



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** June 15, 2023

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The attached materials include:

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**SUBJECT:** Steering Committee Actions  
**FROM:** Kanti Srikanth, TPB Staff Director  
**DATE:** June 15, 2023

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At its meeting on June 2, 2023, the TPB Steering Committee reviewed and approved two joint letters from the TPB, the Metropolitan Washington Air Quality Committee (MWAQC), and the Climate Energy & Environment Policy Committee (CEEPC) that provided comments in support of two Notices of Proposed Rulemaking (NPRMs) set forth by the U.S. Environmental Protection Agency (EPA). The first NPRM would establish “Phase 3” greenhouse gas emissions standards for heavy-duty vehicles, and the second would establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles. MWAQC and CEEPC reviewed and approved the letters in support of the proposals on May 24, 2023. Based on the Steering Committee’s approval, Chair Collins signed both letters on behalf of the TPB.

Next, the Steering Committee adopted two resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District Department of Transportation (DDOT), and the Virginia Department of Transportation (VDOT), as described below:

- TPB SR27-2023 – requested by DDOT to add \$2.1 million for the Southern Ave. SE Improvements Project. This project is exempt from the air quality conformity requirement.
- TPB SR28-2023 – requested by VDOT to add net total of approximately \$74 million to the Northern Virginia portion of the TIP as follows:
  - Add \$25.4 million in concessionaire funds for the Transform I-66 Oversight project and approximately \$8.3 million in RSTP, NVTA, and state funds for the widening of Fairfax County Parkway from Ox Road to Nomes Court project. Additional adjustments outside of the four fiscal years of the TIP resulted in overall reductions to the total cost for both projects. These adjustments include technical corrections and don’t necessarily reflect actual reductions to the project cost.
  - Add a net total of approximately \$4.2 in local, state, and NVTA funds for the Belmont Ridge Road, South of the Dulles Greenway project.
  - Add \$2.5 million in NVTA funds for the Connector Bridge, Crystal City to Washington National Airport project. Additional funding changes outside of the four years of the TIP lead to an increase in total project cost of \$18.5 million.
  - Add \$111 million in NHPP and STBG funds to three TIP Project or Program Groupings:
    - Preventative Maintenance and System Preservation (\$61.3 M)
    - Preventative Maintenance for Bridges (\$31.8 M)
    - Maintenance: Traffic and Safety Operations TIP Program grouping (\$17.9 M)

The three roadway projects were included in the most recent conformity analysis of the long-range plan and the TIP. The remaining projects and groupings are exempt from the air quality conformity requirement.

Last, the Steering Committee reviewed another request to amend the FY 2023-2026 TIP that has been requested by VDOT on behalf of the Virginia Passenger Rail Authority (VPRA). TPB resolution R12-2023 would amend the TIP to add approximately \$25.5 million for the Alexandria 4<sup>th</sup> Track project and \$2 billion for the Long Bridge VA – DC project. Both projects were included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and were fully funded in the financial analysis of the plan and TIP. After its review, the committee recommended that the TPB adopt resolution R12-2023 approving the amendments under Item 7 at its meeting on June 21, 2023.

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 CEEP-C, MWAQC, TPB letter to the EPA commenting in support of the establishment of “Phase 3” greenhouse gas emissions standards for heavy-duty vehicles,
- Joint CEEP-C, MWAQC, TPB letter to the EPA commenting in support of the establishment of “multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles,
- Adopted resolution SR27-2023 approving an amendment to the FY 2023-2026 TIP as requested by DDOT,
- Adopted resolution SR28-2023 approving an amendment to the FY 2023-2026 TIP as requested by VDOT.



**TPB Steering Committee Attendance – May 5, 2023**  
(only voting members and alternates listed)

TPB Chair/MD rep.: Reuben Collins  
TPB Vice Chair/DC Rep.: Heather Edelman (Alt.)  
Previous TPB Chair: Pamela Sebesky  
DDOT/Tech. Cmte. Chair: Mark Rawlings  
MDOT: Kari Snyder  
VDOT: Amir Shahpar, Maria Sinner





June 2, 2023

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

Re: Support for the Proposed Rule for “Phase 3” Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2022-0985

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments’ (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to express our support for the proposed rule for “Phase 3” greenhouse gas emissions standards for heavy-duty vehicles that would build upon the “Phase 2” standards and phase in over model years 2027 through 2032.

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 EPA’s current proposal to establish Phase 3 greenhouse gas emissions standards for heavy-duty vehicles 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 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 greenhouse gas emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some

communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of 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. EPA estimates that the Phase 3 standards will reduce NOx and PM2.5 emissions by 28% and 39% in 2055, respectively, as described on page 25935 of the Federal Register notice.

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

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 Phase 3 greenhouse gas emissions standards for heavy-duty vehicles, which are estimated by EPA to reduce downstream greenhouse gas emissions by 18% cumulatively between 2027 and 2055 as compared to the reference case (Table V-5 of the Federal Register Notice), are necessary for the region to achieve its greenhouse gas reduction goals.

The National Capital Region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes 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. The federal government's leadership in delivering effective regulatory limits on greenhouse gas emissions from motor vehicles could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the EPA's proposal to establish Phase 3 greenhouse gas standards for heavy-duty vehicles.

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

Sincerely,

Administrator Michael S. Regan  
June 2, 2023



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)



June 2, 2023

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

Re: Support for the Proposed Rule to Establish Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2022-0829

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to express our support for the proposed rule to establish Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles.

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 EPA's current proposal to establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles 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 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 greenhouse gas emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some



communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of 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. EPA estimates that strengthening these standards will reduce NOx and PM2.5 emissions by 41% and 35% in 2055, respectively, as shown in Table 4 of the Federal Register notice.

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

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 greenhouse gas emissions standards for model years 2027 and later light-duty and medium-duty vehicles, which are estimated by EPA to reduce carbon dioxide emissions by 47% in 2055 (Table 2 of the Federal Register Notice), 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 contributes 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. The federal government's leadership in delivering effective regulatory limits on greenhouse gas emissions from motor vehicles could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the EPA's proposal to establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles.

