



TRANSPORTATION PLANNING BOARD

Wednesday, December 18, 2024
12:00 P.M. - 2:00 P.M.

Meeting in-person/hybrid for members

AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Christina Henderson, TPB Chair
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by registering to attend and speak in person, by emailing written comments to TPBcomment@mwkog.org with the subject line "Item 1 Public Comment Opportunity", or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, December 17, 2024 to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE NOVEMBER 20, 2024 MEETING MINUTES**
Christina Henderson, TPB Chair
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**
Amy Garbarini, TPB Technical Committee Chair
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT**
Ra Amin, CAC Chair
James Walkinshaw, AFA Chair
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Christina Henderson, TPB Chair

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

ACTION ITEMS

- 12:55 P.M. 7. NOMINATING COMMITTEE REPORT FOR THE 2025 TPB OFFICERS**
Reuben Collins, Nominating Committee Chair
- Chair Henderson appointed a nominating committee to help select TPB officers for the 2025 term. The TPB bylaws set a one calendar year term for TPB officers from January 1 through December 31. The Nominating Committee will present its proposed slate of TPB officers for 2025, which the board will be asked to approve.
- Action: Approve the calendar year 2025 slate of TPB officers.**
- 1:00 P.M. 8. PBPP: ANNUAL TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY**
Pierre Gaunard, TPB Transportation Planner
Janie Nham, TPB Transportation Planner
- The board will be asked to approve annual regional targets for transit safety and highway safety performance measures, as required by the federal performance-based planning and programming (PBPP) regulations for MPOs.
- Action: Adopt Resolution R4-2025 to approve regional transit safety targets and adopt Resolution R5-2025 to approve regional highway safety targets.**

INFORMATION ITEMS

- 1:15 P.M. 9. UPDATE ON DMVMOVES WORK ACTIVITIES**
Nick Donohue, Capitol Transportation Consulting
Clark Mercer, Executive Director, MWCOG
- The board will be briefed on work to date and next steps of the joint COG and WMATA initiative, DMVMoves. This initiative is intended for the region to come together to develop a unified vision for transit in the region with a goal to provide a seamless, connected, safe frequent and reliable transit system with a dedicated and sustainable source of funding for all transit operators. The TPB has been supporting the initiative and will have an opportunity to provide its inputs on where the initiative currently is and its planned next steps.
- 1:45 P.M. 10. UPDATE ON THE CONGESTION MANAGEMENT PROCESS**
Andrew Meese, TPB Systems Performance Planning Program Director
- A general update on the Congestion Management Process (CMP) component of TPB's long-range planning process will be provided.
- 2:00 P.M. 11. ADJOURN**
- The next meeting is scheduled for Wednesday, **January 22**, 2025.

MEETING VIDEO

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: No Public Comment received for the December 2024 TPB Meeting
DATE: December 18, 2024

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), mail, and phone. Comments are collected until noon on the day before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between noon Tuesday, November 19 and noon Tuesday, December 17, the TPB received no public comments.

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

November 20, 2024

MEMBERS AND ALTERNATES PRESENT ONLINE

Christina Henderson – DC Council, TPB Chair
Charles Allen - DC Council
Matt Frumin – DC Council
Mark Rawlings – DDOT
Amanda Stout - DDOT
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
David Edmondson – City of Frederick
Neil Harris - Gaithersburg
Marilyn Balcombe – Montgomery County
Corey Pitts – Montgomery County
Victor Weissberg – Prince George’s County
Monique Ashton – Rockville
Cindy Dyballa – Takoma Park
Marc Korman – Maryland House
Canek Aguirre – City of Alexandria
Takis Karantonis – Arlington County
Dan Malouff – Arlington County
Thomas Ross – City of Fairfax
David Snyder – Falls Church
Rob Donaldson - Loudoun County
Ralph Smith – City of Manassas
Jeanette Rishell – City of Manassas Park
Meagan Landis – Prince William County
Victor Angry – Prince William County
Jennifer Boysko – Virginia Senate
Michael Weil – NCP
Ryan Washington – MWAQA
Laurel Hammig - NPS

MEMBERS AND ALTERNATES PRESENT IN-PERSON

Heather Edelman – DC Council
Rebecca Schwartzman – DC Office of Planning
Kristen Weaver – Greenbelt
Drew Morrison - MDOT
Walter Alcorn – Fairfax County
James Walkinshaw – Fairfax County
Pamela Sebesky – City of Manassas
Maria Sinner – VDOT

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth - COG/TPB
Clark Mercer- COG
Lyn Erickson- COG/TPB
Andrew Meese- COG/TPB

Mark Moran- COG/TPB
Tim Canan- COG/TPB
Dan Sheehan- COG/TPB
Leo Pineda- COG/TPB
Laura Bachle- COG/TPB
Sergio Ritacco- COG/TPB
Eric Randall - COG/TPB
Andrew Meese- COG/TPB
Rachel Beyerle - COG/TPB
Deborah Etheridge- COG/TPB
Andrew Austin- COG/TPB
Pierre Gaunaud- COG/TPB
Dusan Vuksan- COG/TPB
Lindsey Martin- COG/TPB
Amanda Lau- COG
Janie Nham- COG/TPB
John Swanson- COG/TPB
Ra Amin – CAC Chair
Amy Garbarini – DRPT, TPB Technical Committee Chair
Hana Fouladi – DC Council
Robert Brown – Loudoun County
Stephen Kenny – Montgomery County Council
Mahmoud Arafat – Frederick County
Arman Safakhah – City of Laurel
Mat Miller – Insight Transportation Planning
Ryan Washington – MWA
Regina Moore - MDOT
Stewart Schwartz – CSG
Kari Snyder – MDOT
Bill Orleans - public

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

Chair Cristina Henderson briefly reviewed the process she would use for facilitating the hybrid meeting.

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

Lyn Erickson said that between noon October 15 and noon November 20, the TPB received the following letters and comments:

- Bill Pugh sent a letter on behalf of the Coalition for Smarter Growth which shared policy recommendations for advancing TPB and local government climate change commitments. He enumerates eight actions TPB and COG should take to advance these goals.
- Bill Pugh sent a letter on behalf of the Coalition for Smarter Growth, the Washington Area Bicyclists Association, D.C. Families for Safe Streets, Northern Virginia Families for Safe Streets, and the Fairfax Alliance for Better Bicycling, which asked the TPB to take action on the steps proposed at the October 31st Roadway Safety Summit, including the six action items proposed at that meeting. He called on member jurisdictions to prioritize roadway safety over expanding roads.

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- George Aburn sent a letter urging TPB to tackle the issues of environmental racism as a result of past transportation plans, and the need to acknowledge that the current regional climate change goals are not aggressive enough.

2. APPROVAL OF THE OCTOBER 16, 2024 MEETING MINUTES

Chair Henderson moved approval of the minutes. The motion was seconded by Pam Sebesky and was approved unanimously.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted report, Amy Gabarini said the Technical Committee met on November 1 and received briefings on several items on the TPB's agenda, including a review of the process for developing regional targets for transit safety and highway safety performance measures, a recap of the October 31st safety event, and a reminder that the Community Advisory Committee was recruiting for its membership cohort for 2025-2026. She said there were also a few items presented for information and discussion, including the draft 2024 congestion management process technical report, an update on Visualize 2050 and the PIT 2.0 database, and a presentation from NVTa updating us on their regional BRT study.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Referring to the posted report, Ra Amin said the CAC met on November 14. He said the meeting included a presentation of the 2024 Street Smart campaign, a detailed discussion on DMV Moves, a round-robin information-sharing session among members, and updates on CAC recruitment and meeting planning.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted report, Kanti Srikanth said the Steering Committee met on November 1 and took the following actions:

- The TIP was amended to include about \$4.8 million in federal grants under the newly created charging and fueling infrastructure program for about 37 different projects in seven localities in the region
- At the request of DDOT, the TIP was amended to add about \$1 million in another newly created grant program, the PROTECT grant program, for the William Howard Taft Memorial Bridge rehabilitation project.
- At the request of MDOT, the TIP was amended to do the following: reduce the total cost of the Maryland 6 La Plata accessibility improvement program; reduce the funding for the Maryland Hawthorne Road Bridge replacement project; add about \$9.25 million for the I-95/I-495/Maryland 4 bridge replacement project; reduce the currently programmed funding for the National EV Infrastructure program by about \$166,000; and add about \$8 million for the Maryland 97 Montgomery Hills Highway reconstruction project.
- At the request of the City of Rockville, the TIP was amended to add about \$710,000 in federal neighborhood access and equity grant program, and this was for the planning and preliminary design work of the Twinbrook bicycle and pedestrian bridge.

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- At the request of the City of Alexandria and the District of Columbia, the TPB's Unified Planning Work Program (UPWP) was amended to add two studies that are receiving federal grant funding.

In the announcements and updates packet, Kanti Srikanth highlighted the following:

- The proposed schedule of meetings for the TPB next year.
- Information about the kickoff of the fall 2024 Street Smart campaign on October 29.
- An announcement that the COG board would be holding its annual event on December 11.
- An announcement that on December 2 VDOT would be holding their joint meeting, which would provide a forum for various transportation entities to receive comments or input from the public.

6. CHAIR'S REMARKS

Chair Henderson said that her term as chair ends in December. She stated that she has convened the nominating committee to bring to the board a slate of candidates for positions of the chair and the two vice chairs. She said that she has asked Kanti Srikanth to assist with the committee, and she thanked past chairs Charles Allen, Pamela Sebesky, and Reuben Collins for agreeing to serve on the nominating committee.

Chair Henderson said that she identified roadway safety as a focus area for her term. She stated that the TPB held a productive and engaging regional roadway safety summit in October. She said that what was heard and discussed in various panel sessions was relevant and helped TPB members brainstorm in ways that can help transportation agencies in their efforts to change the trajectory of roadway safety outcomes in the region and to reverse the trend of fatalities and serious injury crashes.

Chair Henderson said that board members will hear the ideas that were proposed during the summit. She said that she looks forward to hearing from members of any further ideas that the board can take on to provide direction to the TPB staff about implementing these ideas as part of their work activities. She said that she would love for all member jurisdictions to have a renewed sense of commitment to work on these actions and take this work seriously.

7. PBPP: DRAFT TARGETS FOR TRANSIT AND HIGHWAY SAFETY

Eric Randall said that this is the fourth time that the board will consider annual transit safety targets, and the eighth time for annual highway safety targets. He said that there are PBPP requirements for state DOTs, for transit agencies that receive federal funds, and for metropolitan planning organizations. He stated that PBPP is a data-driven approach using information to make investment and policy decisions to achieve performance goals. He said that performance data and information is used to influence transportation projects and programs in the region.

Pierre Gaunaurd explained the process for setting the year's regional transit safety targets. He said PBPP regulations require applicable public transportation providers to develop and certify an agency safety plan on an annual basis, and MPOs are required to set regional safety targets in coordination with state and agency officials. He said that the requirements apply to WMATA, DDOT, MDOT, MTA, PRTC, and the suburban transit providers in Maryland: VanGO Transit, Ride On, and TheBus.

Pierre Gaunaurd said that the transit providers are required to set targets for 14 performance measures including seven new measures required as of May 2024 which are meant to increase attention to transit worker safety and varied risks posed by vehicle collisions. He said that most

performance across transit modes were unchanged or improved from 2022 to 2023; however heavy rail and local bus stood out for increased incidents year to year. He stated that most of the regional safety targets were met with some notable exceptions in that there were significantly more safety events that occurred on fixed route local buses than targets set. He said that there were 742 actual events versus 356 targeted.

Pierre Gaunard said that fatalities are targeted at zero; however, there were eight fatalities involving transit vehicles. He stated that commuter bus and streetcar services also experienced higher than targeted injury and safety event incidents; however, demand response services had significantly less than the set targets. He said that most incident totals for injuries and safety events have a higher target ceiling for 2024 than in 2023; however, this is likely a reflection of increased ridership on these modes and the increased incidents in actual performance for heavy rail and local bus between 2023 and 2022.

Walter Alcorn asked if the TPB continues to see missing targets, could the board receive more information on why in order to have more detail so that the board can understand what might be driving some of the heavy rail and local bus areas this year.

David Snyder asked whether the report includes actions that the agencies are taking to hopefully bring down the numbers in future years.

Pierre Gaunard said that when the targets are set, the TPB is setting the measures that are a demonstration of what has happened and what is expected to happen on a regional scale, but ultimately, the agencies will address those concerns in their own safety plans versus a regional document. He said that to his understanding, the TPB does not publish or release a regional transit safety plan.

Kanti Srikanth said that for next year and every year the TPB staff brings updated targets to the board, staff can summarize some of the leading causes for missing the targets and provide a link to the detailed action plans of each agency.

Janie Nham said that the federal government requires MPOs to set roadway safety targets for their region for five performance categories and to measure and report on progress on a yearly basis. She stated that state DOTs must report their targets each year by August 31, and MPOs must report their highway safety targets within the following 180 days. She stated that the five performance measures are number of fatalities, rate of fatalities per 100 million VMT, the number of serious injuries, the rate of serious injuries per 100 million VMT, and the number of nonmotorized fatalities and serious injuries and all must be reported as five-year rolling averages.

Janie Nham stated that the TPB's process has had two adjustments. She said that in Maryland, agencies have transitioned from using MDOT data to the Maryland State Police Data Warehouse as their official source of crash data, and one difference in how the two sources count fatalities is that the Maryland state police database includes non-traffic fatalities, which can include fatalities that are caused by a medical event or that occur on nonpublic roads like a parking lot or a private driveway, so the numbers may be higher than what is typically seen. She stated that the data for the urbanized area of Fauquier County is no longer included after the county changed its TPB membership status earlier this year.

Janie Nham said that the number of fatalities and serious injuries in the region continued to increase in 2023, but the rate of increase in 2023, which was about 3 percent, was smaller than the increase in 2022, which was about five percent. She stated that serious injuries increased after decreasing last year, continuing a pattern of fluctuation that has been seen over the last five years. She said that

nonmotorist fatalities and serious injuries, which increased by approximately 23 percent between 2021 and 2022, decreased by nine percent. She stated that the rate of increase since 2021 has been moderating, suggesting that these increases are starting to level off.

Janie Nham said that over the last 20 years, pedestrian fatalities have accounted for about 26 percent of annual fatalities; however, over the last ten years, that proportion has started to inch up towards 27 percent. She said that the percent average in 2023 was 28 percent. She noted that fatalities continue to stay elevated, but they are increasing at a slower rate, but the proportion of pedestrian fatalities continues to remain high compared to the average annual percentage in past years.

Janie Nham said that compared to the 2019-2023 regional safety targets, the region fell short of meeting the targets for all five categories. She shared the targets for 2021-2025 based on preliminary projections and commented that the number of fatalities and the fatality rate are capped as in past years. She stated that the TPB recommends capping the serious injury rate since preliminary projections showed the rate being higher than the target rate adopted last year.

Eric Randall said that staff is still working on getting some last data on the transit and highway safety side and will bring the information and final targets to the board in December. He said that after the board approves the targets, the TPB is required to transmit the adopted targets to the three state DOTs, and the information will also go into the long-range plan and Transportation Improvement program being developed next year.

Cindy Dyballa asked whether staff is recommending targets based on what has actually been happening, or are they based on comparative safety analysis across other communities or on what we would like to be happening. She said zero would be ideal but is not realistic.

Janie Nham said that the projections are from the state DOT partners and are based on past performance.

Kanti Srikanth said that the federal requirements mandate adopting targets that are data driven and not aspirational. He said that many member jurisdictions have adopted Vision Zero as their aspirational goal, and the TPB has spoken in support. He said the federal requirements ask TPB to look at the past five years to establish a trend. He stated that until the onset of COVID, the trend was heading in the right direction with the number of fatalities decreasing. He said that since COVID, there has been a significant increase, and 2023 was the first time the region has begun to see a lower rate of increase. He said that a significant amount of work must be done for the data to indicate that the trend is going down.

Cindy Dyballa said that it is difficult and confirmed that she understands that the targets are based on data of what has been happening over the last five years.

Kanti Srikanth said that the TPB decided about eight years ago that once a target is set at a certain level, even if the data shows that the performance did not meet the target, that they were not going to set the target at a higher number. He provided an example of fatalities being set at a target in the range of 340 for next year.

Senator Jennifer Boysko asked whether the TPB would be able to share the reasons for the fatalities in a metric so that the members can analyze that data at the state level.

Janie Nham said that yes, that is possible. She said that based on 2023 datasets, it does appear that some of the increases are being driven by a moderate increase in the number of fatalities involving speeding. She said that a significant increase in the number of fatalities involves motorcyclists because

there was over a 50 percent increase in motorcyclist fatalities in 2023. She said that TPB staff are working on a larger safety study to be released in early 2025 that will have a broader perspective and cover a dataset that includes both pre- and post-pandemic data.

David Snyder voiced his support for Senator Boysko's request and also requested that the December board packet include a summary of various regional and agency actions to try to bring the numbers down.

Chair Henderson said the board will discuss the targets again at the December meeting when the board will be asked to vote on the new targets.

8. TPB ROADWAY SAFETY SUMMIT RECAP AND RECOMMENDATIONS

Andrew Meese stated that he and Janie Nham would present the discussions and recommendations from the TPB October 31 Regional Roadway Safety Summit.

Janie Nham reported that the goals of the summit were to inform the TPB about certain safety trends and practices and to give board members the opportunity to develop and share potential safety actions the region could pursue to improve roadway safety. She said that the event brought together members of the TPB and relevant subcommittees, safety experts, local safety practitioners, and members of the public with about 60 people attending including 13 TPB board members and alternates, board members participating virtually, and approximately 20 livestream observers.

Janie Nham said that during the summit Vanessa Holt of Fairfax County, also the chair of TPB's Transportation Safety subcommittee, reviewed the region's safety picture. She said that Nicole Waldheim of Fehr & Peers provided insights on taking a systemic approach to safety to prevent incidents before they occur and also discussed managing speed, incorporating equity, improving livability, funding, vehicle design, and impairment.

Janie Nham said that Vice Chair Walkinshaw moderated a session with a presentation on the National Roadway Safety Strategy and Safe Systems Approach and federal programs to assist localities with their safety efforts including the Allies for Action Campaign and the Safe Streets for All grant program. She said a presentation followed by Dr. Jeffrey Michael of the Johns Hopkins University School of Public Health who provided a public health interpretation of the safe system approach and shared case studies from around the country on communities that overcame challenges in the development or implementation of their Vision Zero program.

Janie Nham said that Chair Henderson moderated the third session where board members discussed additional actions that TPB and its members could take to improve roadway safety outcomes.

Andrew Meese summarized the recommendations from the summit. He said that a follow-up or regional inventory of what action has been taken on the recommendations in the TPB's 2020 Resolution R3-2021 was the first recommendation from the summit in order to have a better picture of what actually has been implemented in the region. He said that recommendation 2 relates to Allies in Action Partnership membership and discussing TPB pledging to the partnership.

Andrew Meese said that number 3 is a recommendation that TPB might partner with COG to address interstate reciprocity for automated enforcement. He stated that idea 4 is to strengthen regional coordination regarding advocacy at the federal level for things such as safety standards. He said that item 5 is to regionally track and raise awareness of transportation safety funding and grant opportunities. He said that idea 6 is about gathering more information and success stories about

member agencies who have pledged Vision Zero and have created plans, projects, and programs that support Vision Zero and what the TPB could put in place as a regional context for members' Vision Zero efforts.

Andrew Meese said there was also discussion about the involved factors driving the safety picture. He said that according to the current state of the ongoing safety study that TPB anticipates presenting in spring 2025, the six most common involved factors in fatal crashes for the period 2019–2023 are roadway departure at an intersection, speeding, not wearing a seatbelt, pedestrian hit by a vehicle, and impaired driving.

Monique Ashton stated that as the region's population grows, we are seeing housing built on what was traditionally state highway roads, and it is likely that the region will see more mixed-use activity in some jurisdictions. She said that there needs to be special attention paid to safety measures and recommendations that can be made on state roads. She said that Rockville has looked at its most serious crashes and fatalities and most are traditionally on state roads. She said unless the state highway situation is addressed, she thinks the members will miss the mark.

Drew Morrison said that MDOT acknowledges that there is a lot of work to be done in achieving the goal of Vision Zero. He said that MDOT went forward with a new Complete Streets policy, and in this year's legislative session MDOT is interested in working to advance safety with its partners in the General Assembly.

Drew Morrison commented that when it comes to Vision Zero, MDOT would hope that focus would be on what TPB and COG can do within the specific roles that they play. He stated that the federal safety rulemaking is something that MDOT really believes in. He said that NHTSA announced a major update to their five-star crash test system that matters, particularly for vulnerable users, and that federal partners need to continue to make progress, and to the extent that jurisdictions can write letters and advocate, that matters.

Kristen Weaver said that Greenbelt and other nearby municipalities have done pilots with stop sign cameras, so looking at the impacts of automated enforcement is useful. She said that she thinks looking at near misses is potentially valuable. She said that it would be good to have a holistic approach and share what has worked among the local jurisdictions. She said that Greenbelt shares concerns about state highways Mayor Ashton commented.

David Snyder said that regional coordination around collecting information on all forms of electronic enforcement is important including what the laws and regulations provide for and what has the data shown about the success of electronic enforcement.

Pamela Sebesky said that the City of Manassas implemented at a state road intersection a red light camera law that went into effect in Virginia a couple of years ago. She said accidents have decreased at that location by more than 50 to 75 percent. She said that the legislation which allows jurisdictions flexibility for cameras has been able to stop drivers from running red lights.

