



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** February 9, 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:** February 9, 2023

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At its meeting on February 3, 2023, the TPB Steering Committee adopted three resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT), as described below:

- TPB SR15-2023 – requested by DDOT to add \$50,000 for a new pilot program under the DC Circulator project and program grouping, and \$9.6 million for the National Electric Vehicle Infrastructure (NEVI) deployment program. Both programs are exempt from the air quality conformity requirement.
- TPB SR16-2023 – requested by MDOT to add \$400,000 for planning and engineering of the MD 97 Reddy Branch Bridge Removal project. Funding for planning and preliminary engineering of projects is exempt from the air quality conformity requirement.
- TPB SR17-2023 – requested by VDOT to add \$5 million for ROW acquisition for the I-495 NEXT - VDOT Oversight & Transportation Management Plan. This oversight and management plan is 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:

- Attendance of the February 3, 2023 TPB Steering Committee
- Adopted resolution SR15-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-11.1, as requested by DDOT
- Adopted resolution SR16-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-11.2, as requested by MDOT
- Adopted resolution SR17-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-11.3, as requested by VDOT

**TPB Steering Committee Attendance – February 3, 2023**  
(only voting members and alternates listed)

TPB Chair/MD rep.: Reuben Collins  
TPB Vice Chair/DC Rep.: Christina Henderson  
Heather Edelman (Alt.)  
TPB 2<sup>nd</sup> Vice Chair/VA Rep.: James Walkinshaw  
DDOT/Tech. Cmte. Chair: Mark Rawlings  
MDOT: Kari Snyder  
VDOT: Amir Shahpar  
WMATA: Mark Phillips

**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 23-07.3 WHICH ADDS TWO NEW  
PROGRAMS, THE DC CIRCULATOR B100 PILOT PROGRAM AND THE NATIONAL  
ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) DEPLOYMENT PROGRAM,  
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 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 23-011.1 which adds \$50,000 for the **B100 Pilot Program**, a new subproject of the already funded **DC Circulator** operational program (**T6105**), and \$9.6 million for a new TIP record, for the **NEVI Deployment Program (T11614)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Project Overview reports showing how the projects will appear in the TIP following approval,

ATTACHMENT B) Amendment Summary report for each project 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,

ATTACHMENT C) Letter from DDOT dated January 25, 2023 requesting the amendments; and

**WHEREAS**, these programs have been entered into the TPB's Project InfoTrak database under TIP Action 23-11.1, creating the 11<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**, these programs are both exempt from the air quality conformity requirement; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-011.1 which adds \$50,000 for the **B100 Pilot Program**, a new subproject of the already funded **DC Circulator** operational program (**T6105**), and \$9.6 million for a new TIP record, for the **NEVI Deployment Program (T11614)** as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, February 3, 2023.  
Final approval following review by the full board on Wednesday, February 15, 2023.**



National Capital Region  
**Transportation Planning Board**

ATTACHMENT A

Overview Report for TIP Action 23-11.1: a Formal Amendment to  
 the FY 2023-2026 Transportation Improvement Program  
 Requested by the District Department of Transportation  
 Approved by the TPB Steering Committee on Feb. 6, 2023

<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>	\$9,577,115
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2028
		<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
CON NEVI	-	\$4,819,558	\$2,842,133	-	-	-	\$7,661,691	\$7,661,691	
CON DC/STATE	-	\$1,204,890	\$710,534	-	-	-	\$1,915,424	\$1,915,424	
<i>Total CON</i>	-	\$6,024,448	\$3,552,667	-	-	-	\$9,577,115	\$9,577,115	
<i>Total Programmed</i>	-	\$6,024,448	\$3,552,667	-	-	-	\$9,577,115	\$9,577,115	

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	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



National Capital Region  
**Transportation Planning Board**

Overview Report for TIP Action 23-11.1: a Formal Amendment to the FY 2023-2026 Transportation Improvement Program Requested by the District Department of Transportation Approved by the TPB Steering Committee on Feb. 6, 2023

<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>	\$774,994
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2026
		<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
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	-	-	\$1,000	\$11,000	\$11,000
		<i>Total CON</i>	\$50,000	-	-	\$1,000	\$51,000	\$51,000
STUDY		CMAQ	-	-	-	-	-	\$227,851
STUDY		DC/STATE	-	-	-	-	-	\$56,964
		<i>Total STUDY</i>	-	-	-	-	-	\$284,815
		<i>Total Programmed</i>	\$50,000	-	-	\$1,000	\$51,000	\$774,994

\*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
23-02	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	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$724,994 to \$774,994