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

Sincerely,

Administrator Michael S. Regan  
June 2, 2023



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)

**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 23-19.1 WHICH ADDS  
FUNDING FOR THE SOUTHERN AVE. SE IMPROVEMENTS PROJECT, AS REQUESTED BY  
THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

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

**WHEREAS**, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-19.1, which adds approximately \$2.1 million to the **Southern Ave. SE Improvements** project (**T5353**), as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the record will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated May 19, 2023, requesting the amendment; and

**WHEREAS**, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-19.1, creating the 19<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

**WHEREAS**, this resolution and 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 23-19.1 which adds approximately \$2.1 million to the **Southern Ave. SE Improvements** project (**T5353**), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, June 2, 2023.  
Final approval following review by the full board on Wednesday, June 21, 2023.**



<i>TIP ID</i>	T5353	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	Southern Ave SE Improvements	<i>County</i>	Washington	<i>Total Cost</i>	\$44,396,361
<i>Project Limits</i>	South Capitol St SE to 23rd St SE	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	
		<i>Agency Project ID</i>	ED028A		

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

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	DC/STATE	\$21,128,831	\$404,366	-	-	-	-	\$404,366	\$21,533,197
CON	STBG	\$9,095,702	\$1,617,462	-	-	-	-	\$1,617,462	\$10,713,164
	<i>Total CON</i>	\$30,224,533	\$2,021,828	-	-	-	-	\$2,021,828	\$32,246,361
OTHER	TBD	-	-	-	-	-	\$12,150,000	-	\$12,150,000
	<i>Total Other</i>	-	-	-	-	-	\$12,150,000	-	\$12,150,000
	<i>Total Programmed</i>	\$30,224,533	\$2,021,828	-	-	-	\$12,150,000	\$2,021,828	\$44,396,361



**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
23-19.1 Amendment 2023-2026	06/21/2023	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$31,150,000 to \$44,396,361

**ATTACHMENT B**  
**Summary Report for TIP Action 23-19.1 Formal Amendment to the**  
**FY 2023-2026 Transportation Improvement Program**  
**Requested by District Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY*
T5353	Southern Ave SE Improvements	\$42,374,533	\$44,396,361	\$2,021,828	43	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ► <del>Add funds in FFY 19 in CON for \$1,734,888</del> ► <del>Add funds in FFY 20 in CON for \$393,943</del> ► Add funds in FFY 23 in CON for \$404,366 STBG ► <del>Add funds in FFY 19 in CON for \$7,392,102</del> ► <del>Add funds in FFY 20 in CON for \$1,703,600</del> ► Add funds in FFY 23 in CON for \$1,617,462 <i>Total project cost increased from \$31,150,000            to \$44,396,361</i>

\* STBG and DC funding added in FYs 2019 and 2020 was done to correct an error made when this project record was transferred to the FY 2023-2026 TIP. These amounts were included in the previous TIP. Their addition here does not represent an actual change to the project cost, and they have been included in the "COST BEFORE" column.

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



May 19<sup>th</sup>, 2023

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

Dear Chair Collins,

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

- 1. Southern Ave from Barnaby Rd SE to UMC Campus (T5353a)**
  - a. Increase Formula/STBG funding for Construction by \$2,021,827 in FY 2023
  - b. Increase Formula/STBG funding for Construction by \$9,126,990 in FY 2019
  - c. Increase Formula/STBG funding for Construction by \$2,097,543 in FY 2020

The proposed amendments to fiscal years 2019 and 2020 are requested as an administrative correction for data loss during transition to the new financial database system. 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 June 2<sup>nd</sup> meeting.

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

Sincerely,

*Kyle J. Scott*

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

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-19.3 WHICH ADDS OR  
REPROGRAMS FUNDING ON THREE ROADWAY PROJECTS, A PEDESTRIAN BRIDGE  
PROJECT, AND THREE PROJECT AND/OR PROGRAM GROUPINGS 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 23-19.3 which adds a net total of approximately \$74 million to the Northern Virginia portion of the TIP by removing approximately \$60 million for two roadway projects and adding approximately \$4 million for a third roadway project, adding \$18.5 million for a pedestrian bridge project, and \$111 million for three project and/or program groupings, as listed 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 records will appear in the TIP following approval,

ATTACHMENT B) Amendment Summary report showing the total project costs (or 4-year program totals for the TIP project/program groupings), the reason for each amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Letter from VDOT dated May 22, 2023, requesting the amendment; and

**WHEREAS**, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-19.3, creating the 19<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and



**WHEREAS**, the three roadway projects are included in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and pedestrian bridge and three project/program groupings 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 23-19.3 which adds approximately \$74 million to the Northern Virginia portion of the TIP by removing approximately \$60 million for two roadway projects and adding approximately \$4 million for a third roadway project, adding \$18.5 million for a pedestrian bridge project, and \$111 million for three project and/or program groupings, as listed below, and as described in the attached materials.

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE
T6549	TRANSFORM I-66 OVERSIGHT PROJECT	\$200,000,000	\$155,200,000	\$(44,800,000)
T6520	Fairfax County Parkway widen from 4 to 6 lanes	\$130,200,000	\$115,036,346	\$(15,163,654)
T6447	Belmont Ridge Road (Route 659), South of the Dulles Greenway	\$36,463,000	\$40,617,689	\$4,154,689
T6681	CONNECTOR BRIDGE CRYSTAL CITY TO WASHINGTON NATIONAL AIRPORT	\$8,000,000	\$26,500,000	\$18,500,000
T5524	TIP Grouping project for Preventive Maintenance and System Preservation	\$33,087,842	\$94,389,075	\$61,301,233
T5525	TIP Grouping for Preventive Maintenance for Bridges	\$17,159,076	\$35,060,141	\$17,901,065
T5526	TIP Grouping project for Maintenance: Traffic and Safety Operations	\$16,409,000	\$48,253,974	\$31,844,974
	<b>TOTAL:</b>	<b>\$441,318,918</b>	<b>\$515,057,225</b>	<b>\$73,738,307</b>