Kanti Srikanth said that TPB staff is starting to look at all of these ideas, and these are things that TPB staff could undertake within the resources the TPB has. He commented that he had a detailed discussion with COG's executive director, and COG has identified that for legislative action to take place, legislators would need data and a white paper to draft a bill. He stated that the TPB has committed to collect the data. He said that COG convenes on a monthly basis a committee of police officers in the region, so there is an opportunity to work with them because data gathered on accident reports is not consistent throughout the region, so there is an opportunity to make sure that these reports have basic information that would help the TPB craft some interventions.

Kanti Srikanth said that one of the elements of the federal safe systems approach is post-crash care and medical attention available at the scene. He said that COG convenes health directors and EMS personnel on a monthly basis, and that provides an opportunity to see if any coordination could be done to enhance and improve the post-crash care system.

Maria Sinner said that driver behavior was discussed at the summit and while that falls under item 3, there is also a component of working with the DMVs as far as driver capacity to operate a vehicle. She said that working on more education or training would require some legislation that would tie education and training to the license. She asked whether that topic was identified in the recommendations.

Kanti Srikanth said the TPB is happy to include that as one of the strategies. He said there was discussion about retesting after a number of years for those who currently hold a license.

9. COMMUNITY ADVISORY COMMITTEE RECRUITMENT UNDERWAY FOR 2025-2026 COHORT

Laura Bachle went over the status of applications received for the next cohort of the Community Advisory Committee. She said the application period is closing December 2, and recruitment is being conducted through direct emails, advertisements, social media, newsletters and word of mouth. She said there are currently 49 completed applications from 11 TPB member jurisdictions. She said 38 applications are from people who have not previously applied.

Laura Bachle said that the membership is made up of 24 people. She said there are five from each jurisdiction, and nine are at-large. She said currently there are 15 applications from the District of Columbia, 18 applications from Maryland, and 15 from Virginia. She said 11 current members are reapplying, and the next steps will be vetting the applications applying some criteria to those applications similar to those used in the past. She said the board will be asked to approve or make changes, and then approve the nominations for the next cohort and the CAC chair, after approval, will be selected by the incoming TPB chair. She said the first meeting will take place on February 13.

10. ADJOURN

Chair Henderson stated that the next meeting would be December 18, 2024. There being no other business, the meeting was adjourned at 1:26 P.M.

Meeting Highlights TPB Technical Committee – December 6, 2024

The Technical Committee met on Friday, December 6, 2024. Meeting materials can be found here:
<https://www.mwcog.org/events/2024/12/6/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's December agenda:

TPB AGENDA ITEM 8 – PBPP: TARGETS FOR TRANSIT AND HIGHWAY SAFETY

At the December TPB meeting, the board will be asked to approve regional targets for transit safety and highway safety performance measures, as required by the federal performance-based planning and programming (PBPP) regulations for MPOs.

TPB AGENDA ITEM 9 – DMVMOVES COMMUNITY SURVEY

TPB staff reported on the results of a community survey conducted to support the DMVMoves regional transit initiative, which surveyed residents throughout the Washington Metropolitan area to understand what the region desires for acceptable and successful future public transportation.

TPB AGENDA ITEM 10 – UPDATE ON THE CONGESTION MANAGEMENT PROCESS

The December 18, 2024 TPB meeting agenda includes a general update on the Congestion Management Process (CMP) component of TPB's long-range planning process (not limited to the recently completed 2024 CMP Technical Report). The committee was briefed on the topics anticipated for this TPB update. Also, staff noted the availability of the completed final version of the 2024 CMP Technical Report.

The following items were presented for information and discussion:

VISUALIZE 2050 AND FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM: UPDATE

TPB staff reported on the continuing process to review the non-regionally significant inputs to Visualize 2050 and the FY 2026-2029 Transportation Improvement Program and provided an overview of the types of clarifications needed following the initial review of priority fields. Staff also updated the committee on the recently launched Project InfoTrak (PIT) 2.0 database.

SAFETY RECOMMENDATIONS

TPB staff briefed the committee on the outcomes from the November 20 TPB discussion about recommendations from the Regional Roadway Safety Summit the TPB and partners may pursue.

CLIMATE CHANGE MITIGATION ACTIVITIES AT COG/TPB: CLIMATE POLLUTION REDUCTION GRANT PROGRAM (CPRG) COMPREHENSIVE CLIMATE ACTION PLAN (CCAP) AND CHARGING FUELING INFRASTRUCTURE (CFI) GRANT AWARD

The committee was briefed by ICF on the Comprehensive Climate Action Plan (CCAP) being developed for the Metropolitan Statistical Area (MSA) through the Climate Pollution Grant Program (CPRG). The CCAP builds upon the Preliminary Climate Action Plan (PCAP) that was submitted to EPA earlier this year. The committee was also briefed on the COG-led CFI Round 1 grant award and Round 2 application.

TRANSPORTATION RESILIENCE IMPROVEMENT PLAN (TRIP) PROJECT LIST UPDATE

TPB staff briefed the committee on FY 2024-2026 PROTECT Discretionary Grant application deadlines and began the process of requesting any additional transportation resilience projects to be added to the TRIP Prioritized Project List.

OTHER BUSINESS

- 2025 TPB/Tech Committee/Steering Committee meeting dates
- 2025 Technical Committee Chair – Vic Weissburg
- 2025-2026 Community Advisory Committee recruitment update
- TLC/RRSP solicitation January 6
- Staff Update

**COMMUNITY ADVISORY COMMITTEE
MONTHLY REPORT TO THE TPB**

December 18, 2024
Ra Amin, CAC Chair

The December meeting of the CAC was held virtually on Thursday, December 12. The meeting featured the annual discussion between the CAC and TPB leadership. Also on the agenda was the “Act Locally” Round-Robin and planning for the last meeting of the present CAC cohort.

TPB/CAC Leadership Roundtable

CAC Chair, Ra Amin, welcomed everyone and invited the TPB leadership to provide opening remarks, after which the meeting broke out into smaller groups, and then re-convened for a report-out and summary.

Opening Remarks

Chair Henderson emphasized the importance of traffic safety and regional cooperation in addressing transportation issues. Vice Chair Walkinshaw highlighted the positive impact of the TPB in improving the decision-making processes at all levels of government, and Vice Chair Harris discussed challenges with balancing mobility, air quality, and safety. The need for better enforcement of traffic laws and finding sustainable and equitable funding for transit was generally discussed.

Questions and comments included the following:

As part of DMVMoves, has the idea of land value return been discussed as a means of funding transit?

Fairfax County has used special taxing districts for the construction of the Metro Silver Line through an additional property tax on large property owners in Tysons. Those property owners also have an additional transportation district tax for creation of a street grid in Tysons. What works there may not be feasible in other locales, but Metro's operating deficit is substantial, and alternative funding sources, including a property tax, are being explored.

The TPB and this CAC are interjurisdictional groups. The infrastructure is shared among the three jurisdictions, but there are bottlenecks at the river crossings and along the I-270 corridor. What are possible solutions that could satisfy as many people as possible?

The TPB will be spending a lot of time on this issue. There are studies underway to extend HOT lanes from where they are currently to I-495 across the Wilson Bridge. There are concerns about preserving the right-of-way for a future blue line, while recognizing that HOT lanes could also provide bus service that does not currently exist. Similarly, with I-270 corridor improvements, there are different points of view. These are discussions that will involve all the jurisdictions. People commute to and from jobs all over the region. The real issue is funding capital improvements.

State-based Breakouts

Participants broke out into groups for the District of Columbia, Maryland, and Virginia, and after reconvening, summarized their discussion.

District of Columbia. Safety was the major topic of discussion, including physical changes such as raised sidewalks and bus bulb-outs. Sometimes these changes improve safety for one mode that might negatively impact another mode, so all the various modes and travelers need to be evaluated when making a physical improvement. Enforcement disparities were also discussed, including in-person and electronic ticketing and reciprocity between jurisdictions. The role schools could play in teaching about transportation etiquette and safety was another topic.

Maryland. Regarding the current state of transportation, look at as many alternatives as possible rather than the next big thing, for example using the Transportation Alternatives program (TAP) to make significant, incremental changes. In terms of connecting with the community, there have been forums and use of social media that have had mixed success. Also discussed was the need to keep transportation connected to land use and economic development (all three go together), the economics of offering free transit, and the importance of ensuring the different transportation programs coordinate.

Virginia. Regarding the current state of transportation, there has been progress since 2007. Congestion is the primary concern that has been alleviated by the Silver Line and increasing bicycle and pedestrian infrastructure. Metro is stronger today, notwithstanding the funding issues. There are challenges, but overall, there's optimism. Regarding engaging the community, various methods, such as surveys and meetings, have been used to engage the community in decision-making, but efforts should be made to connect with communities that feel less empowered. Also discussed was utilizing existing Metro infrastructure for enhancing public transportation, since expanding the system is expensive.

Questions and comments included the following:

Visualize2050 does not include plans for enhancing the WMATA system or improving Metro for future residents. The Purple Line and Silver Line were not initially included in long-range plans but were added later. Understanding the long-range plan is financially constrained, isn't it short-sighted not to include these essential improvements?

Projects have to mature to a certain point before they can be reflected in long-range planning. Several factors can play into when such projects make it into the plan. A lot of work and coordination has to happen before a project is ready.

The session concluded with a reflection on possible roles the CAC could play, noting that youth instruction on how to use transit, transit etiquette, and safety might be one area. The importance of keeping the big picture was also emphasized, reflecting that we are a region that is competing against other regions to establish a world-class transportation system.

ACT LOCALLY ROUND-ROBIN

Chair Amin opened discussion on the activities that members are doing in their local communities. Members have been involved in Prince William County's design manual updates for development to include active transportation and other elements that make getting around easier. Chair Amin shared that he received the 2024 Advocate of the Year award from the DC Highway Safety Office.

ATTENDANCE

CAC Members

Ra Amin, Chair
Christina Farver
Jeff Parnes
Nancy Abeles
Daniel Papiernik
Mark Scheufler
Lorena Rios
Rick Rybeck

Timothy Davis
Zach Israel

TPB Board

Christina Henderson
James Walkinshaw
Neil Harris
Heather Edelman

Staff

Leonardo Pineda
Rachel Beyerle
Laura Bachle
Kanti Srikanth
Lyn Erickson

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

November 22, 2024

James Walkinshaw, Chair

The Access for All Advisory Committee (AFA) met virtually on Friday, November 22, 2024. They discussed the AFA Situation Assessment and Recommendations, received a report from the WMATA Access Advisory Committee liaison, and re-capped the Fall TPB activities. The committee also held time open for a member forum.

AFA SITUATION ASSESSMENT AND RECOMMENDATIONS

Laura Bachle, Transportation Planner, provided a presentation on the TPB staff recommendation to refresh the AFA committee. She recapped the assessment process used (including over 40 interviews), the key findings, criteria to evaluate alternative committee structures, and the recommendation that ensued. The staff recommendation is to keep the AFA committee basically “as is,” hold a recruitment event to re-balance committee representation among the five designated groups, formulate a work plan and schedule, and continue work on clarifying roles and meeting guidelines. It was acknowledged that the groups represented on the AFA overlap. A person with a disability may also be low income, etc.

Comments included the following:

Regarding criteria to be applied to applications for membership, consider: balancing the membership across the TPB region, seeking members who represent specific disability groups, representation by municipal, county and state governments as well as non-profit and advocacy groups, and perhaps some distinction between grantee members and other members. Members advised targeting outreach to some specific networks, such as the centers for independent living.

Other ideas were to consider having an outreach event or roundtable in years when planning consultation is not needed. Having an annual reporting requirement was another idea discussed.

REPORT FROM THE WMATA ACCESS ADVISORY COMMITTEE LIAISONS

Doris Ray provided a report on the current activities of the committee. Current initiatives include DMVMoves, upgrades to WMATA operations, and a “way mapping” roll-out providing navigational aids at metro and bus stations. There are some changes underway for Metro Access operations, including a new call center.

AFA FORUM

As a regular part of every agenda, members are invited to share information about their programs, current initiatives, and any questions or concerns they may have.

Washington, DC, has been selected as the site for the National Association of City Transportation Officials (NACTO) Designing Cities 2025 conference. The conference will take place May 28-31. AFA members were encouraged to reach out to their ADA offices to ensure that pedestrian and disability issues are raised in the workshops and tours.

A concern was raised about the lack of outreach from WMATA when they were developing the Better Bus initiative. Commuters in Fairfax County on the Route 1 corridor seemed to have been left out. Members discussed the elimination of some of the WMATA routes and effects on other transportation options.

Members discussed restoration of the slug lines in Virginia, especially now that Springfield has a new hub. Efforts are underway to bring the practice back after its hiatus during the pandemic.

For future AFA topics, issues related to pedestrian rights-of-way to get to and from bus stops, the accessibility of bus stops, and taxis and ride-share were raised.

OTHER BUSINESS

The 2025 calendar has not been set. The AFA Refresh recommendation advises setting the calendar to the consultation requirements needed in the Coordinated Human Services Transportation Plan and Visualize 2050. This plan update is due to start again next spring. Once these dates are established, a work plan and calendar will be developed.

Chair Walkinshaw thanked everyone for participating and urged members to continue to work with TRB staff to refresh the committee.

ATTENDEES

District of Columbia

Heather Foote
Cassandra McFerson

Maryland

Sara Fought
Bong Delrosario
William Clements
Jessica Richards (guest)

Virginia

John Nemeth
Cynthia Alarico
Roger Hoskin
Doris Ray

Regional

Glenn Millis

TPB Staff

Lyn Erickson
Rachel Beyerle
Leo Pineda
Laura Bachle

Chair

James Walkinshaw, Fairfax County Board of Supervisors



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: December 12, 2024

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: December 12, 2024

At its meeting on Friday, December 6, the TPB Steering Committee adopted a resolution to update the functional classification of highway systems in the District of Columbia, and two resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement. The committee was also provided with notice of technical corrections made to Figure 4 of the FY 2025 Unified Planning Work Program (UPWP), and approved the December TPB agenda.

The Steering Committee adopted resolution SR22-2025 at the request of the District Department of Transportation (DDOT). This action approved updates to the federal functional class for a list of 96 roadway segments in the District of Columbia. This list is attached to the approved resolution and all street segments are grouped by the District's 8 wards.

Next, the committee adopted the two resolutions listed below amending the FY 2023-2026 TIP at the request of the Maryland Department of Transportation (MDOT) and Virginia Department of Rail & Public Transportation (VDRPT). Both amendments are exempt from the air quality conformity requirement and are described in further detail in the bullets below and in the attached materials.

- **TPB SR23-2025**, requested by MDOT, adds approximately \$95 million to the five project and program records listed below:
 - New Carrollton Multimodal Transportation Station (T13654) – New project record. Add \$47 million for planning.
 - Transit Oriented Development (TOD) Purple Line Corridor Studies (T11624) – Add \$1.65 million to the and update the record to include the FY 2024 TOD Study titled “Building an Equitable Transit-Oriented Purple Line Corridor.”
 - Southern Maryland Rapid Transit (SMRT) Project (T11620) – add \$15 million for preliminary engineering of the transit study.
 - Commuter Connections Program (T6635) – add approximately \$10 million
 - Add \$4.6 million to implement the Maryland Equitable Charging Infrastructure Partnership (MECIP) (T13613)

- TPB SR24-2025, requested by PRTC & NVTC added \$4.3 million in Section 5307 and local matching funds for the VRE Property Acquisition for Platform Easements project (T13652).

The Steering Committee was notified that technical corrections have been made to Figure 4 “Transportation Planning Studies Within the National Capital Region” in the FY 2025 UPWP. The following projects have been added to Figure 4: MDOT added a planning study called “Building an Equitable Transit-Oriented Purple Line Corridor.” Funding to cover this study was included in the TIP amendment approved by TPB Resolution SR23-2025, as described above.

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:

- December 6, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR22-2025 approving updates to the functional classification of 95 roadway segments in the District of Columbia
- Adopted resolution SR23-2025 approving an amendment to the TIP as requested by VDRPT
- Adopted resolution SR24-2025 approving an amendment to the TIP, as requested by MDOT
- Additional information on the MDOT “Building an Equitable Transit-Oriented Purple Line Corridor” planning study.

TPB Steering Committee Attendance – December 6, 2024
(only voting members and alternates listed)

TPB Chair/DC Rep.: Christina Henderson
TPB Vice Chair/MD Rep.: Neil Harris
Previous TPB Chair: Reuben Collins
DDOT: Mark Rawlings
MDOT: Kari Snyder
VDOT: Regina Moore
Technical Committee Chair: Amy Garbarini

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

**RESOLUTION TO UPDATE THE HIGHWAY SYSTEMS FUNCTIONAL CLASSIFICATION FOR
THE DISTRICT OF COLUMBIA**

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 Bureau of the Census March 17, 2022 Notice issued decennial 2020 urbanized area information, and each State is federally directed (FHWA 23 CFR 450.312, 470.105 and 109, and guidance) to use the information and undertake a thorough update, as appropriate, of urban/urbanized area boundaries and/or highway system functional classifications in cooperation with Metropolitan Planning Organizations and/or localities; and

WHEREAS, functional classifications of highway systems affect transportation planning in that the categories (local, minor collector, major collector, minor arterial, principle arterial, principle arterial freeway, or principle arterial interstate) are used with highway design standards, highway construction funds or maintenance payments, access management standards, traffic calming eligibility, statistical reporting, and certain outdoor advertising controls; and

WHEREAS, periodic reviews and, as appropriate, updates of urban/urbanized area boundaries and/or functional classifications of highway systems generally are warranted in concert with U.S. Census updates for urbanized areas; and

WHEREAS, the District Department of Transportation has proposed updates to the functional classification of highways that reflect the 2020 Census information for the District of Columbia, and

WHEREAS, in 2021, TPB staff provided an analysis of the existing functional classification of roadways in the District of Columbia, and in December 2024, again provided a detailed review and concurrence the attached updates.

NOW, THEREFORE, BE IT RESOLVED that the National Capital Region Transportation Planning Board approves the proposed updates to the district of Columbia highway system functional classifications presented in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, December 6, 2024.

Final approval following review by the full TPB at its meeting on Wednesday, December 18, 2024.