ATTACHMENT B

Amendment Summary Report for TIP Action 23-11.3 FY 2023-2026 Transportation Improvement Program Requested by the District Department of Transportation, Approved by the TPB Steering Committee on Feb. 3, 2023							
TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11622	National Electric Vehicle Infrastructure Deployment Program (NEVI)	\$0	\$9,577,115	\$9,577,115	-	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ► Add funds in FFY 23 in CON for \$1,204,890 ► Add funds in FFY 24 in CON for \$710,534 NEVI ► Add funds in FFY 23 in CON for \$4,819,558 ► Add funds in FFY 24 in CON for \$2,842,133 <i>Total project cost \$9,577,115</i>
T6105	DC Circulator	\$724,994	\$774,994	\$50,000	7	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ► Add funds in FFY 23 in CON for \$10,000 CMAQ ► Add funds in FFY 23 in CON for \$40,000 <i>Total project cost increased from \$724,994 to \$774,994</i>
<b>Totals:</b>		<b>\$724,994</b>	<b>\$10,352,109</b>	<b>\$9,627,115</b>			



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



January 25, 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. DC Circulator B100 Pilot Program (TIP ID: T-6105c)**
  - a. Create subproject c.
  - b. Increase CMAQ funding for Construction by \$50,000 in FY 2023.
  
- 2. National Electric Vehicle Infrastructure Deployment Program (NEVI) (TIP ID: T-11622)**
  - a. Create new project.
  - b. Increase NEVI funding for Construction by \$6,021,448 in FY 2023.
  - c. Increase NEVI funding for Construction by \$3,552,666 in FY 2024.

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

Saesha Carlile  
Chief Administrative Officer  
District Department of Transportation  
[Saesha.carlile@dc.gov](mailto:Saesha.carlile@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 23-11.2 WHICH  
ADDS A NEW PROJECT, MD 97 REDDY BRANCH BRIDGE REMOVAL (PE ONLY),  
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 Infrastructure Investment and Jobs Act (IIJA) which was signed into law on November 21, 2021, 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 23-11.2 which adds \$400 thousand for planning and engineering on a new project, **MD 97 Reddy Branch Bridge Removal (PE only) (T11623)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Project Overview report showing how the project 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 MDOT dated January 25, 2023 requesting the amendments; and

**WHEREAS**, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-11.2, creating the 11<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**, funding for planning and engineering for this project in the TIP is exempt from the air quality conformity requirement; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-11.2 which adds \$400 thousand for planning and engineering on a new project, **MD 97 Reddy Branch Bridge Removal (PE only) (T11623)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, February 3, 2023.  
Final approval following review by the full board on Wednesday, February 15, 2023.**



National Capital Region  
**Transportation Planning Board**

**ATTACHMENT A**

Overview Report for TIP Action 23-11.2: a Formal Amendment to the FY 2023-2026 Transportation Improvement Program Requested by the Maryland Department of Transportation Approved by the TPB Steering Committee on Feb. 6, 2023

<i>TIP ID</i>	T11623	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration				<i>Project Type</i>	Preliminary Engineering/Environmental Analysis
<i>Project Name</i>	MD 97 Reddy Branch Bridge Removal (PE only)	<i>County</i>	Montgomery				<i>Total Cost</i>	\$400,000
<i>Project Limits</i>		<i>Municipality</i>					<i>Completion Date</i>	2024
		<i>Agency Project ID</i>	M07463					
<i>Description</i>	Design for removal of existing MD 97 bridge over Reddy Branch							

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE DC/STATE	-	\$30,000	\$50,000	-	-	-	\$80,000	\$80,000
PE STBG	-	\$120,000	\$200,000	-	-	-	\$320,000	\$320,000
<i>Total PE</i>	-	\$150,000	\$250,000	-	-	-	\$400,000	\$400,000
<i>Total Programmed</i>	-	\$150,000	\$250,000	-	-	-	\$400,000	\$400,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-11.2 Amendment 2023-2026	02/15/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

ATTACHMENT B

Amendment Summary Report for TIP Action 23-11.3  
 FY 2023-2026 Transportation Improvement Program  
 Requested by the Maryland Department of Transportation - State Highway Administration,  
 Approved by the TPB Steering Committee on Feb. 3, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11623	MD 97 Reddy Branch Bridge Removal (PE only)	\$0	\$400,000	\$400,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ► Add funds in FFY 23 in PE for \$30,000 ► Add funds in FFY 24 in PE for \$50,000 STBG ► Add funds in FFY 23 in PE for \$120,000 ► Add funds in FFY 24 in PE for \$200,000 <i>Total project cost \$400,000</i>

January 25, 2023

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

Dear Chairman Collins:

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

This action reflects MDOT SHA’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the project below. This new project is associated with the MD 97 at Brookeville Highway Construction project (T3106), and through coordination and consultation with the Maryland-National Capital Park and Planning Commission (M-NCPPC), this bridge removal was an agreed upon mitigation project between both agencies.

<b>TIP ID</b>	<b>Project</b>	<b>Amount of New Funding (In 000s)</b>	<b>Comment</b>
11623	MD 97 Reddy Branch Bridge Removal	\$400	Adds new project and funds for preliminary engineering.