**Adopted by the TPB Steering Committee at its meeting on Friday, June 2, 2023.  
Final approval following review by the full board on Wednesday, June 21, 2023.**



<i>TIP ID</i>	T5524	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	TIP Grouping project for Preventive Maintenance and System Preservation	<i>County</i>		<i>Total Cost</i>	\$94,389,075
<i>Project Limits</i>	NoVA District	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>	TIPGRP005		

*Description* This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
CON	NHPP	\$26,571,565	\$8,194,023	-	-	\$34,765,588	\$51,153,634	
CON	STBG	\$8,585,439	\$8,753,259	-	-	\$17,338,698	\$43,235,441	
	<i>Total CON</i>	\$35,157,004	\$16,947,282	-	-	\$52,104,286	\$94,389,075	
	<i>Total Programmed</i>	\$35,157,004	\$16,947,282	-	-	\$52,104,286	\$94,389,075	

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
23-19.3	Amendment 2023-2026	06/21/2023	Pending	N/A

*Current Change Reason*

SCHEDULE / FUNDING / SCOPE - Programming Update

*Funding Change(s):*

Total project cost increased from \$33,087,842 to \$94,389,075



**TIP ID** T5525  
**Project Name** TIP Grouping for Preventive Maintenance for Bridges  
**Project Limits** NoVA District

**Lead Agency** Virginia Department of Transportation  
**County**  
**Municipality** Region-wide  
**Agency Project ID** TIPGRP006

**Project Type** Bridge - Rehab  
**Total Cost** \$35,060,141  
**Completion Date**

**Description** TIP Grouping for Preventive Maintenance for Bridges.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
CON	NHPP	\$8,034,596	\$1,000,000	-	-	\$9,034,596	\$11,563,374
CON	STBG	\$494,339	\$8,078,059	-	-	\$8,572,398	\$23,496,767
<b>Total CON</b>		<b>\$8,528,935</b>	<b>\$9,078,059</b>	-	-	<b>\$17,606,994</b>	<b>\$35,060,141</b>
<b>Total Programmed</b>		<b>\$8,528,935</b>	<b>\$9,078,059</b>	-	-	<b>\$17,606,994</b>	<b>\$35,060,141</b>



**Version History**

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-19.3 Amendment 2023-2026	06/21/2023	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**

Total project cost increased from \$17,159,076 to \$35,060,141



<i>TIP ID</i>	T5526	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	TIP Grouping project for Maintenance: Traffic and Safety Operations	<i>County</i>		<i>Total Cost</i>	\$48,253,974
<i>Project Limits</i>	NoVA District	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>	TIPGRP007		

*Description* TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
CON	NHPP	\$3,878,563	-	-	-	\$3,878,563	\$3,878,563	*Map Has Not Been Marked
CON	STBG	\$11,110,032	\$7,077,000	-	-	\$18,187,032	\$44,375,411	
	<i>Total CON</i>	\$14,988,595	\$7,077,000	-	-	\$22,065,595	\$48,253,974	
	<i>Total Programmed</i>	\$14,988,595	\$7,077,000	-	-	\$22,065,595	\$48,253,974	

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
23-19.3	Amendment 2023-2026	06/21/2023	Pending	N/A

*Current Change Reason*

SCHEDULE / FUNDING / SCOPE - Programming Update

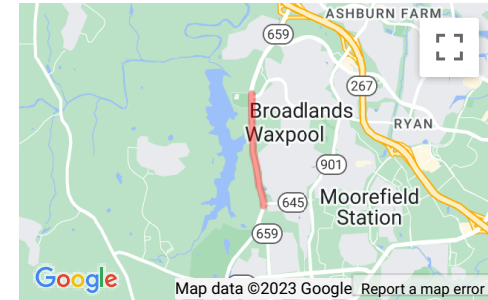
*Funding Change(s):*

Total project cost increased from \$16,409,000 to \$48,253,974



<b>TIP ID</b>	T6447	<b>Lead Agency</b>	Virginia Department of Transportation	<b>Project Type</b>	Road - Other Improvement
<b>Project Name</b>	Belmont Ridge Road (Route 659), South of the Dulles Greenway	<b>County</b>	Loudoun	<b>Total Cost</b>	\$40,617,689
<b>Project Limits</b>	VA 625 Truro Parish Road to VA 645 Croson Road	<b>Municipality</b>		<b>Completion Date</b>	2024
		<b>Agency Project ID</b>	113189		
<b>Description</b>	Widen from a substandard 2-lane rural section to a 4-lane arterial standard with the appropriate auxiliary turn lanes and signalization This project initially had a temporary UPC # of T16861.				

Phase AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	\$1,582,259	-	-	-	-	\$1,582,259	\$1,582,259
PE	DC/STATE	-	\$1,582,259	-	-	-	-	\$1,582,259	\$1,582,259
	<b>Total PE</b>	-	<b>\$3,164,518</b>	-	-	-	-	<b>\$3,164,518</b>	<b>\$3,164,518</b>
ROW	LOCAL	-	\$1,716,683	-	-	-	-	\$1,716,683	\$1,716,683
ROW	DC/STATE	-	\$1,716,683	-	-	-	-	\$1,716,683	\$1,716,683
	<b>Total ROW</b>	-	<b>\$3,433,366</b>	-	-	-	-	<b>\$3,433,366</b>	<b>\$3,433,366</b>
CON	LOCAL	-	\$1,701,058	-	-	-	-	\$1,701,058	\$1,701,058
CON	NVTA	-	\$19,500,000	-	-	-	-	\$19,500,000	\$19,500,000
CON	DC/STATE	-	\$12,818,747	-	-	-	-	\$12,818,747	\$12,818,747
	<b>Total CON</b>	-	<b>\$34,019,805</b>	-	-	-	-	<b>\$34,019,805</b>	<b>\$34,019,805</b>
	<b>Total Programmed</b>	-	<b>\$40,617,689</b>	-	-	-	-	<b>\$40,617,689</b>	<b>\$40,617,689</b>



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-19.3 Amendment 2023-2026	06/21/2023	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$36,463,000 to \$40,617,689