DETAILED CONCURRENCE OF RECOMMENDED FEDERAL FUNCTIONAL CLASSIFICATION CHANGES DECEMBER 6, 2024

ROUTEID	ROUTENAME	Current FC	ChangedFC	FromStreet	ToStreet	Reason For Update (e.g. vehicle lanes reduced, parking lanes added, roadway widened, FC correction, etc.)	COG/TPB Recommendation (Sept 30, 2021)**	DDOT Concurrence	Final Recommendation
11000102	1ST ST NW	Collector	Local	G ST NW	H ST NW	Current major collector 1st Street NW between G Street and H Street is used for Government Printing Office (GPO) business only and does not provide connection to the collector system. It should be removed from the functional system.	Yes	Yes	Yes
11000402	4TH ST NW	Collector	Minor Collector	L ST NW	M ST	Current major collector 4th Street NW is one-way southbound from M Street to L Street and is part of HPMS Section 1004017A which extends from D Street to M Street with both bi-directional and one-way portions. It is recommended that this section be split at the locations where it changes directionality. To maintain connectivity, changing the classification of the M Street to L Street portion of 4th Street	Yes	Yes	Yes
11000402	4TH ST NW	Collector	Minor Collector	ASPEN ST NW	CEDAR ST NW	The short distances and low AADTs of these sections and the fact that Aspen Street NW is a parallel major collector, indicate that they should be classified as minor collectors.	Yes	Yes	Yes
11000802	8TH ST NW	Collector	Minor Collector	D ST NW	I ST NW	These two one-way sections of 8th Street NW carry traffic for a short distance. While they provide connectivity to other collectors in the area, the short distance served indicates a minor collector designation.	Yes	Yes	Yes
11001002	10TH ST NW	Collector	Local	R ST NW	T ST NW/VERMONT AVE NW	This portion of 10th Street NW is one-way and carries less than 500 vehicles per day. Traffic volumes on this section have been very low for several years. This is a one-way street that only provides connectivity from major collector Vermont Avenue to minor arterial R Street	Yes	Yes	Yes
11001702	17TH ST NW	Minor Arterial	Minor Collector	NEW HAMPSHIRE AVE NW/SWANN ST NW	FLORIDA AVE NW	This portion of 17th Street NW is one-way from Florida Avenue to New Hampshire Avenue. South of New Hampshire Avenue, 17th Street NW is two-way and carries more traffic, there the minor arterial designation is more appropriate.	Yes	Yes	Yes
11001702	17TH ST NW	Collector	Local	DECATUR ST NW	BLAGDEN AVE NW	Short portion of 17th Street NW with low volume	Yes	Yes	Yes
11001702	17TH ST NW	Collector	Minor Collector	BLAGDEN AVE NW	COLORADO AVE NW/Driveway-58012292	The volume on this section of 17th Street NW is higher, but it is a very short section. To maintain continuity of the collector system, it is recommended that 17th Street NW between Blagden Avenue and Colorado Avenue be reclassified as minor collector.	Yes	Yes	Yes
11002502	25TH ST NW	Local	Minor Collector	VIRGINIA AVE NW	NEW HAMPSHIRE AVE NW	The portion of 25th Street NW between Virginia Avenue and New Hampshire Avenue provides connectivity northbound from minor arterial Virginia Avenue to New Hampshire Avenue.	Yes	Yes	Yes
11002702	27TH ST NW	Local	Major Collector	VIRGINIA AVE NW/VIRGINIA AVE NW	K ST NW/WHITEHURST FWY NW/Ramp-36000182	Changing the classification of these short sections will preserve connectivity of the system and will better reflect the usage of these facilities.	Yes	Yes	Yes
11003702	37TH ST NW	Local	Minor Collector	PROSPECT ST NW/SAINT MARYS PL NW	HEALY CIR NW/O ST NW	37th Street be reclassified as minor collectors to maintain continuity of the system	Yes	Yes	Yes
11004102	41ST ST NW	Local	Minor Collector	BENTON ST NW	CALVERT ST NW	To reflect the access and continuity that they provide to the Glover Park neighborhood	Yes	Yes	Yes
11004302	43RD ST NW	Collector	Minor Collector	JENIFER ST NW	MILITARY RD NW	43rd Street NW are very short collector sections which are connected to each other and to minor arterials Western Avenue and Military Road. The AADT supports the collector classification, but the fact they penetrate neighborhoods and run for only a short distance suggests that these should be minor collectors	Yes	Yes	Yes
11009492	ALBEMARLE ST NW	Collector	Minor Collector	42ND ST NW	46TH ST NW	The character of the facility changes at major collector 42nd Street NW, with the western portion having a lower AADT	Yes	Yes	Yes
11014272	BEACH DR NW	Minor Arterial	Local	BROAD BRANCH RD NW	DEAD END	Beach Drive NW closes to vehicular traffic, the classification should be changed to local	Yes	Yes	Yes
11015472	BENTON ST NW	Local	Minor Collector	TUNLAW RD NW	41ST ST NW	To reflect the access and continuity that they provide to the Glover Park neighborhood	Yes	Yes	Yes
11017482	BRANDYWINE ST NW	Collector	Minor Collector	BROAD BRANCH RD NW	LINNEAN AVE NW	This section of Brandywine Street NW provides access from major collector Linnean Avenue to principal arterial Nebraska Avenue and would provide connectivity.	Yes	Yes	Yes
11017482	BRANDYWINE ST NW	Local	Minor Collector	LINNEAN AVE NW	NEBRASKA AVE NW	This section of Brandywine Street NW provides access from major collector Linnean Avenue to principal arterial Nebraska Avenue and would provide connectivity.	Yes	Yes	Yes
11019632	BUTTERNUT ST NW	Collector	Minor Collector	BLAIR RD NW	GEORGIA AVE NW/MAIN DR NW	The short distances and low AADTs of these sections and the fact that Aspen Street NW is a parallel major collector, indicate that they should be classified as minor collectors.	Yes	Yes	Yes
11020022	CALVERT ST NW	Collector	Minor Collector	TUNLAW RD NW	41ST ST NW	To reflect the access and continuity that they provide to the Glover Park neighborhood	Yes	Yes	Yes
11024632	COLUMBIA RD NW	Collector	Local	PARK PL NW	Alley-47089012/Alley-47089052	Columbia Road NW between Park Place and Warder Street is a one block, one-way section of Columbia Road that only provides access from southbound minor arterial Park Place to northbound major collector Warder Street.	Yes	Yes	Yes
11028212	DECATUR ST NW	Collector	Local	14TH ST NW/Driveway-58016652	17TH ST NW	Decatur Street NW has a low traffic volume and speed humps.	Yes	Yes	Yes
11031852	EAST BEACH DR NW	Collector	Minor Collector	KALMIA RD NW	NORTH PORTAL DR NW	East Beach Drive NW provide connectivity over a short distance between principal arterial 16th Street and collector Kalmia Drive. East Beach Drive also have lower traffic levels	Yes	Yes	Yes
11034382	F ST NW	Collector	Minor Collector	NORTH CAPITOL ST BN	1ST ST NW	The short distance and low traffic volume indicate that this is functioning as a minor collector.	Yes	Yes	Yes
11042442	H ST NW	Collector	Local	NEW HAMPSHIRE AVE NW/Ramp-36000252	25TH ST NW	The portion of H Street NW west of New Hampshire Avenue does not connect to any non-local facilities	Yes	Yes	Yes
11047772	I ST NW	Local	Major Collector	Ramp-36000562	27TH ST NW	Changing the classification of these short sections will preserve connectivity of the system and will better reflect the usage of these facilities.	Yes	Yes	Yes
11048552	IOWA AVE NW	Collector	Local	ARKANSAS AVE NW	DELAFIELD PL NW	Iowa Avenue NW between Arkansas Avenue and Decatur Street is one-way with truck restrictions and a low traffic volume	Yes	Yes	Yes
11049982	JENIFER ST NW	Collector	Minor Collector	43RD ST NW	WESTERN AVE NW	43rd Street NW are very short collector sections which are connected to each other and to minor arterials Western Avenue and Military Road. The AADT supports the collector classification, but the fact they penetrate neighborhoods and run for only a short distance suggests that these should be minor collectors	Yes	Yes	Yes
11050642	MORROW DR NW	Major Collector	Local	16TH ST NW/KENNEDY ST NW	JOYCE RD NW	If Beach Drive closes to traffic, DDOT should consider reclassifying Morrow Drive NW as local and keeping the local	Yes	Yes	Yes
11051022	KALMIA RD NW	Collector	Minor Collector	GEORGIA AVE NW	16TH STREET NW	Kalmia Drive NW provides connectivity over a longer distance between West Beach Drive and Eastern Avenue	Yes	Yes	Yes
11052972	KLINGLE RD NW	Collector	Local	PORTER ST NW/Ramp-36002172	WOODLEY RD NW	Klinge Road NW that are open to vehicular traffic do not provide connections to other collectors or arterials.	Yes	Yes	Yes
11053492	L ST NW	Local	Major Collector	PENNSYLVANIA AVE NW	DEAD END	Changing the classification of these short sections will preserve connectivity of the system and will better reflect the usage of these facilities.	Yes	Yes	Yes
11055962	LINNEAN AVE NW	Collector	Minor Collector	ALBEMARLE ST NW	32ND ST NW/BROAD BRANCH RD NW/NEVADA AVE NW	The distance served by this section of Linnean Avenue NW and the connection to other major collectors suggests that it operates as a collector, but the low AADT indicates that the minor collector designation may be more appropriate.	Yes	Yes	Yes
11056422	LOCUST RD NW	Collector	Local	13TH ST NW	16TH ST NW	Locust Road NW serves a residential area and does not connect to any collectors or arterials to the east and an AADT of 300 is very low.	Yes	Yes	Yes
11057852	M ST NW	Collector	Local	NEW YORK AVE NW	4TH ST NW	M Street NW is one-way westbound between New York Avenue and 4th Street and has a low traffic volume	Yes	Yes	Yes
11057852	M ST NW	Collector	Minor Collector	4TH ST NW	5TH ST NW	M Street NW is one-way eastbound from 4th Street to 5th Street, this section has a much higher volume	Yes	Yes	Yes
11057912	MACARTHUR BLVD NW	Principal Arterial	Minor Arterial	FOXHALL RD NW	DEAD END	This is a long-distance route, but the traffic volumes suggest that its usage is not as high and the main function of the road appears to fit that of a minor arterial	Yes	Yes	Yes
11065842	O ST NW	Local	Minor Collector	35TH ST NW	37TH ST NW/HEALY CIR NW	O Street be reclassified as minor collectors to maintain continuity of the system	Yes	Yes	Yes
11071562	PORTAL DR NW	Collector	Minor Collector	16TH ST NW	EAST BEACH DR NW	Portal Drive NW provide connectivity over a short distance between principal arterial 16th Street and collector Kalmia Drive. Portal Drive also have lower traffic levels	Yes	Yes	Yes
11072862	Q ST NW	Minor Arterial	Major Collector	FLORIDA AVE NW/Ramp-36003672	RHODE ISLAND AVE NW	Q Street NW between Florida Avenue and Rhode Island Avenue is a one-way street that provides connectivity between arterials over a short distance, it carries a small amount of traffic for a minor arterial.	Yes	Yes	Yes
11072862	Q ST NW	Collector	Local	44TH ST NW/Alley-47050472	FOXHALL RD NW	Q Street NW to the east of Foxhall Road penetrates a residential area and is not connected to any other collectors or arterials.	Yes	Yes	Yes
11072862	Q ST NW	Collector	Local	MACARTHUR BLVD NW	CLARK PL NW/POTOMAC AVE NW	Q Street NW to the west of MacArthur Boulevard also penetrates a residential area and is not connected to any other collectors or arterials.	Yes	Yes	Yes
11075272	RENO RD NW	Collector	Local	ORDWAY ST NW	34TH ST NW	This short section of Reno Road NW serves only the one-way traffic from local street Ordway Street to minor arterial 34th Street/Reno Road.	Yes	Yes	Yes
11089442	VERMONT AVE NW	Collector	Local	LOGAN CIR NW	12TH ST NW	This section of Vermont Avenue NW between 12th Street and Logan Circle carry one-way traffic in opposite directions. There can be no through traffic.	Yes	Yes	Yes
11090152	W ST NW	Local	Minor Collector	FOXHALL RD NW	MACARTHUR BLVD NW	This section of W Street NW provides connectivity between arterials MacArthur Boulevard and Foxhall Road.	Yes	Yes	Yes
11092102	WEBSTER ST NW	Collector	Local	ROCK CREEK CHURCH RD NW/Driveway-58012572	NEW HAMPSHIRE AVE NW	Webster Street from Rock Creek Church Road to 2nd Street carries a small amount of two-way traffic and 2nd Street to New Hampshire Avenue carries a very small amount of one-way traffic. There is no connectivity.	Yes	Yes	Yes
12000202	2ND ST NE	Local	Major Collector	K ST NE	L ST NE	Provides connectivity between collectors, there is no significant difference in the character of 2nd Street NE between K Street and L Street.	Yes	Yes	Yes

DETAILED CONCURRENCE OF RECOMMENDED FEDERAL FUNCTIONAL CLASSIFICATION CHANGES DECEMBER 6, 2024

12000302	3RD ST NE	Collector	Minor Collector	HARRY THOMAS WAY NE/R ST NE	T ST NE	Relatively low volumes.	Yes	Yes	Yes
12000402	4TH ST NE	Local	Major Collector	FLORIDA AVE NE	NEW YORK AVE NE	Functions as a collector in the Union Market area and increased volumes.	Yes	Yes	Yes
12000902	9TH ST NE	Collector	Local	GIRARD ST NE/Driveway-58012092	MONROE ST NE	The volume along this section is very low, there is no connection to collectors the south, and there are truck weight and axle restrictions.	Yes	Yes	Yes
12001302	13TH ST NE	Minor Arterial	Major Collector	MICHIGAN AVE NE	RHODE ISLAND AVE NE	Lower volumes.	Yes	Yes	Yes
12003332	33RD PL NE	Local	Major Collector	SOUTH DAKOTA AVE NE/Driveway-58010312	FORT LINCOLN DR NE/MARKET ST NE	Provides connectivity from Fort Lincoln Drive to South Dakota Avenue, non-local routes.	Yes	Yes	Yes
12005002	50TH ST NE	Collector	Local	EAST CAPITOL ST BN	FITCH PL NE	Carries a very small amount of traffic and does not connect to a non-local route to the north.	Yes	Yes	Yes
12006302	63RD ST NE	Minor Arterial	Principal Arterial	SOUTHERN AVE NE	EASTERN AVE NE	Provides connectivity between principal arterials Martin Luther King Jr. Hwy (MD 704) in Prince George's County and East Capitol St/Central Avenue (MD 214).	Yes	Yes	Yes
12009882	ALLISON ST NE	Collector	Local	ALLISON ST NW/CLERMONT DR NE/HAWAII AVE NE	FORT TOTTEN DR NE	Provides connectivity for a short distance one-way from Hawaii Avenue/Clermont Drive to Fort Totten Drive. The usage is low at 1,537 vehicles.	Yes	Yes	Yes
12014042	BATES ROAD NE	Collector	Local	JOHN MCCORMACK RD NE	FORT TOTTEN DR NE	Bates Road NE has been gated and is a private road.	Yes	Yes	Yes
12017612	BRENTWOOD RD NE	Collector	Minor Collector	T ST NE/Driveway-58010222	9TH ST NE/V ST NE	Brentwood Road NE and provides one-way connectivity to the Brentwood Postal Facility. The AADT is fairly high so the collector designation is appropriate	Yes	Yes	Yes
12031982	EASTERN AVE NE	Minor Arterial	Minor Collector	SOUTHERN AVE NE	63RD ST NE	Relatively low volumes.	Yes	Yes	Yes
12043582	HARRY THOMAS WAY NE	Local	Minor Collector	ECKINGTON PL NE	3RD ST NE/R ST NE	Provides connectivity to other classified roads and is a primary truck/bus route.	Yes	Yes	Yes
12060252	MEADE ST NE	Local	Minor Collector	MINNESOTA AVE NE	51ST ST NE/DOEWOOD LN NE/EASTERN AVE NE/MANN ST NE	Provide collector access to the Deanwood neighborhood from the east and would provide a connection to the functional system.	Yes	Yes	Yes
12061622	MONTELLO AVE NE	Collector	Minor Collector	12TH ST NE/FLORIDA AVE NE/Ramp-36001002	MOUNT OLIVET RD NE	A one-way low volume facility for a major collector.	Yes	Yes	Yes
12074162	R ST NE	Collector	Minor Collector	2ND ST NE	3RD ST NE/HARRY THOMAS WAY NE	Relatively low volumes.	Yes	Yes	Yes
12081512	SOUTHERN AVE NE	Minor Arterial	Principal Arterial	SOUTHERN AVE SE/EAST CAPITOL ST BN	63RD ST NE	Provides connectivity to proposed 63rd Street principal arterial change.	Yes	Yes	Yes
12081512	SOUTHERN AVE NE	Minor Arterial	Minor Collector	63RD ST NE	EASTERN AVE NE	Relatively low volumes.	Yes	Yes	Yes
12084562	T ST NE	Collector	Local	4TH ST NE	5TH ST NE	Designated as a major collector but it does not connect to any non-local streets to the east.	Yes	Yes	Yes
12084562	T ST NE	Local	Minor Collector	BRENTWOOD RD NE/Driveway-58010222	9TH ST NE	T Street NE, also one-way from Brentwood Parkway to 9th Street, should be designated a collector.	Yes	Yes	Yes
12086642	TRINIDAD AVE NE	Collector	Minor Collector	FLORIDA AVE NE	MOUNT OLIVET RD NE	A one-way low volume facility for a major collector.	Yes	Yes	Yes
12089112	VARNUM ST NE	Local	Minor Collector	MICHIGAN AVE NE	EASTERN AVE NE	Provides connectivity between arterials Eastern Avenue (East) and Michigan Avenue.	Yes	Yes	Yes
13000102	1ST ST SE	Minor Arterial	Major Collector	M ST SE	POTOMAC AVE SE	Too short and the volume is too low to be considered an arterial.	Yes	Yes	Yes
13000602	6TH ST SE	Collector	Minor Collector	ATLANTIC ST SE	4TH ST SE	Has low volume and does not provide much additional connectivity.	Yes	Yes	Yes
13001202	12TH ST SE	Local	Minor Collector	PENNSYLVANIA AVE SE	K ST SE/POTOMAC AVE SE	Would connect Potomac Avenue SE to the functional system.	Yes	Yes	Yes
13001302	13TH ST SE	Collector	Minor Collector	MARION BARRY AVE SE	W ST SE	Carries a small amount of traffic a short distance.	Yes	Yes	Yes
13001302	13TH ST SE	Collector	Local	W ST SE	PLEASANT ST SE/Alley-47063382	Carries a small amount of traffic a short distance.	Yes	Yes	Yes
13001602	16TH ST SE	Local	Minor Collector	MARION BARRY AVE SE	W ST SE	Maintain connectivity the collector system.	Yes	Yes	Yes
13046732	HOWARD RD SE	Major Collector	Minor Collector	SUITLAND PKWY SE	FIRTH STERLING AVE SE	Volumes reduced from reconfiguration of street network.	Yes	Yes	Yes
13053492	L ST SE	Collector	Local	10TH ST SE/POTOMAC AVE SE	11TH ST SE	Does not function as a collector.	Yes	Yes	Yes
13063502	NAYLOR RD SE	Collector	Local	22ND ST SE/MINNESOTA AVE SE	25TH ST SE/Driveway-58016932	Carries a small amount of traffic a short distance and then becomes one-way.	Yes	Yes	Yes
13064282	NEW JERSEY AVE SE	Collector	Local	C ST SE	D ST SE	Closed to the public.	Yes	Yes	Yes
13071892	POTOMAC AVE SE	Collector	Local	8TH ST SE	10TH ST SE/L ST SE	Does not function as a collector.	Yes	Yes	Yes
13083462	SUITLAND RD SE	Collector	Minor Arterial	36TH ST SE/ALABAMA AVE SE	SOUTHERN AVE SE	Provides connectivity to minor arterials MD-218 in Prince George's County and Alabama Avenue SE.	Yes	Yes	Yes
13090152	W ST SE	Local	Major Collector	14TH ST SE	16TH ST SE	Supports a Metrobus Route and connectivity to 16th St.	Yes	Yes	Yes
14000202	2ND ST SW	Collector	Local	R ST SW	V ST SW	Carries very low traffic volume.	Yes	Yes	Yes
14000402	4TH ST SW	Minor Arterial	Major Collector	M ST SW	P ST SW/ANACOSTIA RIVER TRAIL SW	Too short and the volume is too low to be considered an arterial.	Yes	Yes	Yes
14001202	12TH ST SW	Local	Major Collector	INDEPENDENCE AVE SW/Ramp-36004232	MAINE AVE SW	Provides connectivity between collectors and arterials.	Yes	Yes	Yes
14012972	BANNEKER CIR SW	Local	Major Collector	L'ENFANT PROMENADE SW	L'ENFANT PROMENADE SW	Provides connectivity to collectors	Yes	Yes	Yes
14020282	CANAL ST SW	Collector	Local	N ST SW	2ND ST SW/P ST SW	Does not connect to functional system to the north	Yes	Yes	Yes
14026912	D ST SW	Local	Minor Collector	2ND ST SW/Ramp-36001872	4TH ST SW	Connects to interstate ramps	Yes	Yes	Yes
14026912	D ST SW	Collector	Local	VIRGINIA AVE SW	6TH ST SW	Does not connect to collector to the east	Yes	Yes	Yes
14028662	DELAWARE AVE SW	Collector	Local	M ST SW	CANAL ST SW	It carries very little traffic and is slated for pedestrian-first	Yes	Yes	Yes
14059452	MARTIN LUTHER KING JR AVE SW	Collector	Local	BLUE PLAINS DR SW	IRVINGTON ST SW	Does not connect to a collector to the south of Blue Plains Dr.	Yes	Yes	Yes
14068382	P ST SW	Minor Arterial	Major Collector	SOUTH CAPITOL ST BN	4TH ST SW/ANACOSTIA RIVER TRAIL SW	Too short and the volume is too low to be considered an arterial	Yes	Yes	Yes
14074162	R ST SW	Local	Major Collector	POTOMAC AVE SW	2ND ST SW	Would connect collectors.	Yes	Yes	Yes
14079442	SHEPHERD PKWY SW	Collector	Local	BLUE PLAINS DR SW	DEAD END	Does not connect to a collector to the south of Blue Plains Dr.	Yes	Yes	Yes
14088462	V ST SW	Collector	Local	1ST ST SW	2ND ST SW	Carries very low traffic volume.	Yes	Yes	Yes
14089892	VIRGINIA AVE SW	Local	Minor Collector	2ND ST SW/Ramp-36000312	4TH ST SW	Connects to interstate ramps	Yes	Yes	Yes
15081252	SOUTH CAPITOL ST BN	Collector	Local	C ST SE/C ST SW	D ST SE/D ST SW	Closed to the public.	Yes	Yes	Yes
11010922A	ARIZONA AVE NW	Collector	Local	POTOMAC AVE NW	ARIZONA AVE NW/CAROLINA PL NW	Only connects to local streets to the west.	Yes	Yes	Yes
11068832A	PARK PL NW	Collector	Local	PARK PL NW	ROCK CREEK CHURCH RD NW	One-way street only providing access from major collector Rock Creek Church Road to southbound minor arterial Park Place	Yes	Yes	Yes

Government of the District of Columbia

Department of Transportation



Office of the Director

DECISION POINT MEMORANDUM

TO: Sharon Kershbaum, Director
Matthew Marou, Chief of Staff

THROUGH: John Thomas, Chief of Performance

FROM: Edward Carpenter, Civil Engineer, Strategic Asset Planning

DATE: September 4, 2024

SUBJECT: Approval of Recommended Functional Classification Changes.

Purpose:

This memo is intended to update the Director on the approval of the recommended changes resulting from the Functional Classification review carried out by the Metropolitan Washington Council of Governments (MWCOCG).

Recommendation:

The list of locations recommended for change are in the attached Excel spreadsheet. With the Director's approval, the revised functional classification map will be presented for consideration and adoption by the National Capital Regional Transportation Planning Board.

Background / Context:

Federal regulations give the Federal Highway Administration (FHWA) the authority to require the District to classify all streets and highways within its boundaries into a hierarchical system of distinct groupings according to the character of service these roadways are intended to provide. These classifications are used in determining the eligibility of certain transportation projects within the District for Federal-Aid Highway program funding.

Federal law further states that: *"The State transportation agency shall have the primary responsibility for developing and updating a statewide highway functional classification in rural and urban areas to determine functional usage of the existing roads and streets. . . The State shall cooperate with responsible local officials, or appropriate Federal agency in the case of areas under Federal jurisdiction, in developing and updating the functional classification."* [CFR §470.105(b)].

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature

of this channelization process by defining the part that any road or street should play in serving the flow of trips through a highway network.