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

This project is 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@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

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

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

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

**MEMORANDUM**

**TO:** OPCP DIRECTOR HEATHER MURPHY  
**ATTN:** OPCP REGIONAL PLANNING MANAGER TYSON BYRNE  
 OPCP REGIONAL PLANNER KARI SNYDER  
**FROM:** OPPE DEPUTY DIRECTOR ERIC BECKETT *E. Beckett*  
**SUBJECT:** REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL  
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION  
 IMPROVEMENT PROGRAM (TIP)  
**DATE:** JANUARY 24, 2023  
**RESPONSE**  
**REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

To request the MDOT Office of Planning and Capital Programming (OPCP) approve and forward to TPB for its approval the following TIP amendments.

**SUMMARY**

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2023-2026 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
11623	MD 97 Reddy Branch Bridge Removal	ENG	\$400,000

**ANALYSIS**

*MD 97 Reddy Branch Bridge Removal (TPB11623)* – This requested amendment reflects the addition of a new project to the FY 2023-2026 TPB TIP and adds \$400,000 to the FY 2023-2026 TPB TIP preliminary engineering funding for TPB 11623. This amendment ensures the FY 2023-2026 TPB TIP reflects MDOT SHA updated programmed funds and project schedule in FY 2023-2026. The design is anticipated to be complete in 2024. This project is being advanced by MDOT SHA at the request of the Maryland-National Capital Park and Planning Commission (M-NCPPC) as we continue with the MD 97 Brookeville Bypass project.

The attached Statewide TIP (STIP) reports document MDOT’s requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.



Ms. Heather Murphy  
Page Two

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the draft FY 2023-2028 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Schlie, MDOT SHA Office of Planning and Preliminary Engineering (OPPE) Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5674 or via email at [dschlie@mdot.maryland.gov](mailto:dschlie@mdot.maryland.gov).

### **ATTACHMENTS**

- FY 2023-2026 TPB TIP project 11623 report
- FY 2022-2025 Maryland STIP project TPB 11623 report

cc: Maurice Agostino, P.E., Director, Office of Structures, MDOT SHA  
Mr. Matt Baker, Acting Director, OPPE, MDOT SHA  
Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, MDOT SHA  
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HDD), Office of Highway Development (OHD), MDOT SHA  
Jeff Davis, P.E., AICP, Assistant Chief, HDD, OHD, MDOT SHA  
Mr. Ryan Doran, Area Engineer – Construction, District 3, MDOT SHA  
Derek Gunn, P.E., District Engineer, District 3, MDOT SHA  
Jill Lemke, Assistant Chief, RIPD, OPPE, MDOT SHA  
C. Scott Pomento, P.E., Acting Director, OHD, MDOT SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, MDOT SHA  
Mr. David Schlie, Regional Planner, RIPD, OPPE, MDOT SHA  
Barry Smith, P.E., Deputy Director of Operations, OHD, MDOT SHA  
Ms. Jill Smith, Transportation Design Engineer, HHD, OHD, MDOT SHA

**TIP ID** T11623  
**Project Name** MD 97 Reddy Branch Bridge Removal (PE only)  
**Project Limits**  
**Description** Design for removal of existing MD 97 bridge over Reddy Branch

**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Montgomery  
**Municipality**  
**Agency Project ID** M07463

**Project Type** Preliminary Engineering/Environmental Analysis  
**Total Cost** \$400,000  
**Completion Date** 2024

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE		-	\$30,000	\$50,000	-	-	-	\$80,000	\$80,000
PE	STBG		-	\$120,000	\$200,000	-	-	-	\$320,000	\$320,000
<b>Total PE</b>			-	\$150,000	\$250,000	-	-	-	\$400,000	\$400,000
<b>Total Programmed</b>			-	\$150,000	\$250,000	-	-	-	\$400,000	\$400,000