**TIP ID** T6520  
**Project Name** Fairfax County Parkway widen from 4 to 6 lanes  
**Project Limits** 0.15 Mi South of 123 Ox Road to 0.21Mi S of Nomes Court

**Lead Agency** Virginia Department of Transportation  
**County** Fairfax  
**Municipality**  
**Agency Project ID** 122982

**Project Type** Road - Add Capacity/Widening  
**Total Cost** \$115,036,346  
**Completion Date** 2027

**Description** Widen Fairfax County Parkway from 4 lanes to 6

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	RSTP	-	\$906,863	-	-	-	-	\$906,863	\$906,863
PE	AC RSTP	-	\$5,598,737	-	-	-	-	\$5,598,737	\$5,598,737
PE	ACCP RSTP	-	-	\$800,000	-	-	-	*	*
PE	DC/STATE	-	\$226,716	-	-	-	-	\$226,716	\$226,716
PE	AC DC/STATE	-	\$1,399,684	-	-	-	-	\$1,399,684	\$1,399,684
<b>Total PE</b>			<b>\$8,132,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$8,132,000</b>	<b>\$8,132,000</b>
ROW	TBD	-	-	-	-	-	\$4,720,464	-	\$4,720,464
<b>Total ROW</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$4,720,464</b>
CON	TBD	-	-	-	-	-	\$102,183,882	-	\$102,183,882
<b>Total CON</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$102,183,882</b>
<b>Total Programmed</b>			<b>\$8,132,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$106,904,346</b>	<b>\$8,132,000</b>	<b>\$115,036,346</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-19.3 Amendment 2023-2026	06/21/2023	Pending	N/A

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$130,200,000 to \$115,036,346  
 \* ACCP is not part of the Total

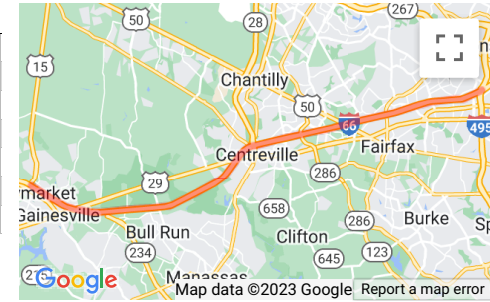


**TIP ID** T6549  
**Project Name** TRANSFORM I-66 OVERSIGHT PROJECT  
**Project Limits** I 495 Beltway to US 15  
**Lead Agency** Virginia Department of Transportation  
**County** Fairfax  
**Municipality**  
**Agency Project ID** 110496

**Project Type** Road - Other Improvement  
**Total Cost** \$155,200,000  
**Completion Date** 2023

**Description** TRANSFORM I-66 OVERSIGHT PROJECT

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	AC DC/STATE		\$15,000,000	-	-	-	-	-	\$15,000,000
	<i>Total PE</i>		\$15,000,000	-	-	-	-	-	\$15,000,000
ROW	CONCESSION		-	\$25,400,000	-	-	-	\$25,400,000	\$25,400,000
	<i>Total ROW</i>		-	\$25,400,000	-	-	-	\$25,400,000	\$25,400,000
OTHER	TBD		-	-	-	-	\$114,800,000	-	\$114,800,000
	<i>Total Other</i>		-	-	-	-	\$114,800,000	-	\$114,800,000
	<i>Total Programmed</i>		\$15,000,000	\$25,400,000	-	-	\$114,800,000	\$25,400,000	\$155,200,000



**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-19.3	Amendment 2023-2026	06/21/2023	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**

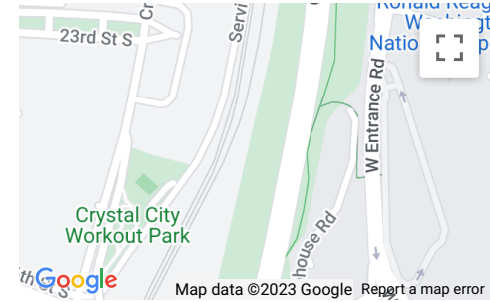
Total project cost decreased from \$200,000,000 to \$155,200,000  
 \* ACCP is not part of the Total



**TIP ID** T6681  
**Project Name** CONNECTOR BRIDGE CRYSTAL CITY TO WASHINGTON NATIONAL AIRPORT  
**Project Limits** Crystal City - Crystal Drive to VRE Station to Metrorail Station Wash DC Airport  
**Lead Agency** Virginia Department of Transportation  
**County**  
**Municipality**  
**Agency Project ID** 115562  
**Project Type** Bike/Ped  
**Total Cost** \$26,500,000  
**Completion Date** 2028

**Description** Constructing a pedestrian bridge project that connects Crystal City to Wash DC Airport. This project is not considered significant for Air Quality Conformity process.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW	NVTA	-	-	\$2,500,000	-	-	-	\$2,500,000	\$2,500,000
<b>Total ROW</b>			-	\$2,500,000	-	-	-	\$2,500,000	\$2,500,000
CON	TBD	-	-	-	-	\$24,000,000	-	-	\$24,000,000
<b>Total CON</b>			-	-	-	\$24,000,000	-	\$24,000,000	\$24,000,000
<b>Total Programmed</b>			-	\$2,500,000	-	\$24,000,000	-	\$2,500,000	\$26,500,000



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-19.3 Amendment 2023-2026	06/21/2023	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**

