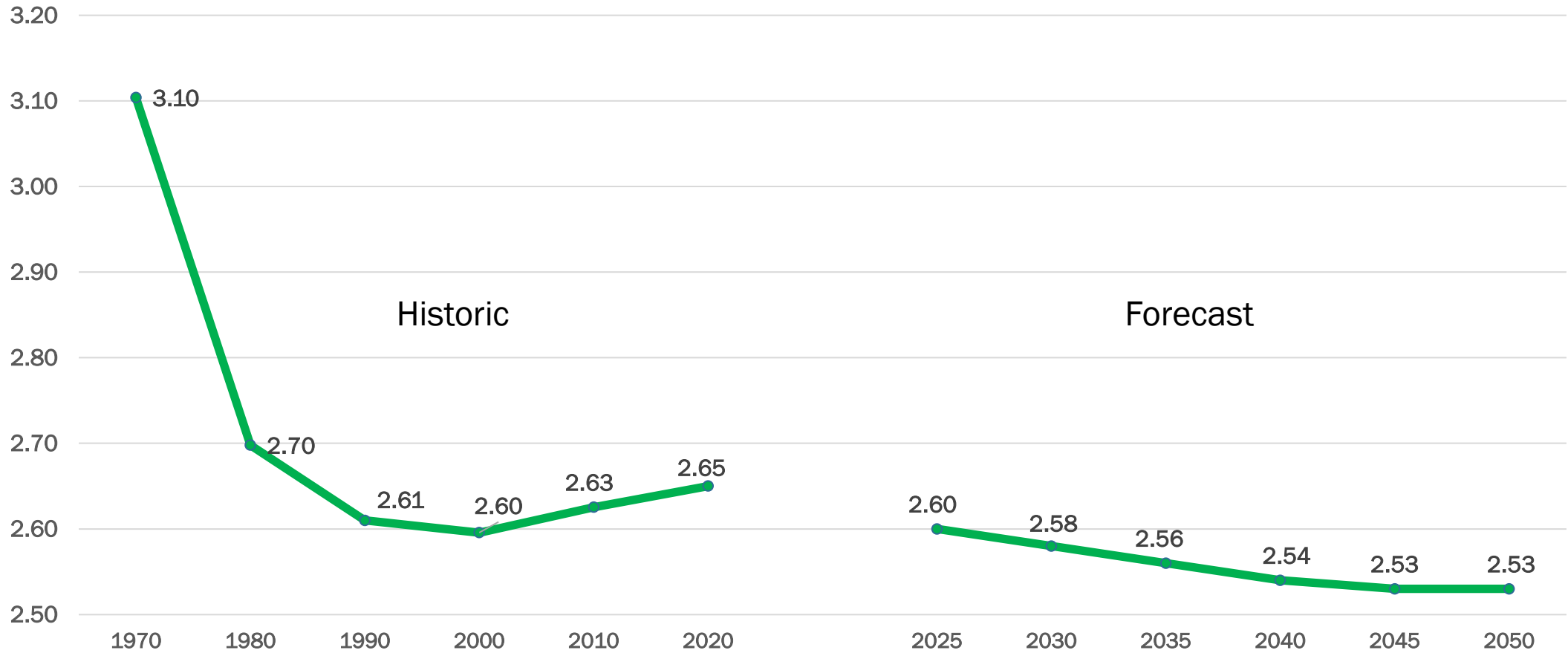


Industries that have historically driven the region's economy

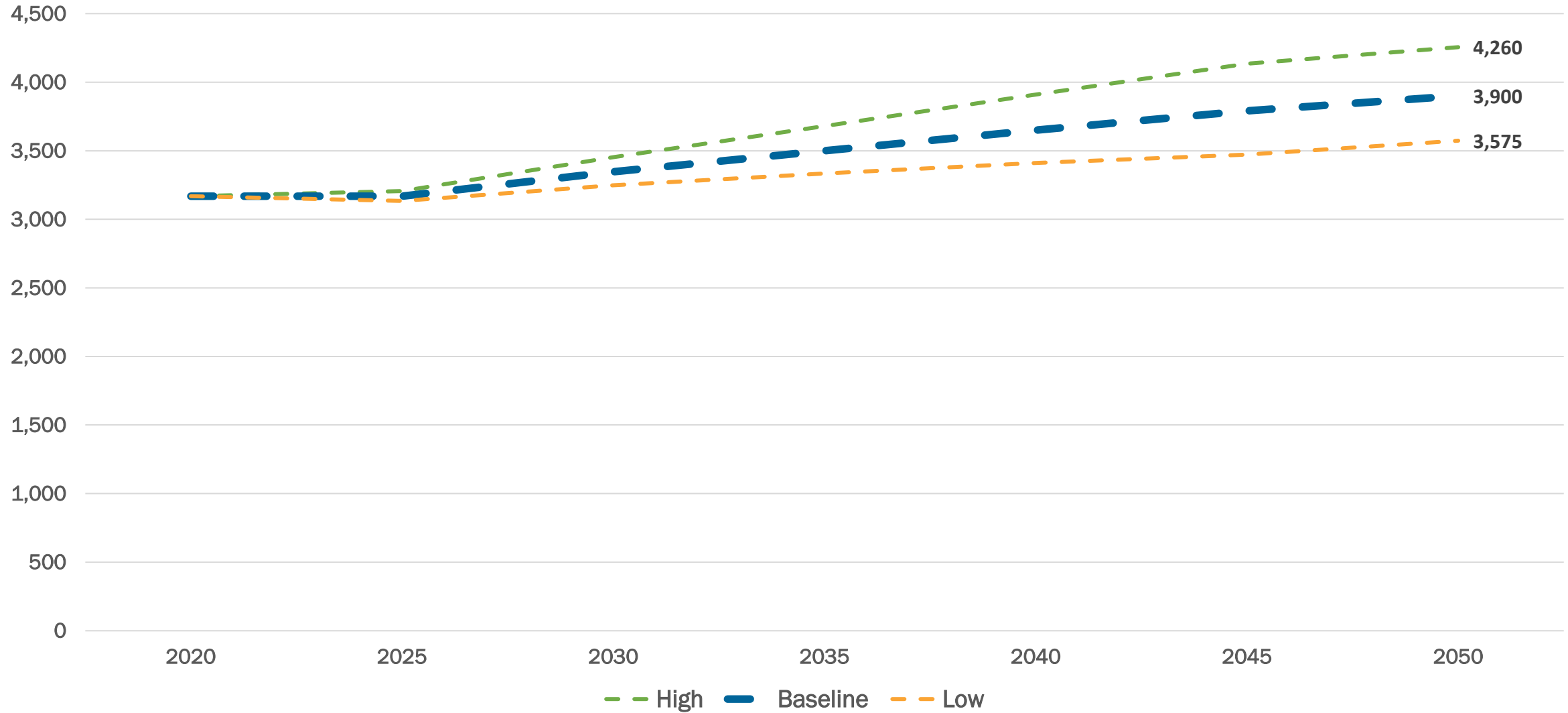