**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-11.2 Amendment 2023-2026	Pending	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11623										
SUMMARY TABLE										
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)						
				Federal	State/Local	Total				
MD 97 Reddy Branch Bridge Removal	B	Nonattainment	Supplement to 2018 FEIS	\$ -	\$ -	\$ -				
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)						
	MDOT SHA	TPB	N/A	\$ 320	\$ 80	\$ 400				
Description	Design for removal of existing MD 97 bridge over Reddy Branch									
Justification	Project is design for the removal of the existing MD 97 (Georgia Avenue) bridge over Reddy Branch, which will occur upon the completion of the related MD 97 Brookeville Bypass project.									
INDIVIDUAL REQUEST FORM										
<b>STIP/TIP Amendment Criteria</b> <input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other				Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total	
				Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
					Federal	\$ -	\$ -	\$ -	\$ -	\$ -
				State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	
				Proposed (000s)	Total	\$ -	\$ 150	\$ 250	\$ -	\$ 400
					Federal	\$ -	\$ 120	\$ 200	\$ -	\$ 320
				State/Local	\$ -	\$ 30	\$ 50	\$ -	\$ 80	
Change (000s)	Total	\$ -	\$ 150	\$ 250	\$ -	\$ 400				
	Federal	\$ -	\$ 120	\$ 200	\$ -	\$ 320				
State/Local	\$ -	\$ 30	\$ 50	\$ -	\$ 80					
PHASE DETAIL										
Current										
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL
PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed										
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL
PE	STBG	\$ -	\$ -	\$ 120	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ 320
	State	\$ -	\$ -	\$ -	\$ 30	\$ -	\$ 50	\$ -	\$ -	\$ 80
Total		\$ -	\$ -	\$ 120	\$ 30	\$ 200	\$ 50	\$ -	\$ -	\$ 400
Change										
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL
PE	STBG	\$ -	\$ -	\$ 120	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ 320
	State	\$ -	\$ -	\$ -	\$ 30	\$ -	\$ 50	\$ -	\$ -	\$ 80
Total		\$ -	\$ -	\$ 120	\$ 30	\$ 200	\$ 50	\$ -	\$ -	\$ 400
TOTAL PROJECT COST										
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)		Total Project Cost
Federal		\$ -	\$ -	Federal		\$ 320	Federal		\$ -	\$ 320
State/Local		\$ -	\$ -	State/Local		\$ 80	State/Local		\$ -	\$ 80
Total		\$ -	\$ -	Total		\$ 400	Total		\$ -	\$ 400

**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 23-11.3  
WHICH ADDS FUNDING FOR THE I-495 NEXT - VDOT OVERSIGHT  
AND TRANSPORTATION MANAGEMENT PLAN, 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 Infrastructure Investment and Jobs Act (IIJA) which was signed into law on November 15, 2021, 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 23-11.3 which adds \$5 million for ROW acquisition for the **I-495 NEXT - VDOT Oversight & Transportation Management Plan (T11576)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Project Overview report showing how the project 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) Fund Change Detail report showing the Change Summary from Attachment B in table format, and

ATTACHMENT D) Letter from VDOT dated January 19, 2023 requesting the amendment; and

**WHEREAS**, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-11.3, creating the 11<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; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-11.3 which adds \$5 million for ROW acquisition for the **I-495 NEXT - VDOT Oversight & Transportation Management Plan (T11576)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, February 3, 2023.  
Final approval following review by the full board on Wednesday, February 15, 2023.**



National Capital Region  
**Transportation Planning Board**

**ATTACHMENT A**

Overview Report for TIP Action 23-11.3: a Formal Amendment to the FY 2023-2026 Transportation Improvement Program Requested by the Virginia Department of Transportation Approved by the TPB Steering Committee on Feb. 6, 2023

<b>TIP ID</b>	T11576	<b>Lead Agency</b>	Virginia Department of Transportation	<b>Project Type</b>	Transportation Operations
<b>Project Name</b>	I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan	<b>County</b>	Fairfax	<b>Total Cost</b>	\$57,400,000
<b>Project Limits</b>	S. of Old Dominion Drive to American Legion Bridge	<b>Municipality</b>		<b>Completion Date</b>	2025
<b>Description</b>	FROM: S. of Old Dominion Drive TO: American Legion Bridge				
		<b>Agency Project ID</b>	116754		

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	
ROW	NHPP	-	\$5,000,000	-	-	-	-	\$5,000,000	\$5,000,000	*Map Has Not Been Marked
	<i>Total ROW</i>	-	\$5,000,000	-	-	-	-	\$5,000,000	\$5,000,000	
CON	CONCESSION	-	\$6,387,000	-	-	-	-	\$6,387,000	\$6,387,000	
CON	NHPP	-	\$16,567,712	-	-	-	-	\$16,567,712	\$16,567,712	
CON	AC* NHPP	-	\$16,306,208	-	-	-	-	\$16,306,208	\$16,306,208	
CON	ACCP* NHPP	-	-	\$9,858,651	-	-	-	-	-	
CON	DC/STATE	\$13,139,080	-	-	-	-	-	-	\$13,139,080	
	<i>Total CON</i>	\$13,139,080	\$39,260,920	-	-	-	-	\$39,260,920	\$52,400,000	
	<i>Total Programmed</i>	\$13,139,080	\$44,260,920	-	-	-	-	\$44,260,920	\$57,400,000	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-11.3 Amendment 2023-2026	02/15/20203	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$52,400,000 to \$57,400,000  
 \* ACCP is not part of the Total

\* Advance Construction (AC) is a funding mechanism wherein transportation agencies use state or local funds to pay for projects up front and request reimbursement using federal funds at a later time.

\*\*\* Advance Construction Conversion/Payback is the programming of federal funds in a later fiscal year with with the agency will reimburse itself for earlier state or local expenditures. ACCP is not included in the calculation of the Total Cost, but is provided for the purposes of determining financial constraint.