Total project cost increased from \$8,000,000 to \$26,500,000



**ATTACHMENT B**  
**Summary Report for TIP Action 23-19.3 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
T6549	TRANSFORM I-66 OVERSIGHT PROJECT	\$200,000,000	\$155,200,000	(\$44,800,000)	-22	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 27 in OTHER for \$114,800,000 CONCESSION</li> <li>▶ Add funds in FFY 24 in ROW for \$25,400,000 AC</li> <li>▶ Delete funds in FFY 17 in PE for \$15,000,000 CON for \$85,000,000</li> <li>▶ Delete funds in FFY 21 in PE for \$15,000,000 CON for \$85,000,000 DC/STATE</li> <li>▶ Add funds in FFY 21 in PE for \$15,000,000</li> <li>▶ Delete funds in FFY 17 in PE for \$15,000,000 CON for \$85,000,000</li> <li>▶ Delete funds in FFY 21 in PE for \$15,000,000 CON for \$85,000,000</li> </ul> <p><i>Total project cost decreased from \$200,000,000 to \$155,200,000</i></p>
T6520	Fairfax County Parkway widen from 4 to 6 lanes	\$130,200,000	\$115,036,346	(\$15,163,654)	-12	Location/limits change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 27 in ROW from \$0 to \$4,720,464</li> <li>+ Increase funds in FFY 27 in CON from \$0 to \$102,183,882</li> <li>- Decrease funds in FFY 27 in OTHER from \$87,000,000 to \$0 AC</li> <li>▶ Delete funds in FFY 21 in PE for \$6,900,000</li> <li>▶ Delete funds in FFY 22 in ROW for \$9,700,000 DC/STATE</li> <li>▶ Delete funds in FFY 21 in PE for \$1,100,000</li> <li>▶ Delete funds in FFY 22 in PE for \$500,000</li> <li>+ Increase funds in FFY 23 in PE from \$600,000 to \$1,626,400 ACC</li> <li>▶ Delete funds in FFY 22 in PE for \$2,000,000</li> <li>▶ Delete funds in FFY 23 in PE for \$2,400,000 RSTP</li> <li>▶ Add funds in FFY 23 in PE for \$6,505,600</li> <li>▶ Delete funds in FFY 21 in PE for \$6,900,000</li> <li>▶ Delete funds in FFY 22 in ROW for \$9,700,000 NVTA</li> <li>▶ Delete funds in FFY 16 in PE for \$10,000,000</li> <li>▶ Delete funds in FFY 18 in PE for \$10,000,000</li> <li>▶ Add funds in FFY 24 in PE for \$800,000</li> </ul> <p><i>Total project cost decreased from \$130,200,000 to \$115,036,346</i></p>
T6447	Belmont Ridge Road (Route 659), South of the Dulles Greenway	\$36,463,000	\$40,617,689	\$4,154,689	11	Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 17 in PE for \$1,080,000 ROW for \$1,283,000 CON for \$14,600,000</li> <li>▶ Add funds in FFY 23 in PE for \$1,582,259 ROW for \$1,716,683 CON for \$1,701,058 DC/STATE</li> <li>▶ Add funds in FFY 23 in PE for \$1,582,259 ROW for \$1,716,683 CON for \$12,818,747 NVTA</li> <li>▶ Add funds in FFY 23 in CON for \$19,500,000 NVTA-BOND</li> <li>▶ Delete funds in FFY 17 in CON for \$19,500,000</li> </ul> <p><i>Total project cost increased from \$36,463,000 to \$40,617,689</i></p>

**ATTACHMENT B**  
**Summary Report for TIP Action 23-19.3 Formal Amendment to the**  
**FY 2023-2026 Transportation Improvement Program**  
**Requested by Virginia Department of Transportation**

T6681	CONNECTOR BRIDGE CRYSTAL CITY TO WASHINGTON NATIONAL AIRPORT	\$8,000,000	\$26,500,000	\$18,500,000	231	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 27 in CON for \$24,000,000 DC/STATE</li> <li>▶ Delete funds in FFY 20 in PE for \$1,600,000 NVTA</li> <li>▶ Add funds in FFY 24 in ROW for \$2,500,000 CMAQ</li> <li>▶ Delete funds in FFY 20 in PE for \$6,400,000</li> </ul> <p><i>Total project cost increased from \$8,000,000 to \$26,500,000</i></p>
T5524	TIP Grouping project for Preventive Maintenance and System Preservation	\$33,087,842	\$94,389,075	\$61,301,233	185	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>NHPP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 21 in CON for \$8,194,023</li> <li>▶ Add funds in FFY 22 in CON for \$8,194,023</li> </ul> <p>+ Increase funds in FFY 23 in CON from \$8,194,023 to \$26,571,565</p> <p>- Decrease funds in FFY 24 in CON from \$16,947,282 to \$8,194,023</p> <p>STBG</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 21 in CON for \$13,207,411</li> <li>▶ Add funds in FFY 22 in CON for \$12,689,332</li> </ul> <p>+ Increase funds in FFY 23 in CON from \$7,946,537 to \$8,585,439</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in CON for \$8,753,259</li> </ul> <p><i>Total project cost increased from \$33,087,842 to \$94,389,075</i></p>
T5525	TIP Grouping for Preventive Maintenance for Bridges	\$17,159,076	\$35,060,141	\$17,901,065	104	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>NHPP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 21 in CON for \$1,000,000</li> <li>▶ Add funds in FFY 22 in CON for \$1,528,778</li> </ul> <p>+ Increase funds in FFY 23 in CON from \$1,000,000 to \$8,034,596</p> <p>STBG</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 21 in CON for \$3,462,187</li> <li>▶ Add funds in FFY 22 in CON for \$11,462,182</li> </ul> <p>- Decrease funds in FFY 23 in CON from \$7,079,538 to \$494,339</p> <p>- Decrease funds in FFY 24 in CON from \$8,079,538 to \$8,078,059</p> <p><i>Total project cost increased from \$17,159,076 to \$35,060,141</i></p>
T5526	TIP Grouping project for Maintenance: Traffic and Safety Operations	\$16,409,000	\$48,253,974	\$31,844,974	194	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>NHPP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 23 in CON for \$3,878,563</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 21 in CON for \$13,996,473</li> <li>▶ Add funds in FFY 22 in CON for \$12,191,906</li> </ul> <p>+ Increase funds in FFY 23 in CON from \$9,332,000 to \$11,110,032</p> <p><i>Total project cost increased from \$16,409,000 to \$48,253,974</i></p>
<b>Totals:</b>		<b>\$441,318,918</b>	<b>\$515,057,225</b>	<b>\$73,738,307</b>			



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

May 22, 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:  
Belmont Ridge Road Widening – South of the Dulles Greenway (TIP ID T6447 / UPC# 113189)  
Fairfax County Parkway Widening (TIP ID T6520 / UPC# 122982)  
Connector Bridge Crystal City Project (TIP ID T6881 / UPC# T23444)  
Transform I-66 Oversight Project (TIP ID T6549 / UPC# 110496)  
Maintenance Grouping: Traffic & Safety Operations (TIP ID T5526)  
Maintenance Grouping: Preventative for Bridges (TIP ID T5525)  
Maintenance Grouping: Preventative for System Preservation (TIP ID T5524)

Dear Chair Collins:

The Virginia Department of Transportation (VDOT) requests the following seven amendments to the FY 2023-2026 Transportation Improvement Program (TIP).