Historic Average Household Size 1970 – 2020 And Forecast Household Size, 2025 – 2050

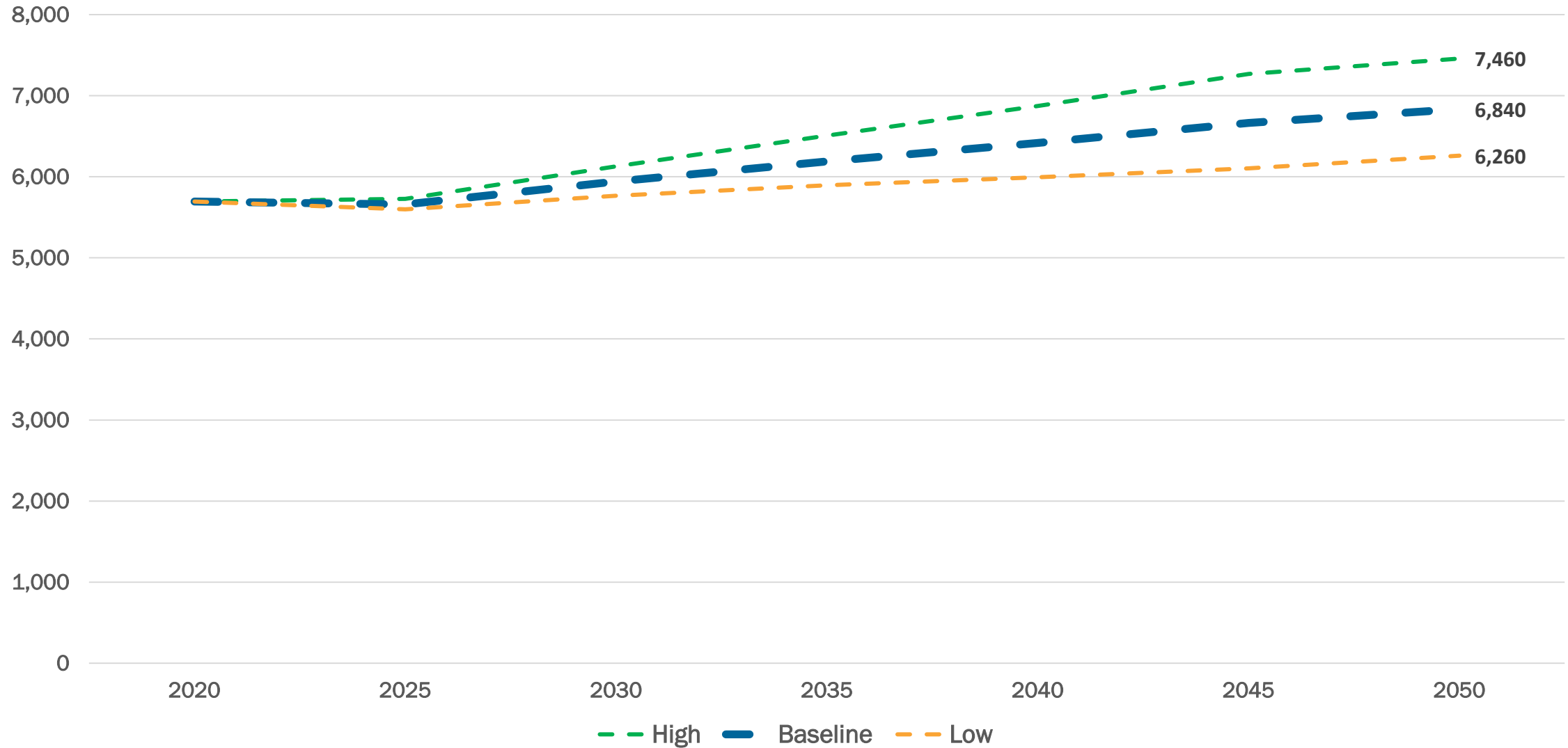
(Source: ICF and COG)