ATTACHMENT B

Amendment Summary Report for TIP Action 23-11.3 FY 2023-2026 Transportation Improvement Program Requested by the Virginia Department of Transportation Approved by the TPB Steering Committee on Feb. 3, 2023							
TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11576	I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan	\$52,400,000	\$57,400,000	\$5,000,000	10	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): CONCESSION ► Add funds in FFY 23 in CON for \$6,387,000 DC/STATE - Decrease funds in FFY 22 in CON from \$52,400,000 to \$13,139,080 NHP ► Add funds in FFY 23 in ROW for \$5,000,000 CON for \$32,873,920 ► Add funds in FFY 24 in CON for \$9,858,651 Total project cost increased from \$52,400,000 to \$57,400,000



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

January 19, 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) Amendment:  
I-495 NEXT Phase 1 – VDOT Oversight & TMP (TIP ID T11576 / UPC #116754)

Dear Chair Collins:

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

**Project Request for TIP Amendment**

I-495 NEXT Phase 1 – VDOT Oversight & TMP (TIP ID T11576 / UPC #116754)

This is a VDOT Oversight of Concessionaire Transurban's construction project of a three mile extension of two express lanes in each direction to the vicinity of the American Legion Bridge and includes TMP. The proposed amendment will:

- Add \$5,000,000 (NHPP) FFY23 for RW Phase
- Add \$12,958,572 (NHPP) FFY23 for CN Phase
- Add \$3,609,140 (NHPP) FFY23 for CN Phase
- Add \$16,306,208 (AC-NHPP) FFY23 for CN Phase
- Add \$6,387,000 (Other: Funds-Concession Funds) FFY23 for CN Phase
- Add \$9,858,651 (ACC-NHPP) FFY24 for CN Phase

VDOT requests approval of this TIP Amendment by the Transportation Planning Board’s Steering Committee at its meeting on February 3, 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

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:** February 9, 2023

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



National Capital Region  
**Transportation Planning Board**

January 18, 2023

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

Re: RAISE Program Grant Application by Loudoun County for the W&OD Trail Overpass 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 Loudoun County, Virginia for a FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to construct an overpass for bicyclist and pedestrians on the Washington and Old Dominion (W&OD) Trail.

The W&OD Trail is a 45-mile-long regional trail in Northern Virginia that starts in Arlington County and ends in the Town of Purcellville, Loudoun County, following the alignment of a former railroad. The trail is used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting, and recreational purposes. In response to safety concerns, the W&OD trail crossing at Sterling Boulevard was identified through a prioritization process as the number one priority for trail safety in the County with 222 potential conflicts. Daily volumes on the trail are about 820 on weekdays and over 2,000 users on weekends, with crossing vehicular traffic of about 27,000 vehicles a day. The requested RAISE grant funding will be used to build a grade-separated pedestrian and cyclist overpass above Sterling Boulevard.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range metropolitan transportation plan, Visualize 2045. The W&OD Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Reuben Collins', written over a blue circular stamp.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Nancy Boyd, Director, Loudoun County Department of Transportation and Capital Infrastructure



National Capital Region  
Transportation Planning Board

January 18, 2023

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

Re: FY 2023 RAISE Program Grant Application by Arlington County, Virginia for the Arlington Memorial Trail 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 Arlington County, Virginia for a FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Arlington Memorial Trail Project.

The Memorial Trail project will construct a ten-foot wide pedestrian and bicycle trail on the west side of Virginia Route 110, outside the boundary wall of Arlington National Cemetery, connecting Memorial Avenue with Columbia Pike. The project will complete a missing link of the National Capital Regional Trail Network and provide a “crosstown” bicycle and pedestrian connection between all three of Arlington’s major radial development corridors: Rosslyn-Ballston, Richmond Highway (US 1), and Columbia Pike. The Memorial Trail will also provide a safe, direct connection between Arlington and the District of Columbia via the Memorial Bridge and to the Arlington Cemetery Metrorail transit station.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region’s long-range metropolitan transportation plan, Visualize 2045. The Arlington Memorial Trail is part of the TPB’s adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region.

The TPB requests your favorable consideration of this request by Arlington 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: Ms. Hui Wang, Deputy Director of Transportation and Development Services, Arlington County Department of Environmental Services



National Capital Region  
**Transportation Planning Board**

January 25, 2023

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

Re: FY 2023 RAISE Program Grant Application by the District of Columbia for the Wheeler Road Safety 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 FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to fund the implementation of the Wheeler Road Safety Project.