Additionally, in urban areas with a population of 50,000 or more inhabitants, federal statute 23 CFR, Section 134 requires that the region's Metropolitan Planning Organization (MPO) coordinate the development and maintenance of the functional classification system of roadways within its official planning boundary. Even though COG did the hard work, DDOT staff made the final decision. The document outlining COG's recommended changes was circulated to key DDOT staff for their comments and agreement. Any comments or concerns from DDOT staff were then relayed to COG for their responses. COG's responses were subsequently sent back to the respective individuals. It was agreed that COG's responses were satisfactory, and the final list of locations was finalized.



MEMORANDUM

TO: Edward Carpenter, DDOT
FROM: Martha Kile, COG/TPB
THROUGH: Nicole McCall, COG/TPB, Mark Rawlings, DDOT
SUBJECT: District of Columbia Functional Classification Review
DATE: September 30, 2021

The purpose of this memorandum is to give an overview of the District of Columbia (DC, District) Functional Classification Review process and to provide an analysis of the existing functional classification of roadways in the District. The results of the initial city-wide review with emphasis on route spacing, connectivity, and system continuity can be found in Appendix I and the detailed ward-by-ward review of all roadways can be found in Appendix II.

INTRODUCTION

The District Department of Transportation (DDOT) has requested National Capital Region Transportation Planning Board (TPB) staff's assistance in conducting a Functional Classification Review of the District's roadway system.

The standard procedures for conducting functional classification reviews apply to all state DOTs in the U.S.; therefore, some of these procedures that apply to more suburban and rural areas will not be directly relevant to the more compact, 100 percent urban District of Columbia. In addition, there are some unique characteristics of the District's roadway system that should be considered when reviewing functional classification. Some of these include: vehicle restrictions (near governmental facilities) and event/evacuation routes.

DATA GATHERING

Much of the data gathering for this project was simplified by the publication of the DDOT Roadway Data Hub in November 2020. This online database is the definitive source for many of the roadway attributes used in this analysis, including: existing functional classification, Highway Performance Monitoring System (HPMS) Section ID, annual average daily traffic (AADT), bicycle lanes, National Highway System (NHS), existence of raised median, number of travel lanes, and section length. Additional spatial databases were acquired including truck restrictions and evacuation routes. Transportation Analysis Zones (TAZ) with demographic forecasts were used to identify traffic generators. Functional classification and AADT of connecting roadways in Maryland and Virginia were accessed through ArcGIS Online and mapped with the DC Data. Current functional classification of roadways in other cities including Baltimore, Boston, and Minneapolis was reviewed to check for consistency among comparable urban areas. The DDOT-Howard University Traffic Data Center was used to identify traffic counts at locations where HPMS counts do not exist. A spreadsheet developed by DDOT staff was used to identify roadway sections of particular concern during the ward-by-ward review. The sources for each of these databases are listed in Appendix VI.

GEOGRAPHIC INFORMATION SYSTEMS (GIS) AND MAPPING

Since 2003, there have been significant advances in GIS. The 2013 Federal Highway Administration (FHWA) Functional Classification Guidelines recommend extensive use of GIS for functional classification designation. It is now possible to combine multiple databases using GIS software to consider multiple factors in functional classification review. The availability and quality of spatially referenced transportation data has increased dramatically since the District of Columbia functional classification analysis was last completed in 2003. In addition, the existence of Google Maps allows for the use of StreetView to see the context without the need for a field visit.

TRAVEL CHARACTERISTICS OF ROADWAY FUNCTIONAL CLASSIFICATIONS

The information in this section was adapted from the 2013 FHWA Functional Classification Guidelines. Each classification of roadway is described below with respect to specific District of Columbia uses.

Principal Arterials serve a large percentage of travel between activity centers and travel to and from neighboring jurisdictions, they carry a large percentage of urban travel on a small percentage of roadway mileage. Principal Arterials interconnect throughout the system. The spacing of Arterials in urban areas is closely related to the trip-end density characteristics of activity centers in urban areas. However, in densely populated urban areas such as the District of Columbia, spacing of all route types is smaller and generally more consistent. Principal Arterials are divided into three categories, Interstates, Other Freeways and Expressways, and Other Principal Arterials.

Interstates are officially designated by the federal government. There are less than twelve miles of Interstate roadways in the District of Columbia. Like Interstates, Freeways and Expressways have directional travel lanes which are separated by a physical barrier, and their access and egress points are generally limited to on and off ramps. Interstates and Freeways and Expressways maximize mobility over access. In contrast, Other Principal Arterials provide mobility through an urban area but also provide access to the adjoining land uses. There are typically multiple Arterial routes serving a particular urban area, radiating out from the urban center to serve the surrounding region. In the District of Columbia, the spacing between Principal Arterials in the downtown core is small and expands as population and employment density levels decrease.

Minor Arterials augment and offer connectivity to the higher Arterial system in urban areas such as the District of Columbia. Minor Arterials serve trips of moderate length and distribute traffic to smaller areas than Principal Arterials, they do not penetrate identifiable neighborhoods. In most cases, Minor Arterials will be located between Principal Arterials and are not typically spaced at intervals longer than one mile.

Collectors “collect” traffic from local roads and channel traffic to arterial roadways. Collectors serve both land access and traffic circulation in residential neighborhoods. Collectors are subdivided into Major and Minor Collectors. This stratification is new for urban areas. When the collector designation was split into major and minor collectors, all of the current collectors in the District were automatically assigned the major collector designation. The difference between major and minor collectors is subtle. Both penetrate residential neighborhoods, but major collectors tend to cover a greater distance than minor collectors. Major collectors are more likely to include controlled intersections than minor collectors. FHWA does not indicate traffic volume ranges for major versus minor collectors, but it is assumed that major collectors generally carry more traffic than minor collectors.

As part of this functional classification review, the functional classification maps of Boston MA, Baltimore MD, and Minneapolis MN were reviewed to see how those cities have implemented the new collector stratification. The FHWA has guidelines for mileage and VMT by functional classification for urban states, but the District of Columbia as a city, is likely to have a functional system more similar to other cities than to urban states. This functional classification review seeks to identify both major and minor collectors. Currently defined major collectors that cover a short distance or have a low AADT but provide connections to the functional system are recommended to be reclassified as minor collector. Current local streets that provide connections to the functional system but with unknown traffic volumes are recommended to be classified as a minor collector. This review does not result the larger percentage of minor collector mileage than major collector mileage that is expected of states, but it is consistent with what was observed in the other cities reviewed.

Locally classified roads account for the largest percentage of all roadways in terms of mileage. Local roads carry no through traffic movements. For many years, Local roads in the District have been assigned a default AADT of 2,000. Because many actual traffic volumes observed on Collectors are below the 2,000 vehicle threshold, it is recommended that this default be reevaluated by DDOT staff.



National Capital Region
Transportation Planning Board

The following table was adapted from the 2013 FHWA Functional Classification Guidelines and was used to assess the functional classification designations of roadways in the District of Columbia.

Travel Characteristic	Interstates	PA – Other Freeways & Expressways	Other Principal Arterials	Minor Arterials	Major Collectors	Minor Collectors	Locals
Distance Served	Longest	Long	Long	Medium	Medium	Shorter	Shortest
Distance between Routes	Longest	Long	Long	Medium	Medium	Shorter	Shortest
Usage (AADT)	35,000 - 129,000	13,000 - 55,000	7,000 - 27,000	3,000 - 14,000	1,100 - 6,300		80 - 700
Number of Travel Lanes	Most	Many	Many	Medium	Medium	Fewer	Few
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled	Uncontrolled		Uncontrolled
Speed Limit	High	High	Moderate	Moderate	Medium	Lower	Low
Significance	Regional	Regional	Regional	Mixed	Local		Local
Connectivity	Connect to other Arterials	Connect to other Arterials	Connect to other Arterials	Connect to other Arterials	Provide connectivity to arterials, collectors, and locals		Connects to arterials, collectors, and locals
Medians	Medians	Medians	Medians/No Medians	Medians/No Medians	No Medians		No Medians
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided	Undivided		Undivided



SYSTEM CONTINUITY

The roadway system is an interconnected network of facilities channeling traffic in both directions from Arterials to Collectors, then to Locals and back again. A roadway of a higher classification should not connect to a single roadway of a lower classification. Arterials should only connect to other Arterials. Collectors connect to Arterials or other Collectors. Arterials and Collectors should connect on both ends to non-local roads. Functional classification designations should not change abruptly at state boundaries without a corresponding change in traffic behavior. Local Roads can connect to any type of roadway. In some locations in the District, several roads come together at single intersection, but collectors do not appear to connect to other collectors or arterials. These locations are noted even if no functional classification change is recommended.

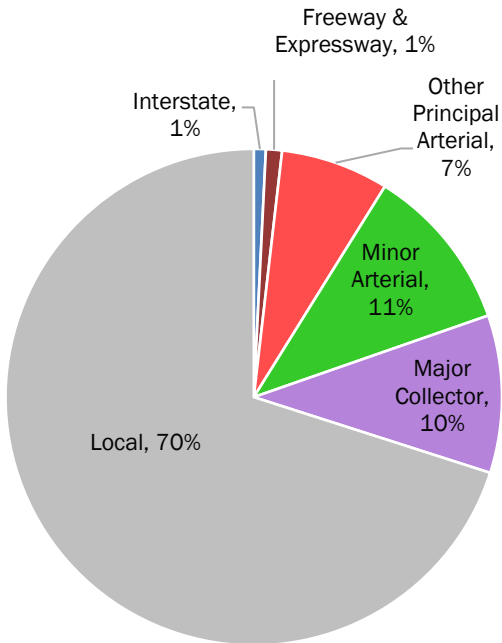
USAGE AND VEHICLE MILES TRAVELED

In urban areas, Arterials typically account for more than half of the daily vehicle miles of travel (VMT) but only a total of about 20 percent of road mileage. Local roadways normally make up the vast majority of road miles in urban areas, but usually account for less than 25 percent of VMT. Collectors are in the middle, with Major and Minor Collectors each accounting for seven to thirteen percent of mileage and VMT. The table and charts below compare the recommended mileage, VMT, and AADT levels with those in the District with the current functional classification and with the functional classification if all recommendations in this document are accepted. The District's levels are close to or within the recommended ranges, with the exception of Minor Collectors. The District currently does not have any Minor Collectors identified. The VMT levels for Major Collectors are within the recommended ranges but are low for all Collectors. The ward-by-ward review identified some roadways that should be considered for reclassification as minor collectors. While the recommended changes do not approach the 7 to 13 percent of minor collectors for states recommended by FHWA, the shares are consistent with collectors identified in other urban areas.

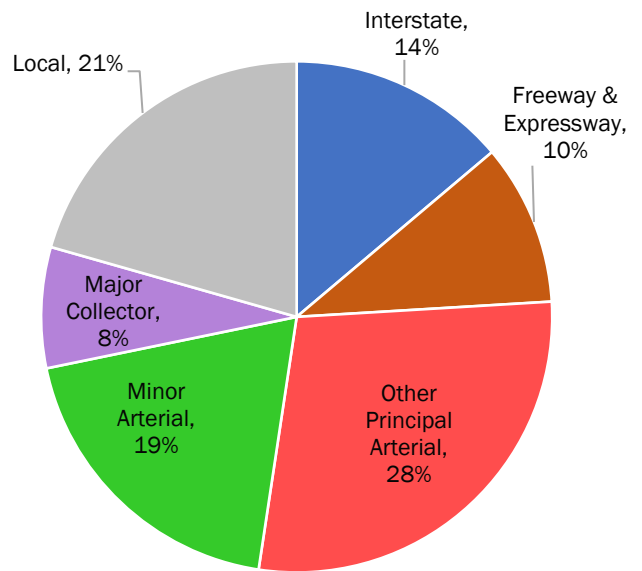
	FHWA Recommended Mileage	DC Mileage		FHWA Recommended VMT	DC VMT		Average 2019 DC AADT	
		Current	With Changes		Current	With Changes	Current	With Changes
Interstate	1%-2%	1%	1%	17%-30%	14%	14%	130,219	130,219
Freeway & Expressway	0%-2%	1%	1%	3%-18%	10%	10%	66,441	66,441
Other Principal Arterial	4%-5%	7%	7%	17%-29%	28%	28%	26,113	26,408
Minor Arterial	7%-12%	11%	11%	15%-22%	19%	20%	12,097	12,207
Major Collector	7%-13%	10%	10%	7%-13%	8%	7%	4,986	5,288
Minor Collector	7%-13%	0%	1%	7%-13%	0%	1%	---	2,345
Local	67%-76%	70%	69%	6%-24%	21%	20%	2,000	1,990

Current Functional Classification

2019 Mileage

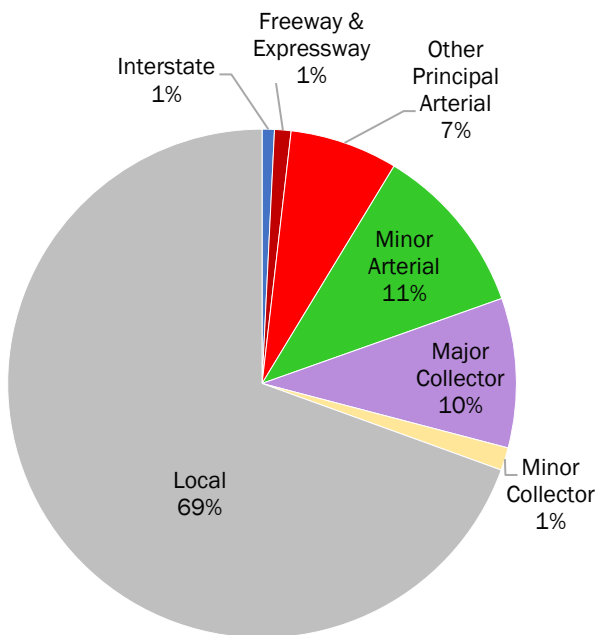


2019 VMT

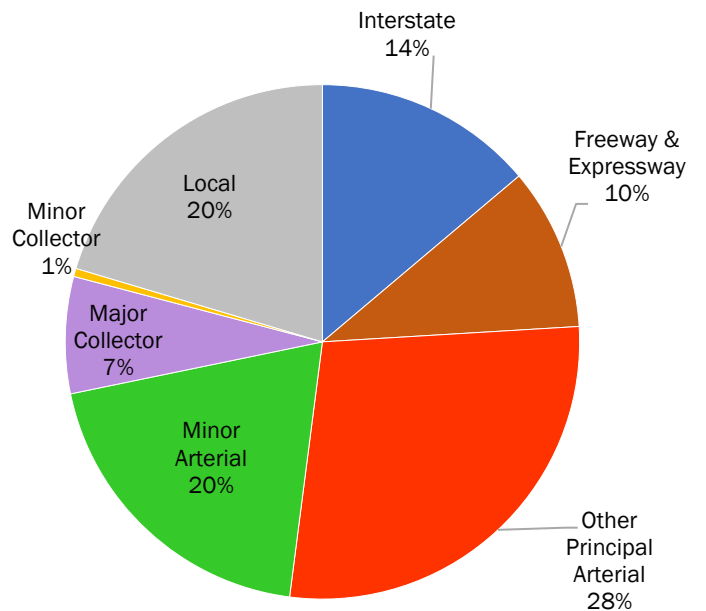


Functional Classification with Recommended Changes

2019 Mileage



2019 VMT



RECOMMENDATIONS

The review of existing functional classification was done in two phases. The first phase included the overall city-wide review with emphasis on route spacing, connectivity, and system continuity. The detailed results of Phase 1 can be found in Appendix I. The second phase was a detailed ward-by-ward review of all roadways. This included specific areas of concern that were identified by DDOT staff. A list of these specific concerns can be found in Appendix III. The recommendations from the Phase 2 ward-by-ward review can be found in Appendix II. Detailed discussions for each recommendation are accompanied by maps with blue arrows indicating the roadway segments of concern. When a functional classification change is recommended for consideration, there are two maps shown, one showing the current functional classification, and one showing the functional classification if the change is made. Each area reviewed will have three possible recommendations, 1) Change the functional classification (a roadway clearly is functioning as a different class than assigned), 2) Consider changing the functional classification (the evidence for a change is less compelling or conflicting, there may be arguments for change and for maintaining the current classification), 3) Make no change (no compelling evidence to support a change).

NEXT STEPS

DDOT staff have previously reviewed a draft of this memorandum, comments on the draft can be found in Appendix V. This document is now finalized and DDOT staff should carefully review each of the recommendations contained within. FHWA guidelines state that functional classification reviews should assess the current operating status of roadways rather than the future plans for roadway segments. Every effort was made to follow the FHWA guidelines to determine the current functionality for each roadway segment reviewed. DDOT staff are the experts on the specific roadways of the District of Columbia and thus will have extensive knowledge of each unique roadway segment so are well suited to make informed decisions. Appendix IV contains some preliminary comments that were received from DDOT staff after Phase 1 - the initial city-wide review. These can be used, together with the comments in Appendix V, as a jumping-off point for DDOT staff to use to begin discussions of these recommendations. A task force should be convened to collaboratively decide on what action to take on each recommendation. It is during this process that DDOT staff should examine safety and Complete Streets considerations when reviewing the current and recommended functional classification of roadways. It is estimated that this review and decision-making process will last for several months and may include collaboration with outside agencies such as Maryland DOT and the US National Park Service. Once agreement is reached among DDOT staff, the recommended changes should be delivered to the TPB and then to the FHWA for approval.

Table of Roadway Sections Reviewed and Recommendations

Roadway Name	Current Functional Classification	Recommended Action	Location Number
City-Wide Index Map			Index
Suitland Rd NE	Major Collector	Reclassify as Minor Arterial	I.1
63rd Street NE	Minor Arterial	Reclassify as Principal Arterial	I.2
63rd Street SE	Minor Arterial	Reclassify as Principal Arterial	I.2
Southern Ave	Minor Arterial	Reclassify as Principal Arterial	I.2
Blair Rd NW	Major Collector	Consider reclassifying as Minor Arterial	I.3
River Rd NW	Minor Arterial	Keep Minor Arterial Classification	I.4

Roadway Name	Current Functional Classification	Recommended Action	Location Number
Massachusetts Avenue NW	Principal Arterial	Keep Principal Arterial Classification	I.5
MacArthur Blvd NW	Principal Arterial	Consider reclassifying as Minor Arterial	I.6
Ward 1 Index Map			Ward 1
10th Street NW	Major Collector	Reclassify as Local	W1.1
Columbia Road NW	Major Collector	Reclassify as Local	W1.2
Park Place NW	Major Collector	Reclassify as Local	W1.3
Rock Creek Church Road	Major Collector	Keep Major Collector Classification	W1.3
Mount Pleasant St NW	Major Collector	Consider reclassifying as Minor Arterial	W1.4
Columbia Road NW	Minor Arterial	Keep Minor Arterial Classification	W1.5
17th Street NW	Minor Arterial	Reclassify as Minor Collector	W1.6
Ward 2 Index Map			Ward 2
Vermont Avenue NW	Major Collector	Reclassify as Local	W2.1
Waterside Dr NW	Major Collector	Keep Major Collector Classification	W2.2
P Street NW	Major Collector	Consider reclassifying as Minor Arterial	W2.3
8th Street NW	Major Collector	Reclassify as Minor Collector	W2.4
Buckeye Drive, Ohio Drive, E Basin Drive	Local	Consider reclassifying as Minor or Major Collector	W2.5
L Street NW, 27th Street NW, I Street NW	Local	Reclassify as Major Collector	W2.6
Prospect Street NW	Major Collector	Keep Major Collector Classification	W2.7
37th Street NW O Street NW	Local	Reclassify as Minor Collector	W2.7
H Street NW	Major Collector	Reclassify as Local	W2.8
25th Street NW	Local	Reclassify as Minor Collector	W2.8
Ward 3 Index Map			Ward 3
Jenifer Street NW 43rd Street NW	Major Collector	Reclassify as Minor Collector	W3.1
Linnean Avenue NW	Major Collector	Reclassify as Minor Collector	W3.2
Albemarle Street NW	Major Collector	Reclassify as Minor Collector	W3.3
Brandywine Street NW	Major Collector	Reclassify as Minor Collector	W3.4
Brandywine Street NW	Local	Reclassify as Minor Collector	W3.4
Porter Street NW	Major Collector	Reclassify as Local	W3.5
Reno Road NW	Major Collector	Reclassify as Local	W3.6
Kling Road NW	Major Collector	Reclassify as Local	W3.7
Calvert Street NW	Minor Arterial	Keep Minor Arterial Classification	W3.8
Calvert Street NW	Major Collector	Reclassify as Minor Collector	W3.8
41st Street NW Benton Street NW	Local	Reclassify as Minor Collector	W3.8
Q Street NW	Major Collector	Reclassify as Local	W3.9
Arizona Avenue NW	Major Collector	Reclassify as Local	W3.10
W Street NW	Local	Reclassify as Minor Collector	W3.11