### **Project Requests for TIP Amendments**

#### Belmont Ridge Road Widening – South of the Dulles Greenway (TIP ID T6447 / UPC# 113189)

This project will widen Belmont Ridge Road from Truro Parish Drive to Croson Lane. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Add \$1,582,259 (REVSH) FFY23 for PE Phase
- Add \$1,716,683 (REVSH) FFY23 for RW Phase
- Add \$1,701,058 (REVSH) FFY23 for CN Phase
- Add \$30,617,690 (Other Funds: Local Funds) FFY23 CN Phase

#### Fairfax County Parkway Widening (TIP ID T6520 / UPC# 122982)

This project will reduce congestion and improve safety by widening Route 286 (Fairfax County Parkway) from four lanes to six lanes, with intersection improvements, stormwater management facilities, and accommodations for pedestrians and bicyclists. It is also included in the air quality conformity analysis. The proposed amendment will:

- Add \$906,863 (RSTP) FFY23 for PE Phase
- Add \$5,598,737 (AC-RSTP) FFY23 for PE Phase
- Add \$800,000 (ACC-RSTP) FFY24 for PE Phase

The Honorable Reuben Collins  
May 22, 2023  
Page Two

Connector Bridge Crystal City Project (TIP ID T6881 / UPC# T23444)

This is a pedestrian bridge project that connects Crystal City to the Washington DC Airport. This project is not considered significant for air quality conformity process. The proposed amendment will:

- Add \$2,500,000 (Other funds: NVT A) FFY24 for RW Phase

Transform I-66 Oversight Project (TIP ID T6549 / UPC# 110496)

This is an oversight project for the I-66 corridor from Route 15 in Haymarket to I-495/Capital Beltway, which monitors RW funds for FFY23 only and is a breakout project from the Transform I-66 Outside the Beltway construction project (UPC 108826). The oversight project is included in the air quality conformity analysis. The proposed amendment will:

- Add \$25,400,000 (Other Funds: Concession Funds) FFY23 for RW Phase

Maintenance Grouping: Traffic & Safety Operations (TIP ID T5526)

This listing covers a number of projects/programs throughout the VDOT Northern Virginia District. The nature/scope of these projects are maintenance for traffic and safety operations. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA. The proposed amendment will:

- Add \$3,189,226 (NHPP) FFY23 for CN Phase
- Add \$4,390,067 (STP/STBG) FFY23 for CN Phase

Maintenance Grouping: Preventative for Bridges (TIP ID T5525)

This listing covers a number of projects/programs throughout the VDOT Northern Virginia District. The nature/scope of these projects are preventive maintenance for bridges. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA. The proposed amendment will:

- Add \$7,563,374 (NHPP) FFY23 for CN Phase
- Add \$494,339 (STP/STBG) FFY23 for CN Phase

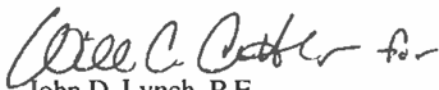
Maintenance Grouping: Preventative for System Preservation (TIP ID T5524)

This listing covers a number of projects/programs throughout the VDOT Northern Virginia District. The nature/scope of these projects are preventive maintenance and system preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA. The proposed amendment will:

- Add \$18,377,542 (NHPP) FFY23 for CN Phase
- Add \$638,902 (STP/STBG) FFY23 for CN Phase

VDOT requests approval of the seven existing projects to the TIP by the Transportation Planning Board's Steering Committee at its meeting on June 2, 2023. VDOT's representative will be available to answer any questions about this amendment request. Thank you for your consideration of this matter.

Sincerely,

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

The Honorable Reuben Collins  
May 22, 2023  
Page Three

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



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** June 15, 2023

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



National Capital Region  
**Transportation Planning Board**

May 16, 2023

Shailen Bhatt  
Administrator  
Federal Highway Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Re: FY 2022/2023 Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) application by Prince William County, Virginia for the Chinn Complex Vehicle Charging Infrastructure Project

Dear Administrator Bhatt:

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 Prince William County, Virginia for a FY 2022/2023 CFI Program grant to fund the implementation of the Chinn Complex Vehicle Charging Infrastructure Project.

The grant will fund the installation of eight electric vehicle (EV) charging stations at the Chinn Park Library and Chinn Aquatics & Fitness Center (Chinn Complex). The project will deploy EV charging infrastructure in a publicly accessible location, in close proximity to both business corridors and local neighborhoods of traditionally underserved and disadvantaged communities. The project will support the development of a robust and accessible charging and fueling network, crucial for accelerating the adoption of electric and alternative fuel vehicles. Furthermore, the project will create jobs in the community, stimulate the local economy, and serve as a model for other regions looking to invest in clean transportation infrastructure.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment. Cleaner vehicles using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner transportation. The support and promotion of electric vehicles is a key strategy of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paolo Belita, Prince William County Department of Transportation



National Capital Region  
**Transportation Planning Board**

May 17, 2023

Shailen Bhatt  
Administrator  
Federal Highway Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Re: FY 2022/2023 Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) application by the District of Columbia for a Vehicle Charging Infrastructure Project

Dear Administrator Bhatt:

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 for a FY 2022/2023 CFI Program grant to fund the implementation of a Vehicle Charging Infrastructure Project.