The Wheeler Road Safety Project aims to improve pedestrian, transit rider, and bicyclist safety along Wheeler Road, SE from Alabama Ave SE to Southern Ave SE. Building on previous traffic calming and pedestrian safety improvements, the project will install similar safety improvements for the entire corridor including roadway improvements, streetscape enhancements, sidewalk widening/shared use path, street lighting analysis including pedestrian level lighting, traffic signal upgrades, improving school pick-up and drop-off, bus priority evaluation, bus stop location and shelter evaluation, green infrastructure feasibility, drainage upgrades, and landscaping enhancements.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The 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**

January 25, 2023

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

Re: FY 2023 RAISE Program Grant Application by the District of Columbia for the East Capitol Street Mobility and Safety 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 FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to fund the implementation of the East Capitol Street Mobility and Safety 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; building over four miles of designated bike lanes; adding transit 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.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The 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**

February 6, 2023

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

Re: FY 2023 RAISE Program Grant Application by Montgomery County, Maryland for the Capital Crescent Trail Passageway at Wisconsin Avenue 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 Montgomery County, Maryland for a FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Capital Crescent Passageway at Wisconsin Avenue Project.

The project would construct a grade-separated pedestrian and bicycle path under Wisconsin Avenue (MD 355) to complete a key link in the Capital Crescent Trail as well as provide a critical transit station access path. The passageway will provide access to the Bethesda Metrorail Red Line station and Purple Line light rail station (now under construction). The tunnel will improve safety and access to transit for thousands of daily pedestrians, bicyclists, and other non-motorized travelers.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The Capital Crescent Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. The provision of access to the two rail transit stations would also support another Aspirational Initiative: 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 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'.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

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



National Capital Region  
**Transportation Planning Board**

February 6, 2023

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

Re: FY 2023 RAISE Program Grant Application by the Maryland Department of Transportation for the MD 210 Shared Use Path Connectivity 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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to fund the MD 210 Shared Use Path Connectivity Project.

The project will provide a separated shared use path to fill a critical gap in regional trail infrastructure, enabling seamless connectivity between two major trail systems. It will add dedicated bike and pedestrian facilities, fully separated from moving traffic, which will increase safety and enhance the user experience. The project will provide a safe and useful route for visitors and residents of Prince George's County and encourage active transportation choices for users of the MD 210 corridor. The project aligns with Prince George's County Vision Zero commitment to eliminate traffic fatalities.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The MD 210 Shared Use Path will complement and help connect portions of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported safety improvements and investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the 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: Earl Lewis, Deputy Secretary, Maryland Department of Transportation



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** February 9, 2023

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





**MEMORANDUM**

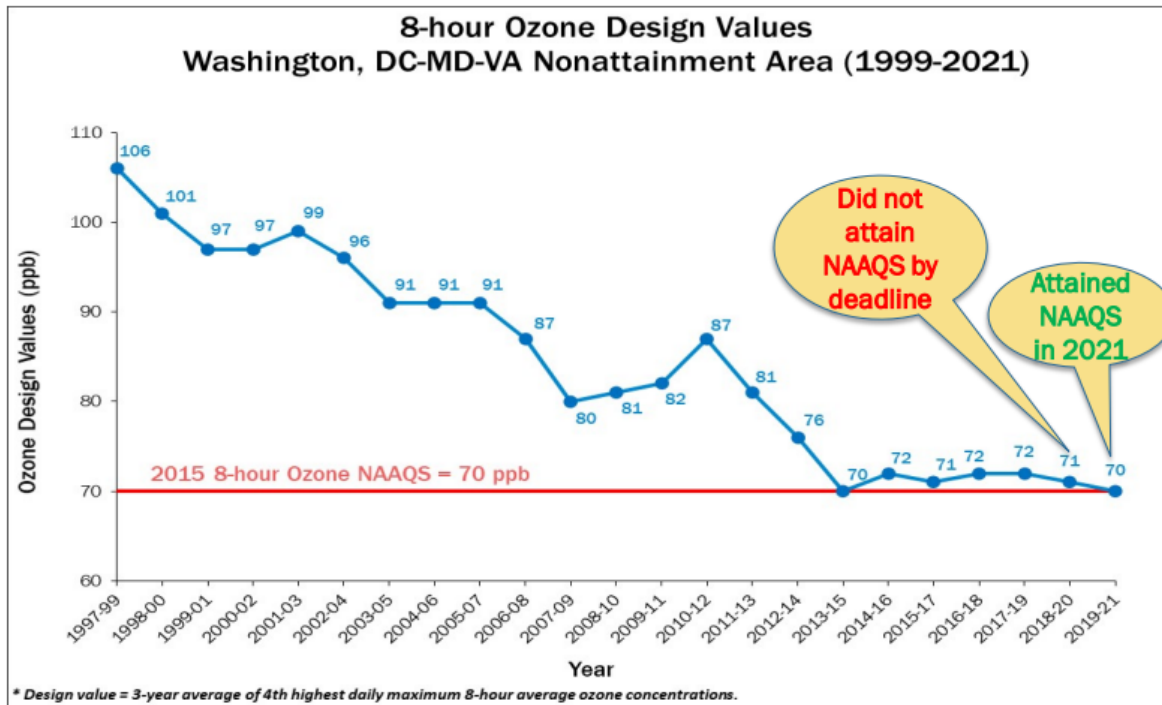
**TO:** National Capital Region Transportation Planning Board  
**FROM:** Jane Posey, TPB Transportation Engineer  
**SUBJECT:** 2015 Ozone National Ambient Air Quality Standards Clean Data Determination  
**DATE:** February 9, 2023

The U.S. Environmental Protection Agency (EPA) has just certified that the region’s air quality meets the current 2015 National Ambient Air Quality Standard (NAAQS or Standard) for ozone.