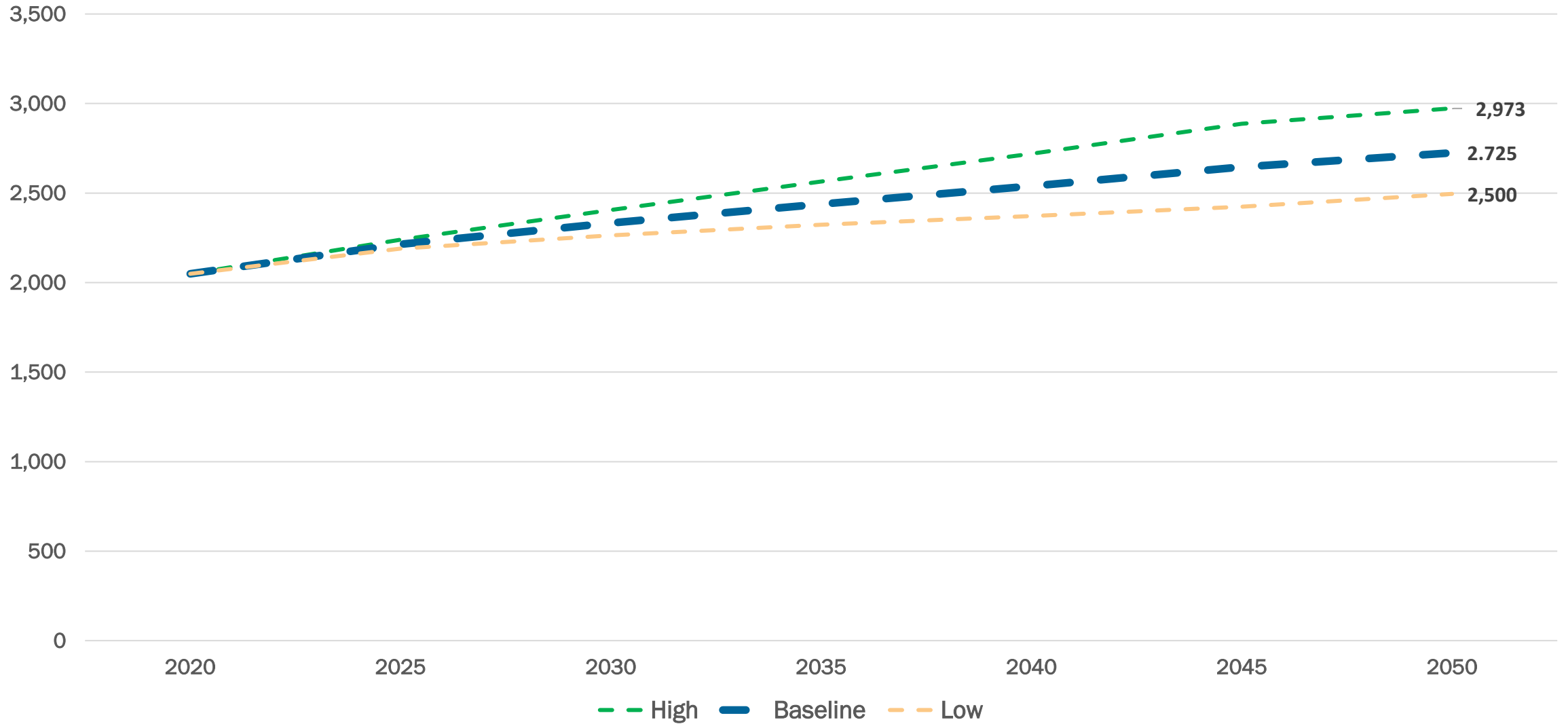
ICF Estimate of Regional Employment Change due to COVID (000s)



ICF Estimate of Regional Population Change due to COVID (000s)

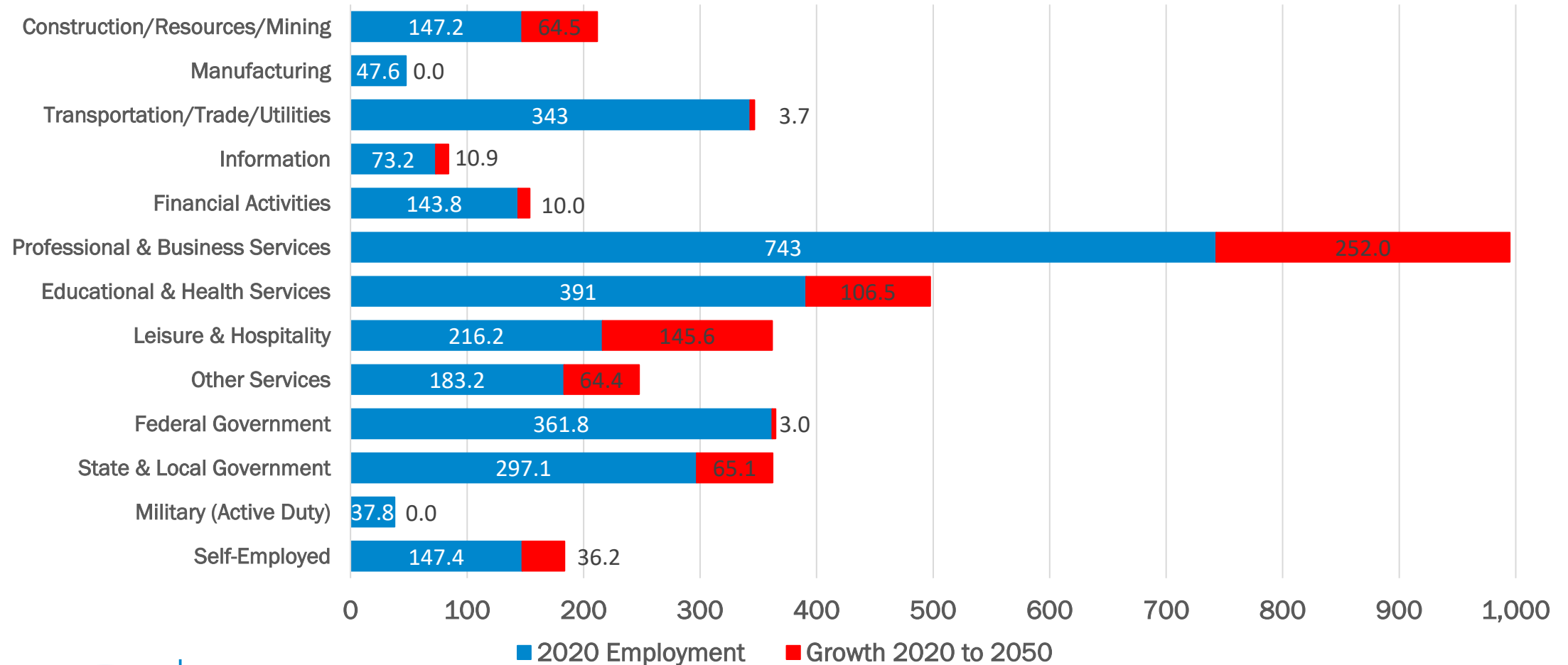


ICF Estimate of Regional Households Change due to COVID (000s)