Ward 4 Index Map			Ward 4
Locust Road NW	Major Collector	Reclassify as Local	W4.1
Kalmia Road NW	Major Collector	Keep Major Collector Classification	W4.2
Portal Drive NW East Beach Drive NW	Major Collector	Reclassify as Minor Collector	W4.2
Butternut Street NW 4th Street NW	Major Collector	Reclassify as Minor Collector	W4.3
Geranium Street NW	Local	Consider reclassifying as Minor Collector	W4.4
Gallatin Street NW	Local	Consider reclassifying as Minor Collector	W4.5
Decatur Street NW 17th Street NW	Major Collector	Reclassify as Local	W4.6
17th Street NW	Major Collector	Reclassify as Minor Collector	W4.6
Iowa Avenue NW	Major Collector	Reclassify as Local	W4.7
Iowa Avenue NW	Major Collector	Keep Major Collector Classification	W4.7
Sheridan Street NW	Local	Consider reclassifying as Minor Collector	W4.8
Webster Street NW	Major Collector	Reclassify as Local	W4.9
Beach Drive NW	Minor Arterial	Keep Minor Arterial Classification unless road is closed to traffic	W4.10
Morrow Drive NW	Major Collector	Keep Major Collector Classification unless road is closed to traffic	W4.10
Joyce Road NW	Local	Reclassify as Major Collector unless road is closed to traffic	W4.10
Ward 5 Index Map			Ward 5
John McCormack Road NE	Major Collector	Keep Major Collector Classification	W5.1
Bates Road	Major Collector	Determine status of Bates Road and either keep Major Collector Classification or reclassify as Local	W5.1
Puerto Rico Avenue NE	Major Collector	Keep Major Collector Classification	W5.2
Buchanan Street NE	Major Collector	Reclassify as Minor Collector	W5.2
Galloway Street NE	Local	Consider reclassifying as Minor Collector	W5.3
Allison Street NE	Major Collector	Reclassify as Local	W5.4
Varnum Street NE	Local	Reclassify as Minor Collector	W5.5
9th Street NE	Major Collector	Reclassify as Local	W5.6
Montana Avenue NE	Major Collector	Consider reclassifying as Minor Arterial	W5.7
Fort Lincoln Drive NE	Major Collector	Keep Major Collector Classification	W5.8
33rd Place NE	Local	Reclassify as Major Collector	W5.8
Harry Thomas Way NE	Local	Reclassify as Minor Collector	W5.9
3rd Street NE R Street NE	Major Collector	Reclassify as Minor Collector	W5.9
T Street NE	Major Collector	Reclassify as Local	W5.9
Brentwood Road	Major Collector	Reclassify as Minor Collector	W5.10
T Street NE	Local	Reclassify as Minor Collector	W5.10
Montello Avenue NE Trinidad Avenue NE	Major Collector	Reclassify as Minor Collector	W5.11

Maryland Avenue NE	Major Collector	Keep Major Collector Classification	W5.12
M Street NE	Local	Reclassify as Minor Collector	W5.12
Ward 6 Index Map			Ward 6
Q Street NW	Minor Arterial	Reclassify as Major Collector	W6.1
M Street NW	Major Collector	Reclassify as Local	W6.2
M Street NW 4th Street NW	Major Collector	Reclassify as Minor Collector	W6.2
2nd Street NE	Local	Reclassify as Major Collector	W6.3
L Street NE	Major Collector	Keep Major Collector Classification	W6.3
1st Street NW	Major Collector	Reclassify as Local	W6.4
F Street NW	Major Collector	Reclassify as Minor Collector	W6.5
C Street NW	Major Collector	Keep Major Collector Classification	W6.6
South Capitol Street New Jersey Avenue SE	Major Collector	Reclassify as Local	W6.7
D Street SW	Major Collector	Reclassify as Local	W6.8
D Street SW Virginia Avenue SW	Local	Reclassify as Minor Collector	W6.8
12th Street SW	Local	Reclassify as Major Collector	W6.9
Banneker Circle SW	Local	Reclassify as Major Collector	W6.10
L'Enfant Promenade SW	Major Collector	Keep Major Collector Classification	W6.10
Canal Street SW Delaware Avenue SW	Major Collector	Reclassify as Local	W6.11
V Street SW 2nd Street SW	Major Collector	Reclassify as Local	W6.12
R Street SW	Local	Reclassify as Major Collector	W6.12
P Street SW 4th Street SW 1st Street SE	Minor Arterial	Reclassify as Major Collector	W6.13
17th Street NE 17th Street SE	Minor Arterial	Consider reclassifying as Major Collector	W6.14
C Street NE	Minor Arterial	Keep Minor Arterial Classification	W6.15
11th Street SE	Minor Arterial	Keep Minor Arterial Classification	W6.16
Potomac Avenue SEL Street SE,	Major Collector	Reclassify as Local	W6.17
Potomac Avenue SE	Major Collector	Keep Major Collector Classification	W6.18
12 th Street SE	Local	Reclassify as Minor Collector	W6.18
Ward 7 Index Map			Ward 7
Meade Street NE	Local	Reclassify as Minor Collector	W7.1
Minnesota Avenue NE	Major Collector	Keep Major Collector Classification	W7.1
50th Street NE	Major Collector	Reclassify as Local	W7.2
Anacostia Avenue NE East Capitol Street NE Kenilworth Avenue NE 36th Street NE	Local	Reclassify as Minor Collector	W7.3
51st Street SE	Major Collector	Reclassify as Minor Collector	W7.4
Eastern Avenue and Southern Avenue	Minor Arterial	Reclassify as Minor Collector	W7.5

Ward 8 Index Map			Ward 8
Naylor Road SE	Major Collector	Reclassify as Local	W8.1
S Street SE	Local	Consider reclassifying as Minor Collector	W8.1
W Street SE	Local	Reclassify as Major Collector	W8.2
16 Street SE	Local	Reclassify as Minor Collector	W8.2
13th Street SE	Major Collector	Reclassify as Local, Minor Collector	W8.2
Howard Road SE	Major Collector	Consider reclassifying as Minor Collector	W8.3
Sumner Road SE	Local	Consider reclassifying as Minor Collector	W8.4
Stanton Road SE	Major Collector	Consider reclassifying as Minor Collector	W8.4
Morris Road SE Erie Street SE Fort Place SE Bruce Place SE Ainger Place SE	Local	Consider reclassifying as Minor Collector	W8.5
Bruce Place SE	Local	Consider reclassifying as Minor Collector	W8.6
6th Street SE	Major Collector	Reclassify as Minor Collector	W8.7
Martin Luther King Jr. Avenue SW	Major Collector	Reclassify as Local	W8.8
Shepherd Parkway SW	Major Collector	Reclassify as Local	W8.9

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 23-51.2 WHICH ADDS FUNDING FOR PLANNING FOR A NEW MULTIMODAL TRANSPORTATION STATION IN NEW CARROLLTON, INCREASES FUNDING FOR TWO MARYLAND TRANSIT ADMINISTRATION (MTA) STUDIES, AND INCREASES FUNDING FOR TWO STATE HIGHWAY ADMINISTRATION (SHA) PROGRAMS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

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

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-51.2, which adds a net total of approximately \$95 million to the three MTA records and the two SHA project or program records listed at the end of this resolution, and as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Amendment Overview report which shows how the amended project and program records will appear in the TIP following approval, along with a complete documentation of every change made for this newest approved version of the record.

ATTACHMENT B) Letter from MDOT dated November 25, 2024, requesting the amendment, and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-51.2 creating the 51st amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these projects and programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, 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 23-51.1 which adds approximately \$95 million to the five project and program records listed below and as described in the attached materials.

- New Carrollton Multimodal Transportation Station (T13654) – New project record. Add \$47 million for planning.
- Transit Oriented Development (TOD) Purple Line Corridor Studies (T11624) – Add \$1.65 million to the and update the record to include the FY 2024 TOD Study titled “Building an Equitable Transit-Oriented Purple Line Corridor.”
- Southern Maryland Rapid Transit (SMRT) Project (T11620) – add \$15 million for preliminary engineering of the transit study.
- Commuter Connections Program (T6635) – add approximately \$10 million
- Add \$4.6 million to implement the Maryland Equitable Charging Infrastructure Partnership (MECIP) (T13613)

Adopted by the TPB Steering Committee at its meeting on Friday, December 6, 2024.

Final approval following review by the full TPB at its meeting on Wednesday, December 18, 2024.

ATTACHMENT A
AMENDMENT OVERVIEW REPORT FOR TIP ACTION 23-51.2
FORMAL AMENDMENT TO THE FY 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

T11620 - Southern Maryland Rapid Transit (SMRT)

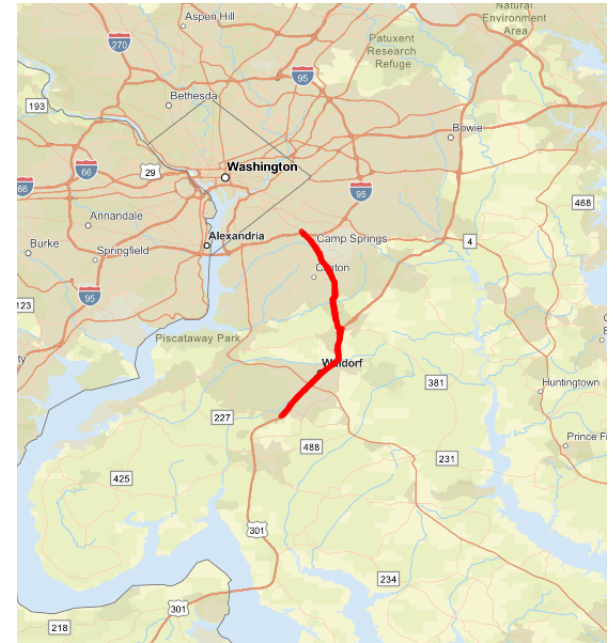
Lead Agency	Project Type	County
Maryland Department of Transportation - Maryland Transit Administration	Transit - Capital	Charles, Prince Georges
From	Agency Project ID	Municipality
-	-	-
To	Completion Date	Total Cost
-	2028	\$24,999,000

Project Description

The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Department of Transportation, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT project.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	-	\$254,000	\$2,561,000	\$2,500,000	\$9,684,000	\$14,999,000
Preliminary Engineering	TIIF	-	-	-	\$10,000,000	-	-	\$10,000,000
Total Preliminary Engineering		-	-	\$254,000	\$12,561,000	\$2,500,000	\$9,684,000	\$24,999,000
Total Future Costs		-	-	-	-	-	\$9,684,000	\$9,684,000
Total Programmed		-	-	\$254,000	\$12,561,000	\$2,500,000	\$9,684,000	\$24,999,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Schedule Change(s)
PROJECT CHANGES	<p>Plan Revision Name changed from "23-09.2" to "23-51.2 (MD)"</p> <p>Project Type changed from "Transit - Safety" to "Transit - Capital"</p> <p>Complete Streets changed from "None" to "Not Applicable"</p> <p>Current Implementation Status changed from "None" to "Environmental Document/Pre-Design Phase (PAED)"</p> <p>Estimated Completion Date changed from "2025" to "2028"</p>
FUNDING CHANGES	<p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in CON from \$2,275,000 to \$0 + Increase funds in FY 2024 in PE from \$0 to \$254,000 - Decrease funds in FY 2023 in CON from \$100,000 to \$0 + Increase funds in FY 2025 in PE from \$0 to \$2,561,000 - Decrease funds in FY 2024 in CON from \$2,625,000 to \$0 + Increase funds in FY 2026 in PE from \$0 to \$2,500,000 + Increase funds in FY 2036 in PE from \$0 to \$9,684,000 <p>TIIF</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in CON from \$100,000 to \$0 - Decrease funds in FY 2025 in CON from \$2,275,000 to \$0 + Increase funds in FY 2025 in PE from \$0 to \$10,000,000 - Decrease funds in FY 2024 in CON from \$2,625,000 to \$0
FEDERAL PROJECT COST	Stays the same \$0



**TOTAL PROJECT
COST**

Increased from \$10,000,000 to \$24,999,000 (149.99%)

T11624 - Transit Oriented Development (TOD) Purple Line Corridor Studies

Lead Agency	Project Type	County
Maryland Department of Transportation - Maryland Transit Administration	Rail/Fixed Guideways - Streetcar/Light Rail	Montgomery, Prince Georges
From	Agency Project ID	Municipality
Bethesda	-	-
To	Completion Date	Total Cost
New Carrollton	2027	\$3,537,546

Project Description

The University of Maryland National Center for Smart Growth, Maryland National Capital Park and Planning Commission (Montgomery County) and the Maryland Transit Administration was recently awarded two Purple Line TOD planning grants. "Building an Equitable Transit-Oriented Purple Line Corridor" study was awarded in FY 22 and will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The FY24 TOD study, "Preparing for the Purple Line: An Anti-Displacement Plan", will support new, community-engaged planning for equitable growth through TOD, with tailored strategies to address displacement pressures facing existing residents and small businesses. The plan will develop anti-displacement actions and strategies focused especially on preservation of housing and culture. These actions and strategies will be supported by an analysis of anti-displacement policies and a plan for local implementation. Matching funds are being provided by the University of Maryland's National Center for Smart Growth, Montgomery County, and the Maryland National Capital Park and Planning Commission (Montgomery County).

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Planning	LOCAL	-	-	-	\$389,546	-	-	\$389,546
Planning	S. 20005(B)	-	-	-	\$3,148,000	-	-	\$3,148,000
Total Planning		-	-	-	\$3,537,546	-	-	\$3,537,546
Total Programmed		-	-	-	\$3,537,546	-	-	\$3,537,546

and a plan for local implementation. Matching funds are being provided by the University of Maryland's National Center for Smart Growth, Montgomery County, and the Maryland National Capital Park and Planning Commission (Montgomery County)."

Plan Revision Name changed from "23-15.2" to "23-51.2 (MD)"

TPB Project Title changed from "None" to " "

Secondary Agency changed from "Maryland Department of Transportation - Maryland Transit Administration" to "Maryland-National Capital Park and Planning Commission"

Primary Contact changed from "None" to "Kim Ross"

Email changed from "None" to "kross@umd.edu"

Public Project Website changed from "None" to "<https://www.umdsmartgrowth.org/programs/plcc/>"

Complete Streets changed from "None" to "Not Applicable"

Estimated Completion Date changed from "2025" to "2027"

Bicycle/Pedestrian Accommodations changed from "None" to "Not Applicable"

Phone (10-Digit) changed from "None" to "202-531-9333"

TIP Grouping Record changed from "None" to "No"

FUNDING CHANGES

S. 20005(B)

- Decrease funds in FY 2023 in PE from \$227,977 to \$0
- Decrease funds in FY 2024 in PE from \$739,492 to \$0
- + Increase funds in FY 2025 in PLANNING from \$0 to \$3,148,000
- Decrease funds in FY 2025 in PE from \$529,624 to \$0

LOCAL

- Decrease funds in FY 2023 in PE from \$59,320 to \$0
- Decrease funds in FY 2024 in PE from \$192,417 to \$0

+ Increase funds in FY 2025 in PLANNING from \$0 to \$389,546

- Decrease funds in FY 2025 in PE from \$137,809 to \$0

**FEDERAL
PROJECT
COST**

Increased from \$1,497,093 to \$3,148,000 (110.27%)

**TOTAL
PROJECT
COST**

Increased from \$1,886,639 to \$3,537,546 (87.51%)

T13654 - New Carrollton Multi-modal Transportation Station

Lead Agency	Project Type	County
Maryland Department of Transportation - Maryland Transit Administration	Rail/Fixed Guideways - Capital/Expansion	Prince Georges
From	Agency Project ID	Municipality
-	-	-
To	Completion Date	Total Cost
-	-	\$47,000,000

Project Description

The project will fund construction of multi-modal transit station improvements for the New Carrollton Station. The project includes an upgraded train hall for the existing MARC, Metrorail, and Amtrak service, incorporating connections to Metrobus, TheBus, and Greyhound bus services and the future Maryland Purple Line light rail. It will also make new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements on Garden City Drive to access the station and improve the train hall plaza space to be more welcoming to users.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Planning	BUILD	-	-	-	\$20,500,000	-	-	\$20,500,000
Planning	LOCAL	-	-	-	\$26,500,000	-	-	\$26,500,000
Total Planning		-	-	-	\$47,000,000	-	-	\$47,000,000
Total Programmed		-	-	-	\$47,000,000	-	-	\$47,000,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$20,500,000
TOTAL PROJECT COST	Stays the same \$47,000,000



T13613 - Maryland Equitable Charging Infrastructure Partnership (MECIP)

Lead Agency	Project Type	County
Maryland Department of Transportation - State Highway Administration	Other - Alt Fuel Infrastructure	Charles, Frederick, Montgomery, Prince Georges
From	Agency Project ID	Municipality
-	-	-
To	Completion Date	Total Cost
-	2031	\$13,824,273

Project Description

will install 87 sites in communities across the State of Maryland. This project will provide density to the existing Alternative Fuel Corridors and giving rural, urban LMI and Justice40 areas access to EV Charging technology.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Other	CFI	-	-	-	\$11,059,418	-	-	\$11,059,418
Other	LOCAL	-	-	-	\$2,764,855	-	-	\$2,764,855
Total Other		-	-	-	\$13,824,273	-	-	\$13,824,273
Total Programmed		-	-	-	\$13,824,273	-	-	\$13,824,273

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s)
PROJECT CHANGES	<p>Description changed from "will install 58 sites in communities across the State of Maryland. This project will provide density to the existing Alternative Fuel Corridors and giving rural, urban LMI and Justice40 areas access to EV Charging technology." to "will install 87 sites in communities across the State of Maryland. This project will provide density to the existing Alternative Fuel Corridors and giving rural, urban LMI and Justice40 areas access to EV Charging technology."</p> <p>Plan Revision Name changed from "23-41.2" to "23-51.2 (MD)"</p> <p>TIP Grouping Record changed from "None" to "Yes"</p>
FUNDING CHANGES	<p>SP</p> <p>- Decrease funds in FY 2025 in OTHER from \$7,060,421 to \$0</p> <p>CFI</p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$11,059,418</p> <p>LOCAL</p> <p>- Decrease funds in FY 2025 in OTHER from \$2,138,868 to \$0</p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$2,764,855</p>
FEDERAL PROJECT COST	Increased from \$7,060,421 to \$11,059,418 (56.64%)
TOTAL PROJECT COST	Increased from \$9,199,289 to \$13,824,273 (50.28%)

T3566 - Commuter Connections Program

Lead Agency	Project Type	County
Maryland Department of Transportation - State Highway Administration	TERMs	Charles, Frederick, Montgomery, Prince Georges
From	Agency Project ID	Municipality
-	AWCC	-
To	Completion Date	Total Cost
-	0	\$34,291,862

Project Description

The Commuter Connections Program works to reduce the number of vehicle miles traveled, vehicle trips, and emissions. This program provides funding to TPB's Commuter Connections program for the following projects: Commuter Operations Center, Guaranteed Ride Home, marketing, monitoring and evaluation, employer outreach, and the telecommute project.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Other	CMAQ	-	-	-	\$3,584,432	\$4,089,742	\$13,537,556	\$21,211,730
Other	DC/STATE	-	\$3,540,000	\$3,849,000	\$1,284,308	\$1,022,435	\$3,384,389	\$13,080,132
Total Other		-	\$3,540,000	\$3,849,000	\$4,868,740	\$5,112,177	\$16,921,945	\$34,291,862
Total Future Costs		-	-	-	-	-	\$16,921,945	\$16,921,945
Total Programmed		-	\$3,540,000	\$3,849,000	\$4,868,740	\$5,112,177	\$16,921,945	\$34,291,862

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Programming Update
PROJECT CHANGES	Plan Revision Name changed from "23-00" to "23-51.2 (MD)" Estimated Completion Date changed from "None" to "0"
FUNDING CHANGES	<p>CMAQ</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in OTHER from \$0 to \$3,584,432 + Increase funds in FY 2026 in OTHER from \$0 to \$4,089,742 + Increase funds in FY 2027 in OTHER from \$0 to \$4,294,229 + Increase funds in FY 2028 in OTHER from \$0 to \$4,508,940 + Increase funds in FY 2029 in OTHER from \$0 to \$4,734,387 <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in OTHER from \$3,540,000 to \$0 - Decrease funds in FY 2024 in OTHER from \$3,849,000 to \$0 + Increase funds in FY 2025 in OTHER from \$0 to \$1,284,308 + Increase funds in FY 2026 in OTHER from \$0 to \$1,022,435 + Increase funds in FY 2027 in OTHER from \$0 to \$1,073,557 + Increase funds in FY 2028 in OTHER from \$0 to \$1,127,235 + Increase funds in FY 2029 in OTHER from \$0 to \$1,183,597 + Increase funds in FY 2023 in OTHER from \$0 to \$3,540,000 + Increase funds in FY 2024 in OTHER from \$0 to \$3,849,000
FEDERAL PROJECT COST	Increased from \$0 to \$21,211,730 (0%)
TOTAL PROJECT COST	Increased from \$7,389,000 to \$34,291,862 (364.09%)

T12005 - Veirs Mill Bus Rapid Transit

Lead Agency	Project Type	County
Montgomery County	Bus/BRT - Capital/Expansion	Montgomery
From	Agency Project ID	Municipality
Wheaton Metrorail Station	-	-
To	Completion Date	Total Cost
Montgomery College Rockville	2030	\$169,035,000

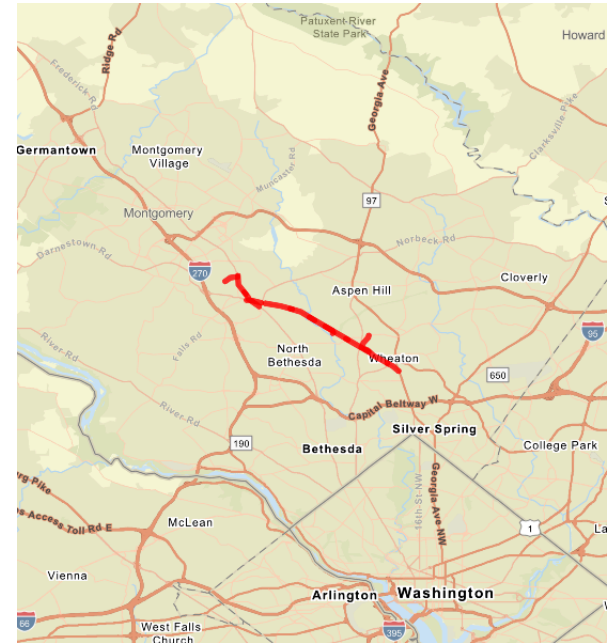
Project Description

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations. The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety.