**BACKGROUND**

On October 1, 2015, the EPA strengthened the NAAQS for ground-level ozone to 70 parts per billion (ppb). Effective August 3, 2018, the EPA designated the Metropolitan Washington, D.C., (DC-MD-VA) region as being in “marginal” non-attainment for the 2015 Ozone Standard. Marginal non-attainment areas had three years from the date of designation to achieve the 2015 Ozone Standard. Accordingly, the DC-MD-VA area had an attainment year of 2021 (i.e., three years following the August 3, 2018 designation). Because the August 2021 attainment date falls in the middle of the region’s ozone season (March 1<sup>st</sup> - October 31<sup>st</sup>), the region had to achieve the standard by the end of the 2020 ozone season. The region did not achieve the 2015 Ozone Standard by the deadline, but it did achieve the 2015 Ozone Standard by the end of the 2021 ozone season, as noted in Figure 1.

Figure 1: Observed/Monitored Ozone Levels in the Washington, DC-MD-VA Nonattainment Area



## CLEAN DATA DETERMINATION

For a nonattainment area to be officially redesignated as being in attainment of a federal air quality standard, there are several steps that must be followed. The first of these is to have the EPA certify that the area's observed/monitored data shows that the pollutant levels meet the standard. The state air agencies for the District of Columbia, Maryland, and Virginia submitted the ozone monitor data and on February 1, 2023, the EPA published a proposed clean data determination,<sup>1</sup> certifying that the region has achieved the 2015 Ozone NAAQS. This means that the region will proceed with a "redesignation request," which is the next step, requesting that the region be officially designated as being in attainment of the 2015 Ozone NAAQS, and will develop a maintenance state implementation plan (SIP), showing how the region will continue to be in attainment of the standard into the future. TPB staff will work with the Metropolitan Washington Air Quality Committee's Technical Advisory Committee (MWAQC-TAC) to develop the redesignation request and maintenance plan over the next couple of years.

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<sup>1</sup> "Clean Data Determination; District of Columbia, Maryland, and Virginia; Washington, DC-MD-VA Nonattainment Area for the 2015 Ozone National Ambient Air Quality Standard Clean Data Determination," 88 Fed. Reg., pp. 6688-6691 (U.S. Environmental Protection Agency, February 1, 2023), <https://www.govinfo.gov/content/pkg/FR-2023-02-01/pdf/2023-01973.pdf>.



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
 Janie Nham, TPB Transportation Planner  
**SUBJECT:** Federal Grants - Safe Streets and Roads for All (SS4A) Awards  
**DATE:** February 9, 2023

On February 1, 2023, U.S. Transportation Secretary Pete Buttigieg announced \$800 million in grant awards for 510 communities through the first round of funding for the Safe Streets and Roads for All (SS4A) grant program. In this first round of the SS4A program, USDOT is awarding 473 action plan grants and 37 grants for implementation projects.

“Action plan grants assist communities that do not currently have a roadway safety plan in place to reduce roadway fatalities, laying the groundwork for a comprehensive set of actions. Implementation grants provide funding for communities to implement strategies and projects that will reduce or eliminate transportation-related fatalities and serious injuries.”

Awards announced for our region include the following:

**Action Plan Grants**

Lead Applicant	Project Title	Type of Plan	Funding
City of Frederick	Frederick Vision Zero: Comprehensive Safety Action Plan	Action Plan	\$200,000
Frederick County	Strengthening the Foundation for Safe Streets for All in Frederick County	Supplemental Action Plan	\$764,000
City of Alexandria	City of Alexandria High-Crash Intersection Audit & Design	Supplemental Action Plan	\$800,000
Loudoun County	Loudoun County Safe Streets and Roads for All Action Plan	Action Plan	\$464,000
Prince William County	Prince William County Comprehensive Safety Action Plan	Action Plan	\$992,000

**Implementation Grants**

Safe and Equitable Access to Montgomery Parks  
 Maryland-National Capital Park and Planning Commission  
 SS4A Award: \$7,500,000

Improvements along the Prince George’s County, Maryland, High-Injury Network  
 Prince George's County, Maryland  
 SS4A Award: \$21,253,985

## Program Overview and Additional Information

The Bipartisan Infrastructure Law (BIL) established the SS4A grant program to fund regional, local, and Tribal safety initiatives that prevent roadway fatalities and serious injuries. The program provides grants for the development of safety Action Plans or the implementation of strategies or projects. The BIL appropriated \$5 billion in discretionary funding to the program over the next five years, with \$1 billion allocated to the first year of the program (fiscal year 2022). SS4A aligns with the USDOT's National Roadway Safety Strategy, which recognizes zero roadway fatalities as a national long-term safety goal.