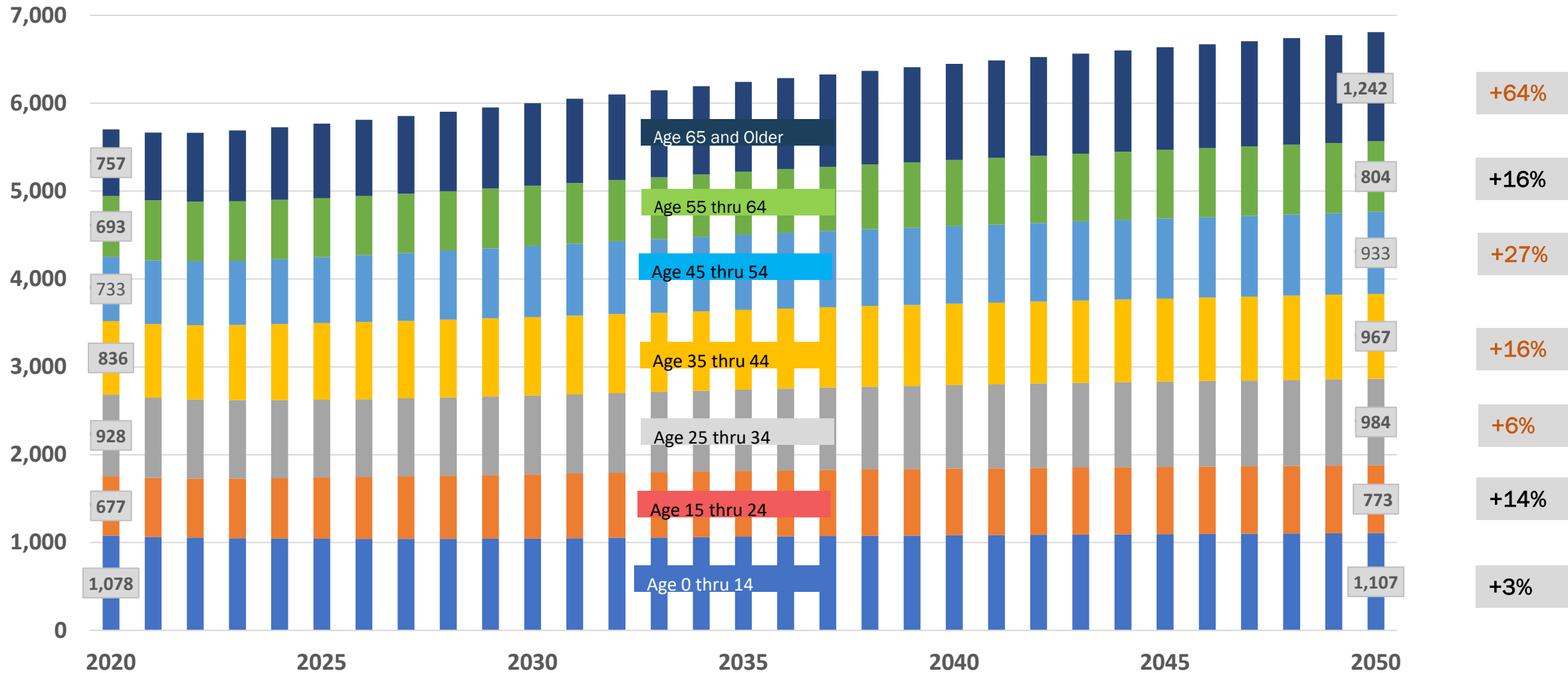


Round 10.0 Econometric Model: Forecast Job Growth by Sector

(Thousands of jobs)



Round 10.0 Econometric Model: Population Forecast by Age Cohort for the COG Region, 2020 – 2050 (Thousands)



Summary of Round 10.0 Cooperative Forecasts

COG Region (Millions)

	2020	2025	2030	2035	2040	2045	2050	2020 to 2050	
								Number	%
Employment	3.2	3.4	3.6	3.7	3.9	4.0	4.1	1.0	31%
Population	5.7	6.0	6.2	6.5	6.8	7.0	7.2	1.5	26%
Households	2.1	2.3	2.4	2.5	2.6	2.7	2.8	0.7	32%