Plans & Studies:
MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019).

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	\$650,000	\$6,170,000	\$3,950,000	-	-	\$10,770,000
Preliminary Engineering	LOCAL	\$500,000	\$3,763,000	\$1,266,000	\$922,000	-	\$5,171,000	\$11,622,000
Preliminary Engineering	S. 5309	-	-	-	\$8,134,600	\$2,832,400	-	\$10,967,000
Total Preliminary Engineering		\$500,000	\$4,413,000	\$7,436,000	\$13,006,600	\$2,832,400	\$5,171,000	\$33,359,000
Right of Way	DC/STATE	-	-	-	\$3,000,000	-	-	\$3,000,000
Right of Way	LOCAL	-	-	\$645,000	-	-	\$3,716,000	\$4,361,000
Right of Way	S. 5309	-	-	-	-	\$5,944,000	-	\$5,944,000
Total Right of Way		-	-	\$645,000	\$3,000,000	\$5,944,000	\$3,716,000	\$13,305,000
Construction	DC/STATE	-	-	-	\$1,739,000	-	\$2,284,364	\$4,023,364
Construction	LOCAL	-	-	-	-	\$937,000	-	\$937,000
Construction	S. 5309	-	-	-	-	\$103,272,636	-	\$103,272,636
Total Construction		-	-	-	\$1,739,000	\$104,209,636	\$2,284,364	\$108,233,000
Utility	DC/STATE	-	-	-	\$2,000,000	-	-	\$2,000,000
Utility	S. 5309	-	-	-	-	\$12,138,000	-	\$12,138,000
Total Utility		-	-	-	\$2,000,000	\$12,138,000	-	\$14,138,000
Total Prior Costs		\$500,000	-	-	-	-	-	\$500,000
Total Future Costs		-	-	-	-	-	\$11,171,364	\$11,171,364
Total Programmed		\$500,000	\$4,413,000	\$8,081,000	\$19,745,600	\$125,124,036	\$11,171,364	\$169,035,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Programming Update
PROJECT CHANGES	<p>Plan Revision Name changed from "26-00" to "23-51.2 (MD)"</p> <p>Primary Contact changed from "Gary Erenrich" to "Chris Van Alstyne"</p> <p>Email changed from "gary.erenrich@montgomerycountymd.gov" to "chris.vanalstyne@montgomerycountymd.gov"</p> <p>CMP changed from "None" to "CMP Documentation is not required."</p> <p>Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No"</p> <p>Phone (10-Digit) changed from "(301)221-8104" to "240.777.7163"</p>
FUNDING CHANGES	<p>LOCAL</p> <ul style="list-style-type: none"> - Decrease funds in FY 2022 in PE from \$2,705,000 to \$500,000 + Increase funds in FY 2023 in PE from \$2,000,000 to \$3,763,000 + Increase funds in FY 2024 in PE from \$0 to \$1,266,000 - Decrease funds in FY 2024 in ROW from \$674,000 to \$645,000 + Increase funds in FY 2025 in PE from \$0 to \$922,000 - Decrease funds in FY 2025 in ROW from \$922,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$937,000 - Decrease funds in FY 2027 in PE from \$8,385,000 to \$5,171,000



+ Increase funds in FY 2027 in ROW from \$1,033,000 to \$3,716,000

- Decrease funds in FY 2027 in UT from \$6,978,000 to \$0

DC/STATE

- Decrease funds in FY 2026 in PE from \$8,385,000 to \$0

- Decrease funds in FY 2026 in ROW from \$3,944,000 to \$0

- Decrease funds in FY 2026 in CON from \$12,036,000 to \$0

- Decrease funds in FY 2023 in PE from \$1,500,000 to \$650,000

+ Increase funds in FY 2024 in PE from \$3,348,000 to \$6,170,000

- Decrease funds in FY 2025 in PE from \$4,240,000 to \$3,950,000

- Decrease funds in FY 2025 in ROW from \$6,761,000 to \$3,000,000

+ Increase funds in FY 2025 in CON from \$252,000 to \$1,739,000

+ Increase funds in FY 2025 in UT from \$0 to \$2,000,000

+ Increase funds in FY 2027 in CON from \$0 to \$2,284,364

- Decrease funds in FY 2027 in OTHER from \$8,250,000 to \$0

S. 5309

+ Increase funds in FY 2025 in PE from \$0 to \$8,134,600

- Decrease funds in FY 2027 in CON from \$34,156,000 to \$0

- Decrease funds in FY 2027 in OTHER from \$39,473,000 to \$0

+ Increase funds in FY 2026 in PE from \$0 to \$2,832,400

+ Increase funds in FY 2026 in ROW from \$0 to \$5,944,000

+ Increase funds in FY 2026 in CON from \$22,316,000 to \$103,272,636

	+ Increase funds in FY 2026 in UT from \$0 to \$12,138,000
FEDERAL PROJECT COST	Increased from \$95,945,000 to \$132,321,636 (37.91%)
TOTAL PROJECT COST	Increased from \$167,358,000 to \$169,035,000 (1.00%)
CONFORMITY INFORMATION CHANGES	<p>485</p> <p>Conformity Route has changed from None to MD 586</p> <p>Conformity Implementation Status has changed from None to Active</p>

November 25, 2024

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

Dear Chair Henderson:

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 four existing and one new project on behalf of the State Highway Administration (SHA), the the Maryland Clean Energy Center (MCEC), and the Maryland Transit Administration (MTA) as described below and in the attached memo.

This action updates SHA's programmed program expenditures schedule in FY 2023-2026 and beyond including changes to the federal funding sources. The Commuter Connections Work Program was updated at the September 2024 Steering Committee to add a program element of carpool and vanpool incentives surrounding the Frederick Scott Key Bridge. The TIP is being amended to convert existing state funds for Commuter Connections to 80/20 CMAQ state funds.

Additionally, the MCEC won a second round of Charging and Fueling Infrastructure (CFI) grant; the Southern Maryland Rapid Transit (SMRT) project's community project funding and state match are being reflected in the TIP; and Prince George's County was awarded a Rebuilding America Infrastructure and Sustainability and Equity (RAISE) grant for the MTA New Carrollton Multi-Modal Transportation Station project.

Lastly, MTA is amending a current project in the TIP to reflect funds awarded in 2024 for a Federal Transit Administration (FTA) Transit Oriented Development (TOD) planning study grant. MDOT is also seeking a technical correction to the FY 2025 Unified Planning Work Program (UPWP) to add the "Preparing for the Purple Line: An Anti-Displacement Plan" to Figure 4 "Transportation Planning Studies within the National Capital Region, 2025," and under the current "TOD Planning for the Purple Line Project." The Agencies, Schedule and Products in the table for both should be "UMD/MDOT MTA," "2025," and "Study/Plan."

These projects are either already included in or do not affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
3566	Commuter Connections Program	\$9,981	Adds new CMAQ and state funds.
13613	Maryland Equitable Charging Infrastructure Partnership (MECIP)	\$4,705	Adds new CFI and local match funds.
11620	Southern Maryland Rapid Transit	\$5,315	Adds new Community Project and state funds and converts phase from construction to planning.
13654	New Carrollton Multi-modal Transportation Station	\$47,000	Adds new project and construction funds.
11624	Purple Line TOD Planning Studies	\$1,651	Adds new TOD planning funds.

MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting. We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,



Kari Snyder
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Regional Planner, OPPPD, MDOT

TPB TIP FY 2023-2026

MDOT TIP ID: T3566

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Commuter Connections Program	B	Exempt	N/a	\$ -	\$ 7,389	\$ 7,389
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT SHA	TPB	N/a	\$ 2,306	\$ 7,675	\$ 9,981
Description	The Commuter Connections Program works to reduce the number of vehicle miles traveled, vehicle trips, and emissions. This program provides funding to TPB's Commuter Connections program for the following projects: Commuter Operations Center, Guaranteed Ride Home, marketing, monitoring and evaluation, employer outreach, and the telecommute project.					
Justification	This change adds new CMAQ and state funds to the Commuter Connections Program.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2023		FY 2024		FY 2025		FY 2026		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" 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	Current (000s)	Total		Total		Total		Total		Total
		\$ -	\$ 3,540	\$ -	\$ 3,849	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 3,540	\$ 3,540	\$ 3,849	\$ 3,849	\$ -	\$ -	\$ -	\$ -	\$ 7,389
	Proposed (000s)	Total		Total		Total		Total		Total
		\$ -	\$ -	\$ -	\$ -	\$ 1,284	\$ 1,022	\$ 4,869	\$ 5,112	\$ 17,370
	\$ -	\$ -	\$ -	\$ -	\$ 1,284	\$ 1,022	\$ 3,585	\$ 4,090	\$ 2,306	
	\$ 3,540	\$ 3,540	\$ 3,849	\$ 3,849	\$ 3,585	\$ 4,090	\$ 4,869	\$ 5,112	\$ 15,064	
Change (000s)	Total		Total		Total		Total		Total	
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,869	\$ 5,112	\$ 9,981	
	\$ -	\$ -	\$ -	\$ -	\$ 1,284	\$ 1,022	\$ 3,585	\$ 4,090	\$ 2,306	
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,585	\$ 4,090	\$ 7,675	



PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CMAQ	OTH	\$ -	\$ 3,540	\$ -	\$ 3,849	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,389	\$ 7,389
State	OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 3,540	\$ -	\$ 3,849	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,389	\$ 7,389
Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CMAQ	OTH	\$ -	\$ 3,540	\$ -	\$ 3,849	\$ 1,284	\$ -	\$ 1,022	\$ -	\$ 2,306	\$ 7,389	\$ 9,695
State	OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,585	\$ -	\$ 4,090	\$ -	\$ 7,675	\$ 7,675
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 3,540	\$ -	\$ 3,849	\$ 1,284	\$ 3,585	\$ 1,022	\$ 4,090	\$ 2,306	\$ 15,064	\$ 17,370
Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CMAQ	OTH	\$ -	\$ -	\$ -	\$ -	\$ 1,284	\$ -	\$ 1,022	\$ -	\$ 2,306	\$ -	\$ 2,306
State	OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,585	\$ -	\$ 4,090	\$ -	\$ 7,675	\$ 7,675
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 1,284	\$ 3,585	\$ 1,022	\$ 4,090	\$ 2,306	\$ 7,675	\$ 9,981

TOTAL PROJECT COST

Prior Cost (≤ FY 2023)		STIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 2,306	Federal	\$ 13,538	Federal	\$ 15,844
State/Local	\$ -	State/Local	\$ 15,064	State/Local	\$ 3,384	State/Local	\$ 18,448
Total	\$ -	Total	\$ 17,370	Total	\$ -	Total	\$ 34,292



Amy Gillespie
Grants Administration and Compliance Officer
Maryland Clean Energy Center
5000 College Ave - Suite 31010
College Park, MD 20740

November 21, 2024

Kari Snyder
Regional Planner
Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive, Hanover, MD 21076

Dear Ms. Snyder:

Please accept this letter as an official request to the Maryland Department of Transportation to present an amendment to the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP) on behalf of the Maryland Clean Energy Center (MCEC). MCEC also requests that this project be presented as an amendment to the FY 2022-2025 Statewide Transportation Improvement Program (STIP).

MCEC was awarded a grant from the U.S. Department of Transportation, Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure Discretionary Grant Opportunity (CFI Round 1B) for AFC sites. The project is entitled Maryland Equitable Charging Infrastructure Partnership (MECIP) and will install 29 charging stations along Alternative Fuel Corridor sites across the State of Maryland.

This project will provide density to the existing Alternative Fuel Corridors and gives rural, urban, and Justice40 areas access to EV Charging technology.

In Round 1A, \$7,060,421 was approved to complete 40 sites in the National Capital Region. This Round 1B award will construct 14 more sites along AFC Corridors in the National Capital Region and invest an additional \$13,824,273 to complete this project.

Additional information about this program is available at <https://www.mdcleanenergy.org/15m-federal-grant-awarded-to-maryland-public-private-partnership-to-support-ev-charging-network/>

Thank you for your consideration.

Sincerely,

Amy Gillespie
Grants Administration and Compliance Officer
Maryland Clean Energy Center

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER KARI SNYDER
OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: NOVEMBER 22, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2023-2026
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. This amendment will add a \$5,000,000 in community project funding and an additional \$9,999,000 in state match (of which \$315,000 is within the FY 23-26 TIP timeframe and the balance beyond FY 26). This amendment will also change the phase from CO to PP to better reflect where the project is currently in the development process and consolidate the federal funds to FY 25, the year of obligation.

SUMMARY

The MTA requests that the TPB amend the FY 2023-2026 TPB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T11620	Southern Maryland Rapid Transit	Community Project Funding (TIIF)	\$5,000,000
		State	\$9,999,000

ANALYSIS

The Maryland Transit Administration was awarded Community Project funding of \$5,000,000 in FFY 2022 and \$5,000,000 in FFY 2024 to advance project planning activities including NEPA on the Southern Maryland Rapid Transit project in Charles and Prince George's counties. This amendment will add a \$5,000,000 in community project funding and an additional \$9,999,000 in state match (of which \$315,000 is within the FY 23-26 TIP timeframe and the balance beyond FY 26). This amendment will also change the phase from CO to PP to better reflect where the project is currently in the development process and consolidate the federal funds to FY 25, the year of obligation.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at smiller6@mta.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA
Mr. Darrell Smith, Director, Statewide Project Development, MTA

TPB TIP FY 2023-2026

MDOT TIP ID: T11620

SUMMARY TABLE

Project: Southern Maryland Rapid Transit (SMRT)	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	B	Nonattainment	PCE anticipated (tbd)	Federal	State/Local	Total
				\$ 5,000	\$ 5,000	\$ 10,000
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT MTA	TPB		Federal	State/Local	Total
				\$ 5,000	\$ 315	\$ 5,315
Description	The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Department of Transportation, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT project.					
Justification	The SMRT project will provide safe, accessible, and equitable high-capacity rapid transit service along both the peak and off-peak hours in the SMRT Project corridor, enhance mobility, and relieve severe traffic congestion and gridlock in the MD 5/US 301 highway corridor.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria <input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" 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								
	Current (000s)	Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total	
	Total	\$ 200	\$ 5,250	\$ 4,550	\$ -	\$ -	\$ 10,000	
	Federal	\$ 100	\$ 2,625	\$ 2,275	\$ -	\$ -	\$ 5,000	
	State/Local	\$ 100	\$ 2,625	\$ 2,275	\$ -	\$ -	\$ 5,000	
	Proposed (000s)	Total	\$ -	\$ 254	\$ 12,561	\$ 2,500	\$ 15,315	
	Federal	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000		
	State/Local	\$ -	\$ 254	\$ 2,561	\$ 2,500	\$ 5,315		
	Change (000s)	Total	\$ (200)	\$ (4,996)	\$ 8,011	\$ 2,500	\$ 5,315	
	Federal	\$ (100)	\$ (2,625)	\$ 7,725	\$ -	\$ 5,000		
	State/Local	\$ (100)	\$ (2,371)	\$ 286	\$ 2,500	\$ 315		



PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	T/IF	\$ 100	\$ 100	\$ 2,625	\$ 2,625	\$ 2,275	\$ 2,275	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ 10,000
PP	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 100	\$ 100	\$ 2,625	\$ 2,625	\$ 2,275	\$ 2,275	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ 10,000

Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	T/IF	\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ -	\$ 2,500	\$ 10,000	\$ 5,315	\$ 15,315
Total		\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ -	\$ 2,500	\$ 10,000	\$ 5,315	\$ 15,315

Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	T/IF	\$ (100)	\$ (100)	\$ (2,625)	\$ (2,625)	\$ (2,275)	\$ (2,275)	\$ -	\$ -	\$ (5,000)	\$ (5,000)	\$ (10,000)
PP	T/IF	\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ -	\$ 2,500	\$ 10,000	\$ 5,315	\$ 15,315
Total		\$ (100)	\$ (100)	\$ (2,625)	\$ (2,371)	\$ 7,725	\$ 286	\$ -	\$ 2,500	\$ 5,000	\$ 315	\$ 5,315

TOTAL PROJECT COST

Prior Cost (≤ FY 2023)		STIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 10,000	Federal	\$ -	Federal	\$ 10,000
State/Local	\$ -	State/Local	\$ 5,315	State/Local	\$ 9,684	State/Local	\$ 14,999
Total	\$ -	Total	\$ 15,315	Total	\$ -	Total	\$ 24,999

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T11620

SUMMARY TABLE

Project: Southern Maryland Rapid Transit (SMRT)	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	B	Exempt	TBD	Federal	State/Local	Total
				\$ 5,000	\$ 5,000	\$ 10,000
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	TPB	TBD	Federal	State/Local	Total
				\$ 5,000	\$ (2,185)	\$ 2,815

Description: The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Department of Transportation, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT project.

Justification: The SMRT project will provide safe, accessible, and equitable high-capacity rapid transit service along both the peak and off-peak hours in the SMRT Project corridor, enhance mobility, and relieve severe traffic congestion and gridlock in the MD 5/US 301 highway corridor.

INDIVIDUAL REQUEST FORM

<p>STIP/TIP Amendment Criteria</p> <p><input type="checkbox"/> A) Adds new individual projects to the current STIP</p> <p><input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change</p> <p><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP</p> <p><input type="checkbox"/> D) Other</p> <div style="text-align: center; font-weight: bold; font-size: 1.2em;"> MARYLAND DEPARTMENT OF TRANSPORTATION </div>									
	Current (000s)	Total	\$ -	\$ 200	\$ 5,250	\$ 4,550	\$ 10,000		
		Federal	\$ -	\$ 100	\$ 2,625	\$ 2,275	\$ 5,000		
		State/Local	\$ -	\$ 100	\$ 2,625	\$ 2,275	\$ 5,000		
	Proposed (000s)	Total	\$ -	\$ -	\$ 254	\$ 12,561	\$ 12,815		
		Federal	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000		
		State/Local	\$ -	\$ -	\$ 254	\$ 2,561	\$ 2,815		
Change (000s)	Total	\$ -	\$ (200)	\$ (4,996)	\$ 8,011	\$ 2,815			
	Federal	\$ -	\$ (100)	\$ (2,625)	\$ 7,725	\$ 5,000			
	State/Local	\$ -	\$ (100)	\$ (2,371)	\$ 286	\$ (2,185)			

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	T/IF	\$ -	\$ -	\$ 100	\$ 100	\$ 2,625	\$ 2,625	\$ 2,275	\$ 2,275	\$ 5,000	\$ 5,000	\$ 10,000
PP	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 100	\$ 100	\$ 2,625	\$ 2,625	\$ 2,275	\$ 2,275	\$ 5,000	\$ 5,000	\$ 10,000

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ 10,000	\$ 2,815	\$ 12,815
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ 10,000	\$ 2,815	\$ 12,815

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	T/IF	\$ -	\$ -	\$ (100)	\$ (100)	\$ (2,625)	\$ (2,625)	\$ (2,275)	\$ (2,275)	\$ (5,000)	\$ (5,000)	\$ (10,000)
PP	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ 10,000	\$ 2,815	\$ 12,815
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ (100)	\$ (100)	\$ (2,625)	\$ (2,371)	\$ 7,725	\$ 286	\$ 5,000	\$ (2,185)	\$ 2,815

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 10,000	Federal	\$ -	Federal	\$ 10,000
State/Local	\$ -	State/Local	\$ 2,815	State/Local	\$ 12,184	State/Local	\$ 14,999
Total	\$ -	Total	\$ 12,815	Total	\$ 12,184	Total	\$ 24,999

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER KARI SNYDER
OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: NOVEMBER 22, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2023-2026
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. This amendment will add \$20,500,000 in Rebuilding America Infrastructure and Sustainability and Equity (RAISE) funds and an additional \$26,500,000 in local match.

SUMMARY

The MTA requests that the TPB amend the FY 2023-2026 TPB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T13654	New Carrollton Multi-modal Transportation Station	RAISE	\$20,500,000
		Local	\$26,500,000

ANALYSIS

Prince George's County was awarded a RAISE grant in FY 22 for the New Carrollton Multi-Modal Transportation Station project. This project will fund construction of multi-modal transit station improvements for the New Carrollton Station. The project includes an upgraded train hall for the existing MARC, Metrorail, and Amtrak service, incorporating connections to Metrobus, TheBus, and Greyhound bus services and the future Maryland Purple Line light rail. It will also make new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements on Garden City Drive to access the station and improve the train hall plaza space to be more welcoming to users. This amendment will add \$20,500,000 in Rebuilding America Infrastructure and Sustainability and Equity (RAISE) funds and an additional \$26,500,000 in local match. FY 25 is anticipated year of obligation.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at smiller6@mta.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA
Mr. Darrell Smith, Director, Statewide Project Development, MTA

TPB TIP FY 2023-2026

MDOT TIP ID: T13654


SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
New Carrollton Multi-modal Transportation Station	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	Area/MPO	CTP Page	Federal	State/Local	Total	
	MDOT MTA	TPB		\$ 20,500	\$ 26,500	\$ 47,000

Description: The project will fund construction of multi-modal transit station improvements for the New Carrollton Station. The project includes an upgraded train hall for the existing MARC, Metrorail, and Amtrak service, incorporating connections to Metrobus, TheBus, and Greyhound bus services and the future Maryland Purple Line light rail. It will also make new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements on Garden City Drive to access the station and improve the train hall plaza space to be more welcoming to users.