The grant will fund the installation of Level 2 and 3 electric vehicle (EV) charging stations in the District of Columbia in Wards 5, 7, and 8; these wards lie in the eastern half of the District and have a high proportion of traditionally underserved and disadvantaged populations. In addition, the project will upgrade Capital Bikeshare bikesharing stations throughout the District to provide solar power, energy storage, and/or grid connections to make them micromobility hubs and allow the charging of electric bikes.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment. Cleaner vehicles using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner transportation. The support and promotion of electric vehicles and micromobility alternatives are key strategies of our adopted 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: Richard Jackson, Interim Director, District Department of Energy & Environment  
Everett Lott, Director, District Department of Transportation





National Capital Region  
**Transportation Planning Board**

May 24, 2023

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

Re: FY 2023 Regional Infrastructure Accelerator (RIA) Demonstration Program grant application by Montgomery County, Maryland

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a FY 2023 Regional Infrastructure Accelerator (RIA) Demonstration Program grant to accelerate the construction of a countywide Bus Rapid Transit (BRT) network.

To meet regional transportation needs and climate change goals, Montgomery County envisions a 102-mile BRT network. The first phase of this program of projects is projected to cost \$2.7 billion and will include a system of six BRT lines and a bus depot to accommodate zero emission buses. This BRT system will be coupled with an extensive program of non-BRT transit improvements including dedicated lanes and transit signal priority at strategic locations. The grant funding will be used to develop innovative financing strategies and to advance the program of projects for implementation.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the region's bus system and in the environment. High-capacity transit using zero emissions buses on dedicated infrastructure will provide benefits to the region's residents and visitors through high quality, reliable, frequent, and clean public transportation service. The support and promotion of public transportation and clean vehicles are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

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

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

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



June 9, 2023

Ms. Carmel Roques  
Secretary  
Maryland Department of Aging  
301 W. Preston Street, Suite 1007  
Baltimore, MD 21201

Dear Ms. Rogues,

It is my pleasure to write in support of the proposal being submitted to your office by the Chinese Culture and Community Service Center, Inc. (CCACC). The Metropolitan Washington Council of Governments (COG) serves as the grantor to CCACC for the Federal Transit Administration's Enhanced Mobility Program for older adults and persons with disabilities. COG is pleased with the work conducted by CCACC to provide adult day healthcare center transportation services.

COG recognizes that funding provided by the Maryland Aging-In-Place Program is crucial for CCACC to continue providing access to essential health care, mental health and social services to underserved community members who lack access to health care resources. With funding support, CCACC will have the opportunity to maintain and expand transportation to its adult day healthcare center (ADHC), CCACC Health Center, and to other medical appointments.

CCACC is an exemplary organization that has been serving the Montgomery County Asian American community since 1982 and operates as a unique community health resource in the County through an extensive array of services covering over 5,000 community members with direct services through its community health center, adult day health center, home care program, daycare and after school programs, and many other community service programs.

CCACC is requesting funding support for their daily transportation operations and the replacement of buses. The grant request represents a general operating cost and onetime capital funding. The majority of funds will come from CCACC and other sources. If approved, the grant would leverage significant other funding resources.

In conclusion, COG supports the efforts of CCACC as they seek external funding to support this impactful project designed to strengthen the health and wellbeing of Montgomery County residents. The Maryland Department of Aging's support will help the 157,335 Asian American community members in Montgomery County find a culturally appropriate medical home and the underserved to lead healthier and more productive lives.

Sincerely,

A handwritten signature in blue ink that reads "Kanti Srikanth".

Kanti Srikanth  
Deputy Executive Director



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** June 15, 2023

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

All potential applicants must register for and attend an upcoming pre-application conference!



## Enhanced Mobility Program: 2023 Grant Solicitation Coming Soon!

All potential applicants must register for and attend an upcoming pre-application conference.

### LEARN MORE AND REGISTER

The National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG) will conduct a solicitation for applications for the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grant program. **Applications will be accepted August 1 through September 30, 2023.**

All potential applicants must register for and attend one of three upcoming pre-application conferences to learn more about program eligibility, how to apply for funding, and federal reporting requirements for grant administration.

#### Pre-Application Conference Dates:

- Friday, August 4, Silver Spring, MD (in-person)
- Tuesday, August 8, Tysons Corner, VA (in-person)
- Wednesday, August 16, Washington, DC (hybrid)

Enhanced Mobility supports programs and services to improve the mobility of older adults and persons with disabilities. Non-profit organizations, private providers, transit agencies, and local governments are eligible to apply for the \$10.8 million in available funding. The program requires 50% operating and 20% capital matching funds from the applicant and a minimum grant request of \$200,000. Additional eligibility requirements apply.

#### CONTACT:

Mohammad Khan: [mkhan@mwkog.org](mailto:mkhan@mwkog.org), (202) 962-3253.

*Enhanced Mobility is jointly administered by COG and the TPB. COG is the designated recipient of the federal Section 5310 funds, while the TPB solicits applications and selects projects and programs to receive funding.*

*Reasonable accommodations are provided upon request, including alternative formats of the application and any meeting materials. For more information, visit [www.mwkog.org/accommodations](http://www.mwkog.org/accommodations) or call (202) 962-3200 or (202) 962-3213 (TDD).*



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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300, Washington, DC 20002



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** John Swanson, TPB Transportation Planner  
**SUBJECT:** Solicitation for Applications: The Transit Within Reach Program  
**DATE:** June 15, 2023

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The application period for the TPB's Transit Within Reach Program opened on Friday, May 26. The deadline for applications is August 4. The deadline for submitting abstracts for proposed projects, which is an optional step, is June 23.

Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Recipients will receive short-term consultant services and no direct financial assistance. Approximately \$80,000 will be available per project. For this round, the TPB will allocate approximately \$250,000.

## **PROGRAM OVERVIEW**

The Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The program places special emphasis on projects that improve access in TPB Transit Access Focus Areas (TAFAs), which have been identified as prime locations for small capital improvements—such as sidewalks, trails, crosswalks—that will make it safer and easier to walk or bike to train stations and bus stops.