Comparison of Forecasts: Round 10.0 vs Round 9.2

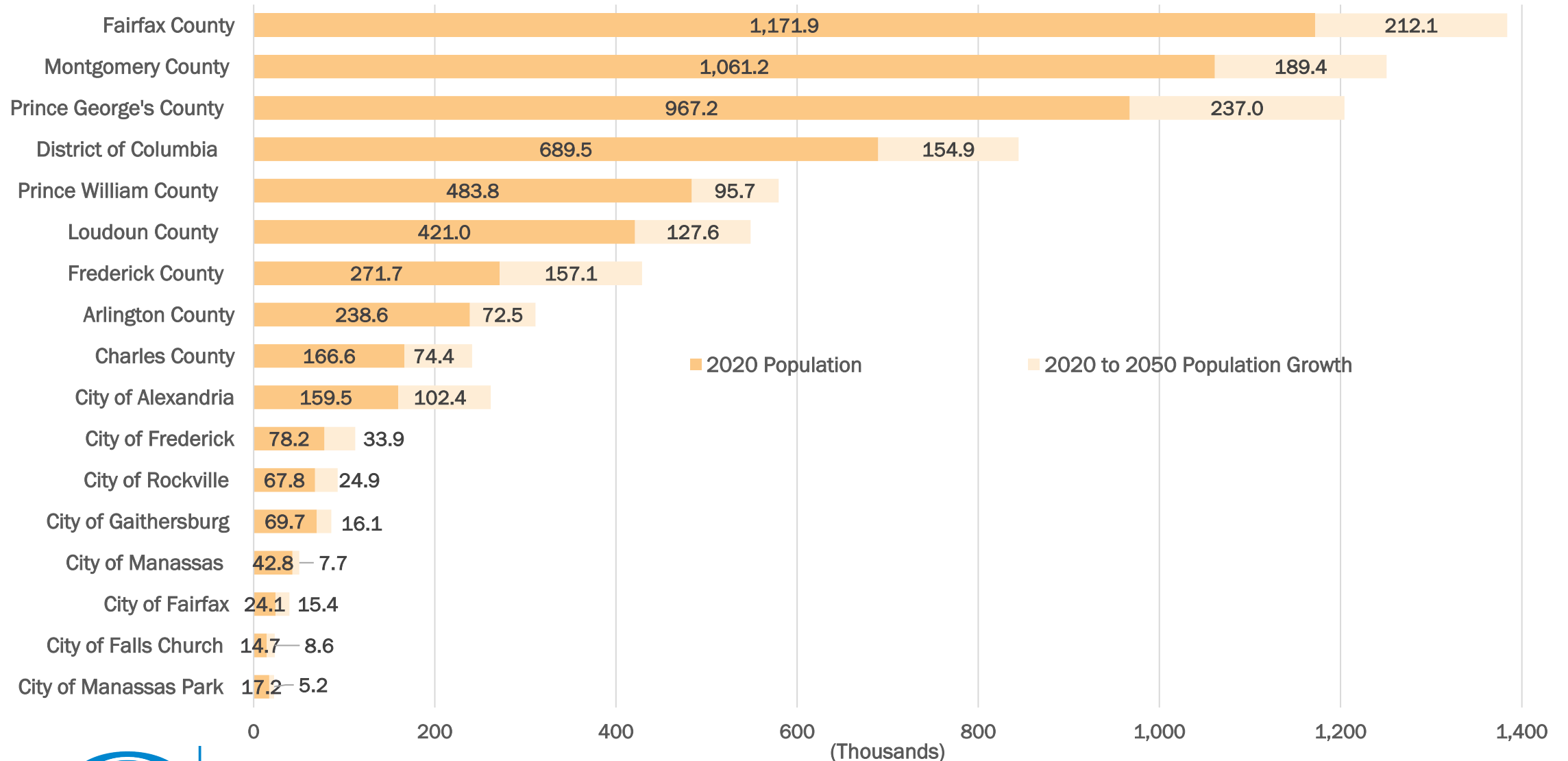
COG Region (Thousands)

	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>	<u>2040</u>	<u>2045</u>	<u>2050</u>
Employment	-194.5	-213.0	-219.6	-215.1	-233.7	-225.7	n/a
Population	30.1	-42.1	-47.7	-38.1	-19.0	-3.4	n/a
Households	-2.3	1.3	7.9	21.6	38.6	50.2	n/a

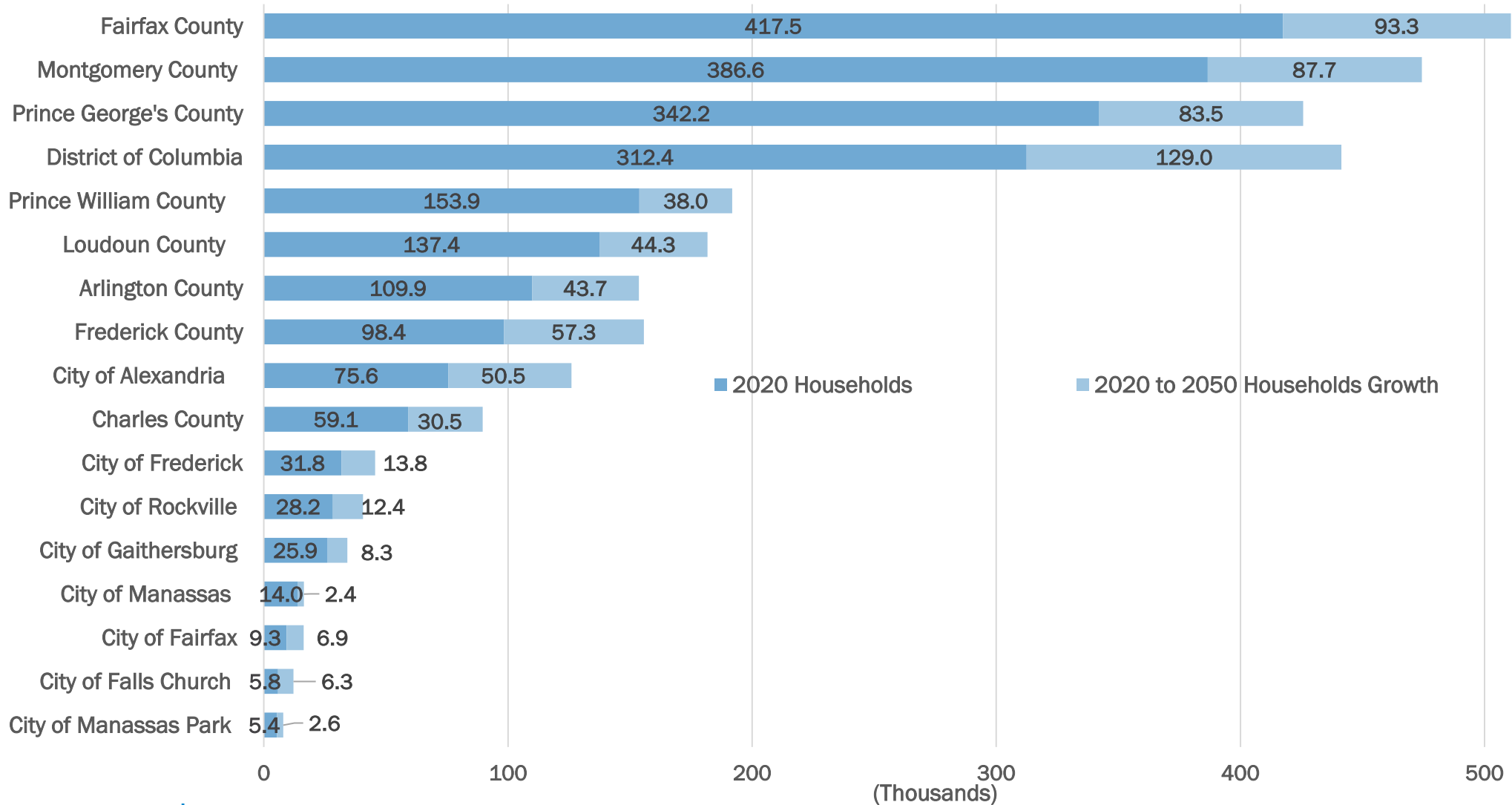
Round 10.0 Employment Forecasts by Jurisdiction (2020 to 2050)