Justification: The project will meaningfully improve quality of life by increasing accessibility for travelers, particularly those from disadvantaged communities around the New Carrollton station.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding				Total
		FY 2024	FY 2025	FY 2026	FY 2027	
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	\$ -	\$ -	\$ 47,000	\$ -	\$ 47,000
<input type="checkbox"/> D) Other		State/Local	\$ -	\$ -	\$ 26,500	\$ -
	Change (000s)	\$ -	\$ -	\$ 47,000	\$ -	\$ 47,000
		Federal	\$ -	\$ -	\$ 20,500	\$ 20,500
	State/Local	\$ -	\$ -	\$ 26,500	\$ -	\$ 26,500

PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 47,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 47,000

Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 47,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 47,000

TOTAL PROJECT COST

Prior Cost (≤ FY 2023)		STIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 20,500	Federal	\$ -	Federal	\$ 20,500
State/Local	\$ -	State/Local	\$ 26,500	State/Local	\$ -	State/Local	\$ 26,500
Total	\$ -	Total	\$ 47,000	Total	\$ -	Total	\$ 47,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T13654

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)					
	New Carrollton Multi-modal Transportation Station	A	Exempt	TBD	Federal	State/Local	Total		
				\$	-	\$	-	\$	-
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)					
	MTA	TPB	TBD	Federal	State/Local	Total			
				\$	20,500	\$	26,500	\$	47,000

Description: The project will fund construction of multi-modal transit station improvements for the New Carrollton Station. The project includes an upgraded train hall for the existing MARC, Metrorail, and Amtrak service, incorporating connections to Metrobus, TheBus, and Greyhound bus services and the future Maryland Purple Line light rail. It will also make new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements on Garden City Drive to access the station and improve the train hall plaza space to be more welcoming to users.

Justification: The project will meaningfully improve quality of life by increasing accessibility for travelers, particularly those from disadvantaged communities around the New Carrollton station.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP		Total	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other		Total	\$ -	\$ -	\$ -	\$ 47,000	\$ 47,000
		Federal	\$ -	\$ -	\$ -	\$ 20,500	\$ 20,500
		State/Local	\$ -	\$ -	\$ -	\$ 26,500	\$ 26,500
		Total	\$ -	\$ -	\$ -	\$ 47,000	\$ 47,000
		Federal	\$ -	\$ -	\$ -	\$ 20,500	\$ 20,500
		State/Local	\$ -	\$ -	\$ -	\$ 26,500	\$ 26,500



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 20,500	\$ 26,500	\$ 47,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 20,500	\$ 26,500	\$ 47,000

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 20,500	\$ 26,500	\$ 47,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 20,500	\$ 26,500	\$ 47,000

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 20,500	Federal	\$ -	Federal	\$ 20,500
State/Local	\$ -	State/Local	\$ 26,500	State/Local	\$ -	State/Local	\$ 26,500
Total	\$ -	Total	\$ 47,000	Total	\$ -	Total	\$ 47,000

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER KARI SNYDER
OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: NOVEMBER 22, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2023-2026
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. This amendment will add \$1,651,000 in Transit Oriented Development Funds. The existing TIP includes a FY22 and FY24 study. Both studies will also be concurrently added to the FY 25 Unified Planning Work Program (UPWP).

SUMMARY

The MTA requests that the TPB amend the FY 2023-2026 TPB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T11624	Purple Line TOD Planning Studies	TOD	\$1,651,000

ANALYSIS

The University of Maryland National Center for Smart Growth, Maryland National Capital Park and Planning Commission (Montgomery County) and the Maryland Transit Administration was recently awarded two Purple Line TOD planning grants. “Building an Equitable Transit-Oriented Purple Line Corridor” study was awarded in FY 22 and will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The FY 24 TOD study, “Preparing for the Purple Line: An Anti-Displacement Plan”, will support new, community-engaged planning for equitable growth through TOD, with tailored strategies to address displacement pressures facing existing residents and small businesses. The plan will develop anti-displacement actions and strategies focused especially on preservation of housing and culture. These actions and strategies will be supported by an analysis of anti-displacement policies and a plan for local implementation. This amendment will add a \$1,651,000 in Transit Oriented Development Funds for the FY24 study.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT’s requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at smiller6@mta.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA
Mr. Darrell Smith, Director, Statewide Project Development, MTA

TPB TIP FY 2023-2026

MDOT TIP ID: T11624

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Transit Oriented Development (TOD) Purple Line Corridor Studies	B	Exempt	N/a	\$ 1,497	\$ 390	\$ 1,887
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT MTA	TPB	N/a	\$ 1,651	\$ -	\$ 1,651

Description: The University of Maryland National Center for Smart Growth, Maryland National Capital Park and Planning Commission (Montgomery County) and the Maryland Transit Administration was recently awarded two Purple Line TOD planning grants. Building an Equitable Transit-Oriented Purple Line Corridor Study was awarded in FY 22 and will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The FY 24 TOD study, Preparing for the Purple Line: An Anti-Displacement Plan, will support new, community-engaged planning for equitable growth through TOD, with tailored strategies to address displacement pressures facing existing residents and small businesses. The plan will develop anti-displacement actions and strategies focused especially on preservation of housing and culture. These actions and strategies will be supported by an analysis of anti-displacement policies and a plan for local implementation.

Justification: Equitable TOD planning for the Purple Line corridor will preserve affordable housing, small businesses, anchors of community culture, access to green space and parks, and help to mitigate negative outcomes for environmental justice and historically disadvantaged populations.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2023	FY 2024	FY 2025	FY 2026	Total
<input type="checkbox"/>	A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 287	\$ 932	\$ 668	\$ -	\$ 1,887
<input checked="" type="checkbox"/>	B) Increase/decrease, scope change, advance, delay, or phase change	Federal		\$ 228	\$ 739	\$ 530	\$ -	\$ 1,497
<input type="checkbox"/>	C) Removes or deletes individual listed project from the STIP	State/Local		\$ 59	\$ 193	\$ 138	\$ -	\$ 390
<input type="checkbox"/>	D) Other	Proposed (000s)	Total	\$ -	\$ -	\$ 3,538	\$ -	\$ 3,538
		Federal		\$ -	\$ -	\$ 3,148	\$ -	\$ 3,148
		State/Local		\$ -	\$ -	\$ 390	\$ -	\$ 390
		Change (000s)	Total	\$ (287)	\$ (932)	\$ 2,870	\$ -	\$ 1,651
		Federal		\$ (228)	\$ (739)	\$ 2,618	\$ -	\$ 1,651
		State/Local		\$ (59)	\$ (193)	\$ 252	\$ -	\$ -



PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	TOD	\$ 228	\$ 59	\$ 739	\$ 193	\$ 530	\$ 138	\$ -	\$ -	\$ 1,497	\$ 390	\$ 1,887
Total		\$ 228	\$ 59	\$ 739	\$ 193	\$ 530	\$ 138	\$ -	\$ -	\$ 1,497	\$ 390	\$ 1,887

Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,538
PE	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,538

Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,538
PE	TOD	\$ (228)	\$ (59)	\$ (739)	\$ (193)	\$ (530)	\$ (138)	\$ -	\$ -	\$ (1,497)	\$ (390)	\$ (1,887)
Total		\$ (228)	\$ (59)	\$ (739)	\$ (193)	\$ 2,618	\$ 252	\$ -	\$ -	\$ 1,651	\$ -	\$ 1,651

TOTAL PROJECT COST							
Prior Cost (≤ FY 2023)		STIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 3,148	Federal	\$ -	Federal	\$ 3,148
State/Local	\$ -	State/Local	\$ 390	State/Local	\$ -	State/Local	\$ 390
Total	\$ -	Total	\$ 3,538	Total	\$ -	Total	\$ 3,538

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T11624


SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Transit Oriented Development (TOD) Purple Line Corridor Studies	B	Exempt	N/a	\$ 1,497	\$ 390	\$ 1,887
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	TPB	N/a	\$ 1,651	\$ -	\$ 1,651

Description: The University of Maryland National Center for Smart Growth, Maryland National Capital Park and Planning Commission (Montgomery County) and the Maryland Transit Administration was recently awarded two Purple Line TOD planning grants. Building an Equitable Transit-Oriented Purple Line Corridor Study was awarded in FY 22 and will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The FY 24 TOD study, Preparing for the Purple Line: An Anti-Displacement Plan, will support new, community-engaged planning for equitable growth through TOD, with tailored strategies to address displacement pressures facing existing residents and small businesses. The plan will develop anti-displacement actions and strategies focused especially on preservation of housing and culture. These actions and strategies will be supported by an analysis of anti-displacement policies and a plan for local implementation.

Justification: Equitable TOD planning for the Purple Line corridor will preserve affordable housing, small businesses, anchors of community culture, access to green space and parks, and help to mitigate negative outcomes for environmental justice and historically disadvantaged populations.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total	
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" 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	Current (000s)	Total \$ -	\$ 287	\$ 932	\$ 668	\$ 1,887	
	Federal	\$ -	\$ 228	\$ 739	\$ 530	\$ 1,497	
	State/Local	\$ -	\$ 59	\$ 193	\$ 138	\$ 390	
	Proposed (000s)	Total \$ -	\$ -	\$ -	\$ -	\$ 3,538	\$ 3,538
	Federal	\$ -	\$ -	\$ -	\$ 3,148	\$ 3,148	
	State/Local	\$ -	\$ -	\$ -	\$ 390	\$ 390	
	Change (000s)	Total \$ -	\$ (287)	\$ (932)	\$ 2,870	\$ 1,651	
	Federal	\$ -	\$ (228)	\$ (739)	\$ 2,618	\$ 1,651	
	State/Local	\$ -	\$ (59)	\$ (193)	\$ 252	\$ -	

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	TOD	\$ -	\$ -	\$ 228	\$ 59	\$ 739	\$ 193	\$ 530	\$ 138	\$ 1,497	\$ 390	\$ 1,887
Total		\$ -	\$ -	\$ 228	\$ 59	\$ 739	\$ 193	\$ 530	\$ 138	\$ 1,497	\$ 390	\$ 1,887
Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,148	\$ 390	\$ 3,538
PE	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,148	\$ 390	\$ 3,538
Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,148	\$ 390	\$ 3,538
PE	TOD	\$ -	\$ -	\$ (228)	\$ (59)	\$ (739)	\$ (193)	\$ (530)	\$ (138)	\$ (1,497)	\$ (390)	\$ (1,887)
Total		\$ -	\$ -	\$ (228)	\$ (59)	\$ (739)	\$ (193)	\$ 2,618	\$ 252	\$ 1,651	\$ -	\$ 1,651

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 3,148	Federal	\$ -	Federal	\$ 3,148
State/Local	\$ -	State/Local	\$ 390	State/Local	\$ -	State/Local	\$ 390
Total	\$ -	Total	\$ 3,538	Total	\$ -	Total	\$ 3,538

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 23-51.3 WHICH ADDS FUNDING FOR VIRGINIA RAILWAY EXPRESS'S PROPERTY ACQUISITION FOR PLATFORM EASEMENTS AS REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL & PUBLIC TRANSPORTION (VDRPT) ON BEHALF OF THE POTOMAC & RAPPPAHANNOCK TRANSPORTATION COMMISSION (PRTC) AND THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC)

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, on behalf of PRTC and NVTC, VDRPT has requested an amendment under TIP Action 23-51.3 which adds \$4.3 million in §5307 and local matching funds for the VRE Property Acquisition for Platform Easements (T13652), as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended project and program records will appear in the TIP following approval,
- ATTACHMENT B) Letter from VDRPT dated November 22, 2024, requesting the amendments, and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-51.3 creating the 51st amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this project 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 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 23-51.3 which adds \$4.3 million in §5307 and local matching funds for the VRE Property Acquisition for Platform Easements (T13652), as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, December 6, 2024.

Final approval following review by the full TPB at its meeting on Wednesday, December 18, 2024.

T13652 - VRE Property Acquisition for Platform Easements

Lead Agency VRE	Project Type Other	County Fairfax
From -	Agency Project ID -	Municipality City of Manassas, City of Manassas Park
To -	Completion Date 2025	Total Cost \$4,300,000

Project Description

VRE will acquire permanent easements for land underlying VRE Manassas Line station platforms and located in the railroad right-of-way from the Virginia Passenger Rail Authority (VPRA). Specifically this includes the VRE Backlick Rd., Rolling Rd., Burke Centre, Manassas Park, and Manassas stations.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Right of Way	LOCAL	-	-	-	\$860,000	-	-	\$860,000
Right of Way	S. 5307	-	-	-	\$3,440,000	-	-	\$3,440,000
Total Right of Way		-	-	-	\$4,300,000	-	-	\$4,300,000
Total Programmed		-	-	-	\$4,300,000	-	-	\$4,300,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$3,440,000
TOTAL PROJECT COST	Stays the same \$4,300,000



November 22, 2024

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

Dear Chair Henderson:

The Potomac & Rappahannock Transportation Commission (PRTC) on behalf of the Virginia Railway Express (VRE), a commuter rail project jointly owned and operated by PRTC and the Northern Virginia Transportation Commission (NVTC), requests to add VRE Property Acquisition for Platform Easements project to the FY 2023-2026 Transportation Improvement Program (TIP).

The VRE Property Acquisition for Platform Easements project is for acquisition of property utilized for VRE station platforms. The updated project cost is attached, and the proposed amendment is provided below:

VRE Property Acquisition for Platform Easements (TIP ID: T13652)

- Add \$ 3,440,000 (Section 5307) FFY25 for ROW Phase
- Add \$ 860,000 (Local Match) FFY25 for ROW Phase

The proposed amendment is requested to acquire new property interests related to VRE stations on its Manassas Line, specifically stations at Backlick Rd., Rolling Rd., Burke Centre, Manassas Park, and Manassas, resulting from the Virginia Passenger Rail Authority (VPRA) acquisition of the Manassas Line from Norfolk Southern Railway Company (NS) in August 2024. The VRE station platforms are located within the railroad right-of-way. Under NS ownership, VRE had leased the land on which the platforms are built from NS through an Operating Access Agreement and a Commuter Facilities Agreement and paid using non-federal funds. With the transfer of ownership of the railroad ROW, VRE will now acquire a permanent easement from VPRA for the station platforms.

PRTC requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on December 6, 2024. PRTC and VRE representatives will be available to answer any questions about this amendment request.

In the meantime, if you have any questions or concerns, please feel free to contact Cynthia Porter-Johnson at 703-580-6147 (cporter-johnson@omniride.com) or Christine Hoeffner at 703-838-5442 (choeffner@vre.org).


Letter to Ms. Christina Henderson

November 22, 2024

Page 2 of 2

Thank you for your consideration of this matter.

Sincerely,

Signed by:

F9217C0F6103428...
Robert A. Schneider, PhD
Executive Director

cc: Maria Sinner, VDOT
Regina Moore, VDOT
Amy Garbarini, DRPT
Todd Horsley, DRPT
Mike Mucha, DRPT
Kanti Srikanth, MWCOG-TPB
Andrew Austin, MWCOG-TPB
Phillip Parella, PRTC
Bhupendra Kantha, PRTC
Cynthia Porter-Johnson, PRTC
Mark Schofield, VRE
Steve Maclsaac, VRE
Christine Hoeffner, VRE

**Additional information on the MDOT “Building an Equitable
Transit-Oriented Purple Line Corridor” planning study**

From: [Lyn Erickson](#)
To: [Kari Snyder](#); [Andrew Austin](#); [Leonardo Pineda](#); [Kanti Srikanth](#); [Sergio Ritacco](#)
Cc: [Geoff Anderson](#); [Dan Janousek](#); [Michelle Martin](#); [Shawn Kiernan](#); [Stacey King](#); [Lawrence Twele](#); [Amy Gillespie](#); [Eric Beckett](#); [Stephen Miller](#); [Kimberly M. Ross](#)
Subject: RE: MDOT TIP Amendment for December Steering Committee
Date: Wednesday, November 27, 2024 12:56:00 PM
Attachments: [MDOT TPB TIP Amendment December 2024.pdf](#)
[DRAFT - FY 2025 UPWP - Dec MDOT Technical Correction.pdf](#)

Dear Ms. Snyder,

This is to acknowledge the receipt of and the processing of MDOT’s request to make a technical correction to the National Capital Region Transportation Planning Board’s (TPB) FY 2025 Unified Planning Work Program (UPWP). As requested, the project “Preparing for the Purple Line: An Anti-Displacement Plan” has been added to Figure 4 “Transportation Planning Studies within the National Capital Region, 2025”. The updated Figure 4 is attached and the project name is highlighted.

This UPWP Technical Correction has been placed on the December 6, 2024 Steering Committee agenda to inform the members the UPWP language has been updated. This information will also be reported at the December 18, 2024 TPB meeting as part of the Director’s Report. Should you have any questions on the matter, please contact Lyn Erickson at 202-962-3319 or lerickson@mwco.org.

Sincerely,

Kanti Srikanth

Director – MWCOG, Department of Transportation Planning

Staff Director – Transportation Planning Board

202-962-3257 (Direct)

Sent on behalf of Kanti Srikanth by:

Lyn Erickson

Lyn Erickson, AICP

Metropolitan Washington Council of Governments
Plan Development and Coordination Program Director
777 North Capitol Street NE, Suite 300
Washington, DC 20002
Cell 703-587-7935
Work 202-962-3319

From: Kari Snyder <ksnyder3@mdot.maryland.gov>
Sent: Monday, November 25, 2024 1:04 PM
To: Andrew Austin <aaustin@mwco.org>; Leonardo Pineda <lpineda@mwco.org>; Lyn Erickson <lerickson@mwco.org>; Kanti Srikanth <ksrikanth@mwco.org>
Cc: Geoff Anderson <ganderson4@mdot.maryland.gov>; Dan Janousek <djanousek@mdot.state.md.us>; Michelle Martin <mmartin@mdot.maryland.gov>; Shawn Kiernan <skiernan@mdot.maryland.gov>; Stacey King <sking8@mdot.maryland.gov>; Lawrence Twele <ltwele@eastport-partners.com>; Amy Gillespie <agillespie@mdcleanenergy.org>; Eric Beckett <ebeckett@mdot.maryland.gov>; Stephen Miller <SMiller6@mdot.maryland.gov>; Kimberly M. Ross

<kross@umd.edu>

Subject: MDOT TIP Amendment for December Steering Committee

Good afternoon,

Attached is the MDOT TIP amendment for four existing and one new project in the FY 23-26 TIP for action at the December Steering Committee. If you have any questions, please let me know.

Thanks,

Kari



mdot.maryland.gov

Kari Snyder
Regional Planner
Office of Planning, Programming, and Project
Delivery

410.865.1305 **office**
ksnyder3@mdot.maryland.gov

Maryland Department of Transportation
7201 Corporate Center Drive, Hanover, MD
21076

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UNIFIED PLANNING WORK PROGRAM

FY 2025

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2025

March 2024

As Modified December 18, 2024

Figure 1: Transportation Planning Studies within the National Capital Region, 2025

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
MARYLAND			
US 15/US 40 Frederick Freeway Study	SHA	2024	CE
US 301 South Corridor Transportation Study (I-595/US 50 to Potomac River)	SHA	On-hold	DEIS
US 301 Waldorf Study (MD 5 [north junction] to Smallwood Drive)	SHA	On-hold	DEIS
MD 4 Corridor Study (I-95/I-495 to MD 223)	SHA	On-hold	DEIS
MD 5 Transportation Study (I-95/I-495 to US 301)	SHA	On-hold	DEIS
MD 210 Transportation Corridor Study (i-5/I-495 to MD 228)	SHA	On-hold	DEIS
TOD Planning for the Purple Line Project	UMD/MDOT MTA	2025	Study/Plan
Preparing for the Purple Line: An Anti-Displacement Plan	UMD/MDOT MTA	2025	Study/Plan
Germantown MARC Station Transit Bus Access Improvements Planning & Design	MDOT MTA	2024	Concept Design
MARC Growth and Transformation Plan	MDOT MTA	2024	Plan
Point of Rocks Station Frederick Platform Study	MDOT MTA	2025	Study
Southern Maryland Rapid Transit PEL Study	MDOT MTA	2025	Study



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: December 12, 2024

The attached letter was sent/received since the last TPB meeting.



National Capital Region
Transportation Planning Board

December 12, 2024

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: National Capital Region Transportation Planning Board (TPB) Commitment to Allies in Action

Dear Mr. Secretary:

The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, appreciates the U.S. Department of Transportation's (USDOT's) efforts to promote action towards the elimination of roadway fatalities. On behalf of the TPB, I am writing to commit our participation in the USDOT's Allies in Action program, joining the program's many other participants who seek to change the existing reality on our nation's roadways.

The number of roadway fatalities in the District of Columbia, suburban Maryland, and Northern Virginia has been increasing for the last several years. In 2023, 394 lives were lost on our regional roadways due to traffic crashes, and pedestrians and bicyclists accounted for approximately 30 percent of these fatalities. These current roadway safety outcomes are unacceptable and must be urgently addressed.

For this reason, we pledge to continue our pursuit of the following actions. These initiatives supplement potential future TPB safety activities, as well as various programs and actions taken by our members at the local level:

- Research and produce best practices and guidelines for integrating the Safe System Approach into local safety and Vision Zero planning efforts.
- Provide a forum for the region's jurisdictions to share and learn about each other's roadway safety education, enforcement, and engineering initiatives.
- Continue to operate and fund the Regional Roadway Safety Program, a technical assistance program established by the TPB in 2020 to support the planning and engineering of safety-related projects across the region. To date, the program has funded 28 projects for \$1.78 million.
- In coordination with the Metropolitan Washington Council of Governments (COG), the administrative and financial agent for TPB, continue to sponsor and implement Street Smart, a safety education campaign aimed at reducing the number of pedestrian and bicyclist injuries and deaths in the metropolitan Washington region.
- Continue to integrate equity considerations in our safety planning and analysis work.
- Engage professionals across disciplines and areas of expertise, like public health and public safety, to promote a collaborative approach to roadway safety.