The following are links to the USDOT announcements and grant award fact sheets:

<https://www.transportation.gov/briefing-room/biden-harris-administration-announces-historic-800-million-more-500-projects-improve>

<https://www.transportation.gov/grants/ss4a/2022-awards>

<https://www.transportation.gov/sites/dot.gov/files/2023-02/SS4A-2022-Implementation-Grant-Award-Fact-Sheets.pdf>



## Application Period Now Open for TLC and Roadway Safety Programs

The TPB is now accepting applications for two technical assistance programs for local governments—the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP). For the next round of funding—for FY 2024—applicants will have the opportunity to fill out one joint application for both programs.

The deadline for applications is March 3, 2023. The deadline for submitting abstracts for proposed projects, which is an optional step, is January 24, 2023.

For more information, and to submit an online application, go to:

- TLC: [www.mwcog.org/tlc](http://www.mwcog.org/tlc)
- RRSP: [www.mwcog.org/rrsp](http://www.mwcog.org/rrsp)

### Solicitation Schedule for FY 2024

- Application period opens: January 6, 2023
- Abstracts due: January 24, 2023
- Applications due: March 3, 2023
- Panel recommendations: March-April, 2023
- TPB approves projects: April-May, 2023
- Consultant selection: June-July 2023
- Contracting process: August 2023
- Project kick-off meetings: Fall 2023

### Application Process

Any local jurisdiction in the National Capital Region that is a member of the Transportation Planning Board is eligible to apply for either or both programs. Projects are eligible to receive between \$30,000 and \$80,000 in assistance for planning projects or design projects. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2024 application period is open between January 6 and March 3, 2023. Potential applicants may also submit an optional abstract by January 24, 2023. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal.

For each program, a panel of industry experts and COG/TPB staff will review the application submissions and recommend projects to the TPB for funding. The panels' recommendations will represent a cross-section of jurisdictions throughout the region. The TPB is scheduled to approve the applications for both programs in April or May.

FY 2024 projects will begin in fall 2023 and must be completed by June 30, 2024.

## TLC Program

The Transportation Land Use Connections (TLC) Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Projects are eligible to receive \$80,000 in technical assistance for planning projects and design projects. TLC projects typically last 6-8 months.

As in past years, TLC projects may provide a range of services for community-oriented planning activities, such as:

- Small area & transit station area planning
- Bicycle and pedestrian safety & access
- Transit-oriented development studies
- Housing studies
- Economic development studies
- Roadway design guidelines & standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

The TPB encourages applications that address long-standing TPB priorities, including support for multimodal transportation options and land use enhancements in Activity Centers. This year, we are particularly interested in applications that support walking and biking improvements in high-capacity transit areas, especially Transit Access Focus Areas (TAFAs); projects to plan and design missing links in the National Capital Trail Network (NCTN); and projects that support access in Equity Emphasis Areas (EEAs).

## Regional Roadway Safety Program

The RRSP provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety in the National Capital Region. Any local jurisdiction in the region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Similar to the TLC Program, all projects are eligible to receive \$80,000 in technical assistance, regardless of whether they are planning or design projects. RRSP projects typically last 6-8 months.

Proposed projects may provide a range of services to support roadway safety efforts, including.

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits

- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program
- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

The TPB encourages applications that address five TPB priorities: safety improvements for Equity Emphasis Areas (EEAs), improvements to road user behavior, identifying and designing safety countermeasures, understanding safety data, and cross-jurisdictional collaboration.

## Changes This Year

This year, the application process for both programs features several enhancements:

- Planning projects are now eligible to receive up to \$80,000 in technical assistance—an increase of \$20,000 from previous years.
- The application timelines for both programs will be synchronized to simplify the application process for interested member jurisdictions.
- Applicants have the opportunity to submit one joint application for both programs.

The TPB is anticipated to approve slates of recommended projects for both programs in April or May 2023. The projects will get underway in fall 2023.

## About the TPB

The TPB is the federally designated metropolitan planning organization for the metropolitan Washington region. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. The TPB is staffed by the Metropolitan Washington Council of Governments (COG).

## Questions?

For more information, contact John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org)) regarding the TLC program and Janie Nham ([jnham@mwkog.org](mailto:jnham@mwkog.org)) regarding the RRSP. Or visit our website at [www.mwkog.org](http://www.mwkog.org).