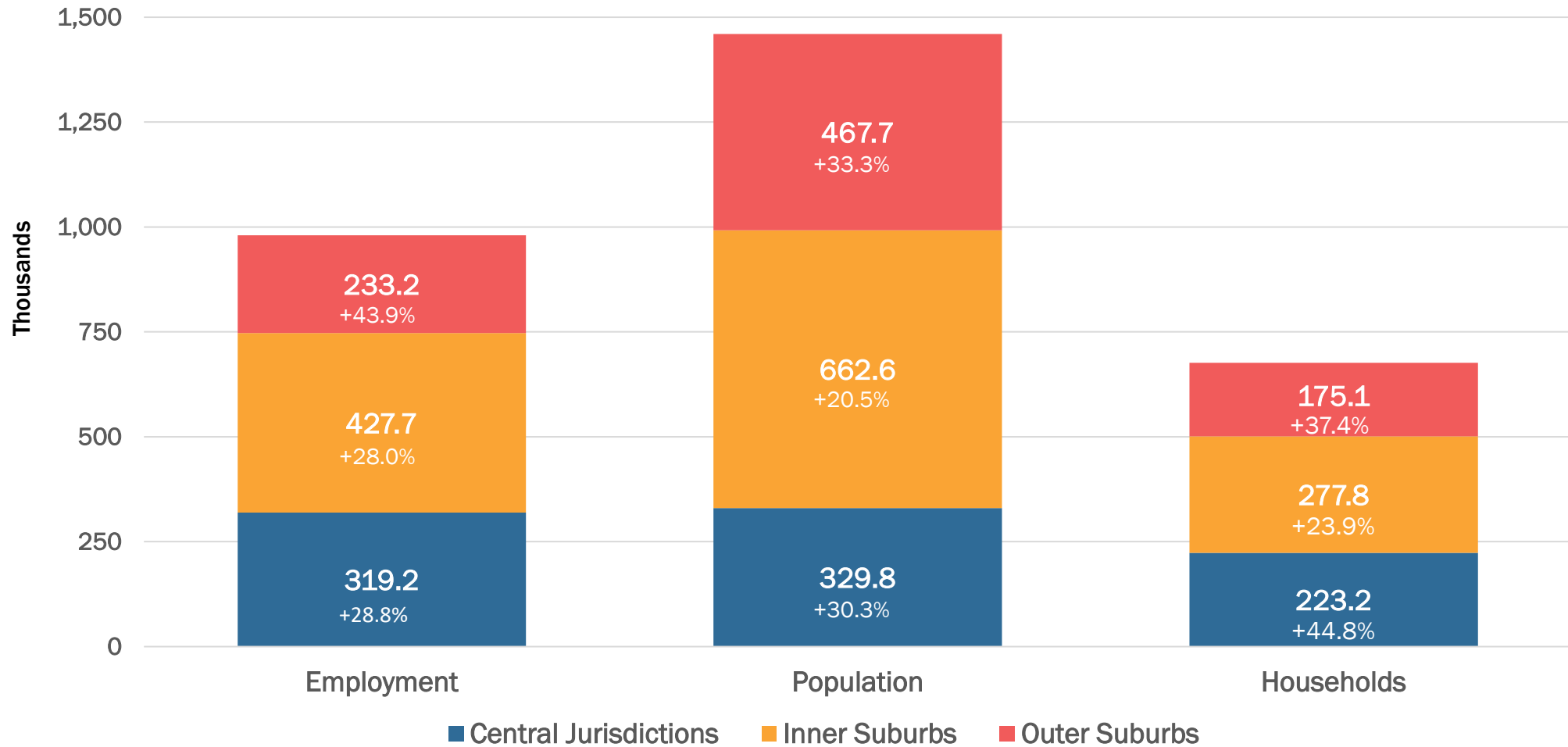
Round 10.0 Population Forecasts by Jurisdiction (2020 to 2050)