Moving beyond conceptual planning, Transit Within Reach funds can help projects achieve up to 30 percent design and otherwise make progress toward construction/implementation (see categories listed below). Local governments that are members of the TPB are eligible to apply. Services are provided by consultants on a short-term basis—typically one year or less. To be eligible, projects must have already undergone a local planning process and be ready to move toward implementation. Project categories may include (but are not limited to):

### Cost estimates of improvements

- Engineering systems description and analysis
- Preliminary or schematic drawings with site plans and elevations
- Renderings of site massing, elevation, or facility interior/exterior spaces
- Site surveys

The Transit Within Reach program advances a regional policy priority to improve walk and bike access to transit, which was one of seven Aspirational Initiatives approved by the TPB in 2018.

The program complements the Transportation Land-Use Connections (TLC) Program, which also funds technical assistance for local governments throughout the region. But unlike Transit Within

Reach, the TLC Program funds planning projects, as well as design. And, while the TLC Program also promotes access to transit, its projects typically address other topics as well.

## **BACKGROUND**

Approved in 2018, the TPB's long-range transportation plan, Visualize 2045, included an Aspirational Initiative calling upon the region to improve pedestrian and bicycle access to transit. The region is currently expected to have 225 High-Capacity Transit Stations by 2030, but many of the areas around these stations are not conducive to walking and biking. These station areas include Metrorail, commuter rail, light rail, streetcar, bus rapid transit, and multimodal stations.

Following the approval of Visualize 2045, the TPB asked staff to prioritize a set of transit station areas where pedestrian and bicycle access improvements would have the greatest potential to utilize available ridership capacity and increase transit ridership. In response, TPB staff conducted the Transit Within Reach study, which combined regional analysis with member outreach to develop a regional list of 49 Transit Access Focus Areas (TAFAs). The board determined that these locations present the greatest need and opportunity to improve pedestrian and bicycle access to transit. The TAFAs are distributed across the TPB's jurisdictions, serve a variety of transit systems, and all are located within a half mile of one of the region's Activity Centers. Forty-three out of 49 TAFAs are in Equity Emphasis Areas, which have high concentrations of low-income population and communities of color.

In July 2020, the TPB adopted Resolution R4-2021, which adopted the TAFAs and asked TPB member jurisdictions to prioritize projects, programs, and policies that will implement improvements in the TAFAs. In order to further advance its work with TAFAs and more broadly to promote implementation of the Aspirational Initiative to promote bike/ped access to transit, the TPB has established the Transit Within Reach Program to move small high-impact projects into preliminary design or preliminary engineering (30%).

## **APPLICATION PROCESS**

Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply. This solicitation is being conducted every two years between FY 2021 and FY 2026. Approximately \$80,000 will be available per project; for each biennial solicitation approximately \$250,000 will be allocated to three projects. Recipients will receive short-term consultant services, not direct financial assistance.

The current application period, which is the second round for the program, opened on May 26, 2023 and will close on August 4, 2023. Applicants may submit an optional abstract by June 23, 2023. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal. In advance of convening a selection panel, TPB staff will ask state and regional agencies to comment on the applications.

The selection panel will include individuals with pedestrian, bicycle, and transit expertise. The panel will be encouraged to select projects representing a variety of different types of transit – Metrorail, commuter rail, bus rapid transit, etc. The TPB is scheduled to approve projects for funding in October or November of 2023.

## SCHEDULE

- Application period opens: May 26, 2023
- Abstracts due (optional): June 23, 2023
- Applications due: August 4, 2023
- Selection panel review and recommendations: August-September 2023
- TPB approves projects: October to November 2023
- Task Orders developed for projects: December 2023 to January 2024
- Project kickoff meetings: February 2024
- Project completion: December 2024

## FUNDING PRIORITIES

Applications will be scored according to eligibility criteria listed in the application. Projects will receive higher scores for aligning with one or more of the following priorities:

- ***Improvements in ped/bike access to high-capacity transit, and, in particular, in Transit Access Focus Areas***  
Applications for pedestrian and/or bicycle improvements that will expand bicycle and pedestrian access to one or more of the region's 225 HCT station areas that will be open to riders by 2030, priority will be given to the TPB's 49 Transit Access Focus Areas (TAFA).
- ***Increase in transit ridership and/or utilization of available ridership capacity***  
Applications are encouraged that demonstrate how planned pedestrian and/or bicycle capital improvements will increase transit ridership and/or utilize available ridership capacity at the station.
- ***Access for low-income communities and communities of color***  
Applications are encouraged that demonstrate how planned pedestrian and/or bicycle capital improvements will increase access for low-income communities or communities of color, particularly in Equity Emphasis Areas (EEAs).
- ***Collaboration with other agencies and/or jurisdictions***  
Applications are encouraged that demonstrate how successful collaboration among agencies and/or jurisdictions will be achieved.
- ***Strategies to advance project, including funding and construction***  
Applications are encouraged that demonstrate that projects are on a realistic trajectory toward construction. In addition, applications are encouraged that will use the program as seed funding to complement or leverage other funding sources.

## FOR MORE INFORMATION

The Transit Within Reach application can be downloaded at:

[www.mwcog.org/transportation/programs/transit-within-reach-program](http://www.mwcog.org/transportation/programs/transit-within-reach-program)

For more information, contact

- John Swanson, [jswanson@mwcog.org](mailto:jswanson@mwcog.org)





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
**SUBJECT:** Virginia Pre-Application Period for the Transportation Alternatives Set-Aside Program  
**DATE:** June 15, 2023

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The pre-application period in Virginia for the Transportation Alternatives Set-Aside (TA Set-Aside) Program is currently open and will close on June 30, 2023. Full applications are due on October 2, 2023. Pre-applications are a requirement of the Virginia TA Set-Aside process.

Pre-applications must be submitted through the Virginia Department of Transportation (VDOT). See [www.virginiadot.org/business/prehancegrants.asp](http://www.virginiadot.org/business/prehancegrants.asp) for more information.

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

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting projects for our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve funding for the next round of Virginia projects in February of 2024. Virginia uses a two-year cycle for the program.

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

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

For more information about the TPB's role in this program, please contact John Swanson [jswanson@mwcog.org](mailto:jswanson@mwcog.org) or 202-962-3295. For information about the Virginia application process, contact Brittany Voll at [brittany.voll@vdot.virginia.gov](mailto:brittany.voll@vdot.virginia.gov).