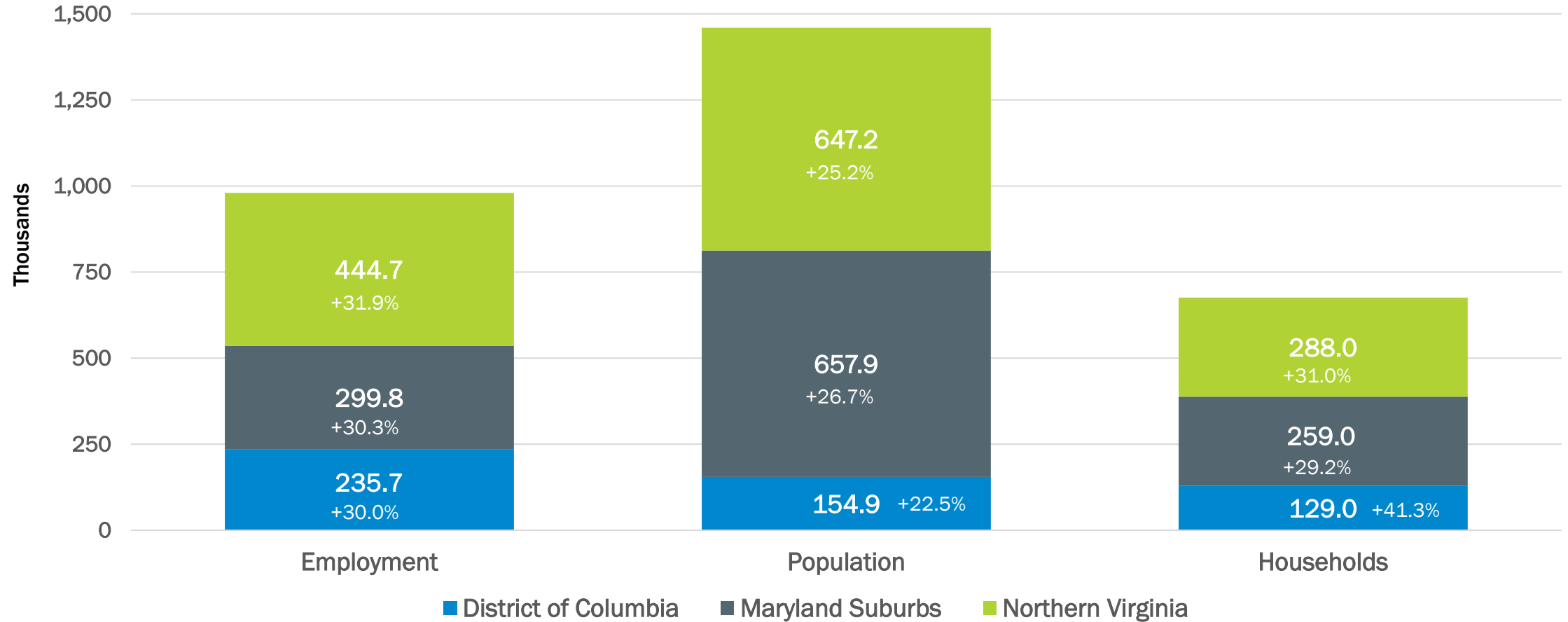
Round 10.0 Household Forecasts by Jurisdiction (2020 to 2050)



Round 10.0 Forecasts - Growth by Regional Group (2020 to 2050)



Round 10.0 Forecasts - Growth by Substate Region (2020 to 2050)



Trends in the Local Forecasts

- The District of Columbia contains the greatest number of jobs in 2020 (785,900) and anticipates the greatest increase in jobs between 2020 and 2050 (+235,700).
- Fairfax County contains the greatest number of people in 2020 (1.2 million), while Prince George's County would see the greatest increase in population between 2020 and 2050 (+226,500).
- Fairfax County contains the greatest number of households in 2020 (417,500), while the District of Columbia would see the greatest increase in households between 2020 and 2050 (+129,000).

Trends in the Local Forecasts, Continued

- The Inner Suburbs would see the largest growth adding 427,700 jobs, 652,100 people, and 277,900 households.
- The Outer Suburbs would see the greatest *rate* of growth in employment (+45.3%) and population (+37.4%); the Central Jurisdictions would see the greatest household growth rate (+44.8%).
- Northern Virginia would see the largest growth in employment (+444,700) and households (+288,000).
- Northern Virginia and the Maryland Suburbs anticipate nearly identical growth in population (+647,300 and 647,700 persons) reflecting larger assumed average household size in the Maryland jurisdictions.

Next Steps

- COG/TPB staff is making final adjustments to the TAZ data, with a public release file available soon.
- COG/TPB will use the Round 10.0 Forecasts as key inputs in the regional travel demand forecasting model and in the Air Quality Conformity Analysis performed in future updates of the region's long-range transportation plan.
- DCPS, together with the Cooperative Forecasting Subcommittee and the Planning Directors, continue to monitor the region's economy and local land use changes for the potential need for future revisions to Round 10.0.

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**Summary of Employment Forecasts
Round 10.0 Cooperative Forecasts
(Thousands)**

JURISDICTION	2020	2025	2030	2035	2040	2045	2050
District of Columbia	785.9	846.1	886.3	923.5	954.4	989.0	1,021.6
Arlington County	221.6	223.2	236.7	259.2	266.4	275.3	283.7
City of Alexandria	101.8	101.0	99.3	106.6	112.8	116.8	123.2
Central Jurisdictions	1,109.3	1,170.2	1,222.2	1,289.3	1,333.5	1,381.2	1,428.5
Montgomery County	493.6	522.9	545.6	568.3	591.0	613.8	636.5
City of Rockville (1)	76.4	78.7	81.1	83.8	87.8	91.1	94.5
City of Gaithersburg (1)	43.0	48.0	52.0	54.5	56.5	58.0	59.0
Prince George's County	343.5	356.7	366.8	381.9	396.7	416.0	435.0
Fairfax County (2)	658.8	690.5	750.8	788.8	812.5	832.0	842.0
City of Fairfax	20.5	22.0	22.3	22.6	22.9	23.2	23.5
City of Falls Church	12.4	13.1	15.4	16.5	17.4	18.3	19.4
Inner Suburbs	1,528.7	1,605.2	1,700.9	1,778.1	1,840.6	1,903.2	1,956.4
Loudoun County	187.7	210.3	227.0	240.8	251.5	258.7	265.8
Prince William County	161.8	178.6	194.4	209.7	223.4	235.6	246.4
City of Manassas	25.3	26.1	26.9	27.7	28.3	28.8	29.3
City of Manassas Park	4.3	4.7	5.0	5.1	5.2	5.3	5.4
Charles County	44.3	47.2	50.2	51.8	52.6	54.2	55.2
Frederick County	108.0	115.6	123.8	132.5	141.8	151.8	162.5
City of Frederick (3)	60.4	63.9	67.4	70.8	74.3	77.8	81.3
Outer Suburbs	531.4	582.5	627.2	667.7	702.8	734.4	764.7
Virginia Jurisdictions	1,394.2	1,469.5	1,577.7	1,677.0	1,740.4	1,794.0	1,838.9
Maryland Jurisdictions	989.4	1,042.4	1,086.4	1,134.6	1,182.2	1,235.8	1,289.2
COG Region	3,169.4	3,358.0	3,550.3	3,735.1	3,876.9	4,018.8	4,149.6

(1) Included in Montgomery County total.

(2) Forecasts for all years include Fairfax County Government employees working at the Fairfax County Judicial Center.

(3) Included in Frederick County total.



**Summary of Population Forecasts
Round 10.0 Cooperative Forecasts
(Thousands)**

JURISDICTION	2020	2025	2030	2035	2040	2045	2050
District of Columbia	689.5	697.7	728.6	757.2	787.1	816.4	844.4
Arlington County	238.6	245.8	260.2	272.9	285.2	298.0	311.2
City of Alexandria	159.5	180.5	202.0	222.2	239.8	252.9	261.9
Central Jurisdictions	1,087.7	1,123.9	1,190.8	1,252.3	1,312.1	1,367.3	1,417.4
Montgomery County	1,061.2	1,083.0	1,118.0	1,153.9	1,189.6	1,222.2	1,250.7
City of Rockville (1)	67.8	70.9	74.6	78.7	82.9	87.5	92.7
City of Gaithersburg (1)	69.7	72.5	75.7	78.5	81.2	83.7	85.8
Prince George's County	967.2	998.5	1,035.2	1,086.4	1,129.5	1,168.3	1,204.2
Fairfax County	1,171.9	1,202.5	1,247.5	1,283.7	1,319.0	1,353.6	1,384.0
City of Fairfax	24.1	27.8	32.7	34.4	36.1	37.8	39.6
City of Falls Church	14.7	15.5	18.0	19.6	20.7	21.8	23.3
Inner Suburbs	3,239.1	3,327.2	3,451.4	3,578.0	3,694.9	3,803.7	3,901.7
Loudoun County	421.0	456.2	493.9	515.5	529.6	539.2	548.5
Prince William County	483.8	515.2	536.6	553.0	565.0	573.7	579.6
City of Manassas	42.8	43.7	46.3	47.6	48.5	49.5	50.4
City of Manassas Park	17.2	19.0	20.4	20.9	21.4	21.9	22.4
Charles County	166.6	176.6	188.1	200.9	213.9	227.4	241.1
Frederick County	271.7	293.2	316.3	341.3	368.3	397.4	428.8
City of Frederick (2)	78.2	83.8	89.5	95.1	100.8	106.4	112.0
Outer Suburbs	1,403.1	1,504.0	1,601.7	1,679.3	1,746.9	1,809.2	1,870.8
Virginia Jurisdictions	2,573.5	2,706.2	2,857.6	2,969.8	3,065.4	3,148.4	3,220.8
Maryland Jurisdictions	2,466.8	2,551.2	2,657.7	2,782.5	2,901.4	3,015.3	3,124.7
COG Region	5,729.9	5,955.1	6,243.9	6,509.5	6,753.9	6,980.1	7,189.9

(1) Included in Montgomery County total.

(2) Included in Frederick County total.



Summary of Household Forecasts Round 10.0 Cooperative Forecasts

(Thousands)

JURISDICTION	2020	2025	2030	2035	2040	2045	2050
District of Columbia	312.4	344.2	366.8	386.6	407.6	426.0	441.4
Arlington County	109.9	118.2	126.2	133.3	140.0	146.9	153.6
City of Alexandria	75.6	85.7	96.4	106.7	115.4	122.0	126.0
Central Jurisdictions	497.9	548.1	589.4	626.6	663.1	695.0	721.1
Montgomery County	386.6	398.4	416.5	434.1	450.0	463.2	474.3
City of Rockville (1)	28.2	29.9	31.7	33.7	35.8	38.1	40.6
City of Gaithersburg (1)	25.9	27.2	28.9	30.3	31.7	33.0	34.2
Prince George's County	342.2	353.7	367.4	385.9	400.4	413.6	425.7
Fairfax County	417.5	431.5	451.2	467.1	482.4	497.5	510.8
City of Fairfax	9.3	10.6	13.0	13.8	14.6	15.4	16.3
City of Falls Church	5.8	7.3	8.7	9.6	10.3	11.1	12.1
Inner Suburbs	1,161.5	1,201.6	1,256.9	1,310.4	1,357.9	1,400.8	1,439.2
Loudoun County	137.4	148.9	161.7	169.5	174.7	178.2	181.7
Prince William County	153.9	165.0	173.4	180.0	185.1	189.0	191.9
City of Manassas	14.0	14.3	15.1	15.5	15.8	16.1	16.4
City of Manassas Park	5.4	6.2	6.9	7.1	7.4	7.7	8.0
Charles County	59.1	64.9	69.7	74.7	79.5	84.5	89.6
Frederick County	98.4	106.2	114.5	123.5	133.2	144.3	155.7
City of Frederick (2)	31.8	34.1	36.3	38.7	40.9	43.3	45.6
Outer Suburbs	468.1	505.5	541.2	570.4	595.7	619.8	643.2
Virginia Jurisdictions	928.8	987.7	1,052.5	1,102.6	1,145.8	1,184.0	1,216.8
Maryland Jurisdictions	886.3	923.2	968.1	1,018.2	1,063.2	1,105.6	1,145.3
COG Region	2,127.5	2,255.1	2,387.4	2,507.4	2,616.7	2,715.6	2,803.5

(1) Included in Montgomery County total.

(2) Included in Frederick County total.