In conjunction with this letter, TPB staff will provide the above information associated with our commitment through the USDOT's Allies in Action online portal.

The Honorable Pete Buttigieg
December 12, 2024

Kanti Srikanth, TPB Executive Director, reachable at ksrikanth@mwkog.org or 202-962-3257, will serve as the board's primary contact to discuss and advance the matter further with your office.

Thank you for launching this initiative, and the board looks forward to working with the USDOT on this important matter.

Sincerely,



Christina Henderson
Chair
National Capital Region Transportation Planning Board (TPB)



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: December 12, 2024

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: TPB, Technical Committee and Steering Committee Dates for Calendar Year 2025
DATE: November 14, 2024

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2025 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings will be identified in January.

2025 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES			
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board
	1st Friday at 9 AM	1st Friday at 12:15 PM	3rd Wednesday at 12 Noon
January	10* One week later due to 2024 Dec holidays	10* One week later due to 2024 Dec holidays	22* One week later due to 2024 Dec holidays
February	7	7	19
March	7	7	19
April	4	4	16
May	2	2	21
June	6	6	18
July	2	2	16
August	No meetings	No meetings	No Meetings
September	5	5	17
October	3	3	15
November	7	7	19
December	5	5	17

* One week later due to 2024 December holidays



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
Andrew Meese, TPB Program Director
Janie Nham, TPB Planning Manager
SUBJECT: 2024 Roadway Safety Summit Recommendations Work Timeline
DATE: December 12, 2024

At its November 20, 2024, meeting, the TPB discussed and affirmed the potential actions the TPB could take to assist its member agencies with their efforts to improve roadway safety outcomes, as identified by the participants of the TPB's Regional Roadway Safety summit held on October 31, 2024. At the conclusion of the discussion staff director, Kanti Srikanth, noted that staff accepts these recommended actions as future work activities and would plan to implement these during the current and future fiscal year work programs. This memorandum outlines TPB staff's tentative schedule for beginning work on the recommendations. The timeline reflects staff's current thinking and may be adjusted due to the availability of resources, a change in a recommendation's prioritization, or other factors. In most cases, work would be performed by TPB staff with consultant assistance, unless otherwise noted.

TIMELINE

Staff anticipates initiating work on the following recommendations in early 2025.

- **Join USDOT Allies in Action:** A draft letter from the TPB to the US Transportation Secretary communicating the TPB's intent to join the campaign is currently under consideration by TPB officers.
- **Conduct inventory of R3-2021 strategies:** Staff anticipates this task would entail issuing a questionnaire or holding interviews with staff from member jurisdictions to ascertain the implementation status of the specific strategies noted in TPB's resolution. The effort will also attempt to understand barriers to implementing the strategies. Findings from the information gathering would be summarized in a technical memorandum or written report, and staff would subsequently seek ways to support the implementation of strategies by member jurisdictions.
- **Automated Traffic Enforcement data gathering – regional and national best practices:** Staff proposes developing a technical "white paper" about enforcement strategy outcomes to assist member jurisdictions' develop or enhance their safety action plans and implementation efforts.
- **Assist COG with Enforcement Reciprocity:** COG has begun coordination with legislative stakeholders. TPB staff intends to assist COG's efforts by developing a policy "white paper" that reviews enforcement programs and policies, current reciprocity opportunities, and constraints, among other related topics.

- **Track funding opportunities:** In the short-term, staff proposes developing and distributing periodic summaries of grant opportunities. In the long-term, we envision developing a web-based portal which would serve as a centralized clearinghouse for information about funding opportunities.
- **Work with COG on regional advocacy strategy:** TPB staff would coordinate with COG on opportunities to partner with other safety-focused or enforcement organizations and advocacy groups on a regional advocacy strategy related to safety legislation and rulemaking. Coordination with the TPB to submit comments for safety-related federal safety rulemaking would continue.

Staff anticipates initiating work on the following recommendations in fiscal year 2026.

- **Explore opportunities for driver education and training:** Staff proposes conducting a study on existing driver training offerings and opportunities for enhanced education.
- **Gather information on Vision Zero best practices:** Staff proposes conducting a study to gather best practices, which could also include correlating proven strategies to the region's top contributing factors and providing technical and policy forums for members to coordinate Vision Zero efforts.
- **Initiate a regional model Vision Zero plan:** Under this task, staff envisions developing a model safety plan that articulates commonalities among regional Vision Zero plans to help members strengthen their individual plans and to possibly serve as a support document for pursuing grants.
- Staff additionally proposes conducting studies or hosting workshops to promote the following approaches discussed during the Summit:
 - Using a systemic approach or preventative measures to address roadway safety.
 - Enhancing coordination with non-transportation partners, such as those from public health, public safety, etc.
 - Exploring emerging technologies.



Application Period Opens on January 6 for TLC and Roadway Safety Programs

The application period will open soon for the TPB's two flagship technical assistance programs – the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP). As in the past, applicants will be able to fill out one joint application to apply for either or both programs.

The deadline for applications is March 7, 2025. The deadline for submitting abstracts for proposed projects, which is an optional step, is January 22, 2025.

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

- TLC: www.mwcog.org/tlc
- RRSP: www.mwcog.org/rrsp

Anticipated Solicitation Schedule for FY 2026

- Application period opens: January 6, 2025
- Abstracts due: January 22, 2025
- Applications due: March 7, 2025
- Panel recommendations: March-April, 2025
- TPB approves projects: April-May, 2025
- Consultant selection: June-July, 2025
- Contracting process: August 2025
- Project kick-off meetings: Fall 2025

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 up to \$80,000 in assistance for planning projects and up to \$100,000 for design. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2026 application period is open between January 6 and March 7, 2025. Potential applicants may also submit an optional abstract by January 22, 2025. 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 the two programs in April and/or May.

FY 2026 projects will begin in fall 2025 and must be completed by June 30, 2026.

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 up to \$80,000 in technical assistance for planning projects and up to \$100,000 for 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. The TPB is 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 Regional Roadway Safety Program (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 up to \$80,000 in technical assistance for planning and up to \$100,000 for design projects.

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.

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:

- John Swanson (jswanson@mwkog.org)
- Janie Nham (jnham@mwkog.org)

Or visit our website at www.mwkog.org.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Staff Retirements
DATE: December 12, 2024

The Metropolitan Washington Council of Governments (COG) and the National Capital Region Transportation Planning Board (TPB) enjoy a strong reputation in the Washington metropolitan area as forums that bring leaders together to develop solutions to the region's major challenges. These solutions are informed by the high-quality information and decision support services and the functional subject matter expertise of the COG and TPB staff. So, it is bittersweet that we now say “farewell” and “job well done” to the following staff members who, after a long and distinguished service to the region, will be retiring in January of 2025. Andrew Meese, Systems Performance Planning Program Director, and Jane Posey, Principal Transportation Engineer. Collectively, Andrew and Jane have contributed more than 67 years of service as COG staff members.

Andrew Meese retires in 2025 as the Systems Performance Planning Program Director in the Department of Transportation Planning. Andrew has been with COG since 1993, over 31 years total, and he has been a team leader/program director since 2007.

Andrew retires leading several transportation planning areas under TPB, including performance-based target development; congestion management; technology and operations; roadway safety; bicycles and pedestrians; public transportation; and freight. Andrew was first hired at COG specifically to establish the then-newly required Congestion Management System and established the overall Congestion Management Process (CMP) structure that continues, including data compilation and analysis plus information on congestion strategies pursued in the region. The USDOT commended TPB’s approach in their 2019 certification of the TPB’s planning process.



The attacks of September 11, 2001, inspired a key juncture in Andrew’s COG career, when he quickly joined the ad hoc team of COG and TPB staff establishing new programs to enhance regional emergency preparedness. Inspired by the New York metropolitan area’s TRANSCOM operations coordination entity, Andrew staffed a multi-year exploration with both elected and senior appointed officials, culminating in the establishment of the Metropolitan Area Transportation Operations Coordination (MATOC) Program in 2007, which today continues its critical role in regional transportation situational awareness.

In his manager and team leader roles, Andrew helped guide the expansion of TPB’s bicycle planning to become bicycle and pedestrian planning in 1997; to introduce Intelligent Transportation Systems (technology) planning in 1997; to initiate the Freight Planning program in 2007; and to initiate the Transportation Safety Planning program in 2014. Safety has become a top priority for the TPB, as evidenced by the successful October 31, 2024, TPB Regional Roadway Safety Summit planned and supported by Andrew, Janie Nham, other TPB and COG colleagues, and a consultant support team.

Jane Posey began her career at COG back in 1988, so she has been working at COG for 36 years. Jane is a transportation engineer and a manager, tasked with managing the air quality conformity process and conducting work to support the regional travel demand forecasting model.

Jane and several of her colleagues create the transportation networks used by the regional travel model in the air quality conformity process, and they document the conformity inputs in a table that is affectionately referred to as “Jane’s Conformity Table.” But that is only one part of her job; it is her strategic thinking and knowledge of the conformity process that are a tremendous asset to the agency. Senior DTP managers and the Director, as well as staff from our member agencies, often rely on Jane to provide quick and accurate advice in matters pertaining to air quality planning regulations and different paths that the region can take to conform with the National Ambient Air Quality Standards.



Our colleagues’ individual and collective achievements have made immeasurable contributions to the region. We are grateful for their friendship, teamwork, and professionalism over the course of their careers, and we wish them well in their well-earned retirement.



**ITEM 8 – Action
December 18, 2024**

PBPP: Annual Targets for Transit Safety and Highway Safety

Action: Adopt Resolution R4-2025 to approve regional transit safety targets and adopt Resolution R5-2025 to approve regional highway safety targets.

Background: The board will be asked to approve annual regional targets for transit safety and highway safety performance measures, as required by the federal performance-based planning and programming (PBPP) regulations for MPOs.

TPB R4-2025
December 18, 2024

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

**RESOLUTION TO ADOPT ANNUAL TRANSIT SAFETY TARGETS FOR 2024
FOR THE NATIONAL CAPITAL REGION**

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 on November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) has issued rulemakings for providers of public transportation and MPOs to annually establish data-driven transit safety targets and report progress on achieving the targets for the following performance measures for each mode of public transportation: number of fatalities, rate of fatalities, transit worker rate of fatalities, number of injuries, rate of injuries, transit worker rate of injuries, number of safety events, rate of safety events, number of assaults on transit workers, rate of assaults on transit workers, rate of collisions, rate of pedestrian collisions, rate of vehicular collisions, and the Mean Distance Between Failure (MDBF), where rates are calculated per hundred thousand or ten million vehicle revenue miles (VRM) depending on transit mode; and

WHEREAS, applicable providers of public transportation are obligated to set their respective transit safety targets annually and TPB has adopted regional transit safety targets annually; and

WHEREAS, MPOs are required to include regional transit safety targets in each update to their metropolitan transportation plan (MTP) and Transportation Improvement Program (TIP), and

WHEREAS, TPB staff have coordinated with officials of the providers of public transportation in the region to develop regional transit safety targets that are consistent with the targets adopted by each provider and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

WHEREAS, safety of all modes of travel is an important element of TPB’s Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

WHEREAS, the TPB has reviewed safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that any number of fatalities and serious injuries on the region’s roadways and transit systems is unacceptable and contrary to its own vision and the region’s aspirations; and

WHEREAS, the TPB encourages every provider of public transportation in the region to adopt similar aspirational safety goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs, and policies to achieve reductions in fatalities and serious injuries; and

WHEREAS, the TPB remains focused on developing and achieving its aspirational goals and will use the regional annual transit safety targets and the target setting process to evaluate the region’s progress toward its aspirational goals; and

WHEREAS, the TPB continues to support local, regional and state level efforts to reduce transportation fatalities, injuries, and safety events; and

WHEREAS, these transit safety targets have been reviewed by the TPB Regional Public Transportation Subcommittee and the TPB Technical Committee; and

WHEREAS, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of annual transit safety targets for the National Capital Region for 2024, as described on Table 1.

Table 1: Regional Transit Safety Targets – 2024

		Heavy Rail (HR)	Streetcar Rail (SR)	Urban Bus (MB)	Commuter Bus (CB)	Demand Response (DR)	Vanpools (VP)
Fatalities	Number	0	0	0	0	0	n/a
	Rate	0	0	0	0	0	n/a
	Transit Worker Rate	0	0	0	0	0	n/a
Injuries	Number	256	6	403	6	42	n/a
	Rate	24.20	6.69	0.69	0.07	0.21	n/a
	Transit Worker Rate	9.50	n/a	0.19	0.10	0.07	n/a
Safety Events	Number	127	6	357	3	54	n/a
	Rate	12.80	6.69	0.61	0.04	0.27	n/a
Assaults on Transit	Number	586	n/a	207	0	9	n/a
	Rate	59.1	n/a	0.37	0.00	0.04	n/a
Collisions	Rate	2	n/a	1.43	2	0.25	n/a
	Pedestrian Collision Rate	0	n/a	0.05	0.00	0.00	n/a
	Vehicular Collision Rate	2	n/a	1.12	2	0.25	n/a
Reliability	MDBF	29,000	1,000	8,964	25,000	24,913	n/a

Rate = Per 100,000 Vehicle Revenue Miles, except HR (per 10M VRM)

MDBF = Mean Distance Between Failures

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

**RESOLUTION TO ADOPT ANNUAL HIGHWAY SAFETY TARGETS
FOR THE NATIONAL CAPITAL REGION**

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 on 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, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

WHEREAS, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to annually establish data-driven highway safety targets and report progress on achieving the targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, though the federal regulations that designate the safety performance measures refer to them as the National Performance Management Measures for the Highway Safety Improvement Program, the performance measures are applicable to all public roads in the region from community streets to Interstate highways, and can properly be referred to as roadway safety targets; and

WHEREAS, the TPB has reviewed the safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that the number of fatalities and serious injuries on the region's roadways are unacceptably high, which is contrary to its own vision and the region's aspirations; and

WHEREAS, the TPB remains focused on acting on its priorities and achieving the region's aspirational goals of zero fatalities and serious injuries on its roadways and is using the federally-required annual regional highway safety targets and the process to evaluate the region's progress toward zero roadway deaths; and

WHEREAS, the TPB completed a regional roadway safety study in 2021 to identify the factors contributing to and the predominant types of fatal and serious injury crashes in the region and recommend projects, programs and policies the region should prioritize to improve safety outcomes on the region's roadways; and

WHEREAS, the TPB reviewed the findings of that study and adopted Resolution R3-2021 titled, "Resolution to Establish A Regional Roadway Safety Policy, and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region's Roadways" on July 22, 2020 based on those findings; and

WHEREAS, the TPB, as described in Resolution R3-2021, urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, in an equitable and non-racist manner, consistent with the TPB's Equity Policy statement, that strive to reduce the number of fatal and serious injury crashes on the Region's roadways; and

WHEREAS, the TPB has, as part of Resolution R3-2021, established and funded a Regional Roadway Safety Program to assist its members to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users; and

WHEREAS, the TPB continues to support local, regional, and state level efforts to reduce fatalities and serious injuries; and

WHEREAS, the DOTs of the District of Columbia, Maryland, and Virginia set their respective highway safety targets for the five-year period 2021 through 2025 by August 31, 2024, and MPOs are required to set highway safety targets for their metropolitan planning areas for the same period by February 28, 2025; and

WHEREAS, TPB staff have coordinated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to develop regional highway safety targets that are evidence-based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

WHEREAS, these highway safety targets have been reviewed and recommended for TPB approval by the TPB Technical Committee; and

WHEREAS, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of highway safety targets for the National Capital Region, as described below.

Table 1: Regional Highway Safety Targets, 2021-2025

Performance Measure (5-year rolling average)	2021-2025 Targets
Number of Fatalities	253.0
Fatality Rate (per 100 million VMT)	0.588
Number of Serious Injuries	1,661.9
Serious Injury Rate (per 100 million VMT)	3.222
Number of Nonmotorist Fatalities & Serious Injuries	473.5



MEMORANDUM

TO: Transportation Planning Board

FROM: Eric Randall, TPB Transportation Engineer
Janie Nham, TPB Transportation Planner
Pierre Gaunaud, TPB Transportation Planner

SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Highway and Transit Safety Targets – Additional information

DATE: December 12, 2024

At the November 20, 2024 TPB meeting, the board was briefed on the National Capital Region's progress in meeting its 2019-2023 highway safety targets and shared recommendations for highway safety targets for the 2021-2025 period. Staff also reviewed updated federal transit safety rules, actual transit safety performance in 2023, and the ongoing process of developing the 2024 regional transit safety targets. This memorandum addresses adjustments in highway safety data methodology and the work being done at TPB and across the region with regards to improving transportation safety. The memorandum also notes the changes to the transit safety performance target setting process and more information on accounting for fatalities involving the region's transit systems.

CHANGES TO FEDERAL REQUIREMENTS FOR TRANSIT SAFETY PERFORMANCE TARGETS

Since the publication of the federal Public Transportation Agency Safety Plan (PTASP) rule in 2018, federal regulations have required applicable transit agencies to set targets for seven performance measures to track and improve safety and security across transit operations. On April 9, 2024, an updated PTASP rule was published requiring applicable transit agencies to set targets for an additional seven performance measures, for a total of 14. The seven new measures amplify on the original seven measures: two focus on tracking the rates of existing performance measures as they apply to transit workers (fatalities and injuries) and two relate to assaults of transit workers, while the other three expand on collision rates in greater detail, specifically the total rate of collisions and the individual rates of vehicular and pedestrian-related collisions. These additions reflect an acknowledgment by the Federal Transit Administration (FTA) and the industry of the safety risks facing transit workers on the job and the need to better understand the nature of collision incidents in order to prevent them.

The updated PTASP rule became effective May 13, 2024. Any agency safety plans and respective performance targets set after that date are required to account for the seven new measures. As a result, the 2024 TPB regional transit safety targets reflect targets for all fourteen performance measures.

REGIONAL TARGET SETTING ADJUSTMENTS TO ACCOMMODATE DATA AVAILABILITY

Due to the relatively recent enactment of the new PTASP rule, several transit agencies across the region are still in the process of developing a complete set of annual safety targets. This

subsequently has led to a delayed completion of TPB's draft regional transit safety targets. TPB staff have developed a set of regional transit safety targets using the available data from applicable agencies.

ADDITIONAL BACKGROUND ON TRANSIT FATALITY COUNTS

At the TPB's November 20 meeting, more information was sought by the board about the nature of safety and security incidents in 2023, specifically fatalities and those due to homicides. The FTA's 2024 NTD Safety and Security (S&S) Reporting Policy Manual outlines what and how fatalities should be reported:

"Agencies must always report events that result in fatalities.

Fatalities that occur because of illnesses, drug overdoses, or other natural causes (including individuals who are found deceased) are not reportable ... Deaths of undetermined cause in a rail right-of-way that may be the result of collision or electrocution are reportable.

An agency must report a fatality due to a reportable S&S event if it is confirmed to have occurred within 30 days of the event. If an agency receives confirmation that a death occurred within 30 days of an event to a person initially reported as an injury, then you may have to update the submitted major event report..." (page 25).

Due to how a fatality may be interpreted according to federal guidance, the respective date of the event, and other factors, a transit fatality reported by the media may or may not have occurred on transit property or right-of-way and may or may not be counted in an agency's annual system performance total. In addition, at TPB the developed regional transit safety targets for fatalities do not include suicides in total counts.

ADDITIONAL ROADWAY DATA ANALYSIS AND TPB SAFETY EFFORTS

Since March 2024, TPB staff has been working with a consultant to complete a regional safety study to understand the nature and location of fatal and serious injury crashes occurring between 2018 and 2023, as an update to the Regional Safety Study completed in 2020. Following a data collection effort in Spring 2024, the consultant began work on an analysis of crash frequency, types, and contributing/involved factors. Work on this analysis is ongoing.

Over the next several months, the following additional study elements will be conducted/finalized:

- an examination of the distribution of crashes inside and outside of regional Equity Emphasis Areas (EEAs)
- a review of qualitative information collected from jurisdictional staff via a questionnaire to understand local crash trends and involved factors
- completion of a written report documenting findings

At this time, staff anticipates that the study will be completed in Spring 2025. The Technical Committee and TPB will be briefed on the findings as soon as they become available.

The study would supplement several other roadway safety activities recently undertaken by the TPB, in coordination with state and local partners. These activities include:

- **Street Smart Safety Campaign**, a COG program, which has been running for 20 years and is focused on reducing the number of pedestrian and bicyclist injuries and deaths in the region. See <https://www.beststreetsmart.net/>.
- **Regional Roadway Safety Program (RRSP)**, which encourages jurisdictions to implement roadway safety improvements by providing technical assistance for local, small-scale planning or preliminary engineering projects focused on roadway safety. See <https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/regional-safety-program/>.
- **TPB Transportation Safety Subcommittee**, which provides local transportation practitioners to exchange best practices, learn about emerging trends and developments in roadway safety, and coordinate on regional roadway safety matters. The subcommittee has been operating since 2012.

LOCAL SAFETY EFFORTS

The TPB's safety efforts are designed to complement those of state and local jurisdictions in the region, many of whom have adopted Vision Zero or similar "zero deaths" goals and policies and continue to implement strategies. The following is a partial summary of major safety initiatives by TPB member jurisdictions:

District of Columbia

- District of Columbia – operates under [Vision Zero DC](#)

Maryland

- City of Bowie – participates in Prince George's County's Vision Zero plan
- Charles County – adopted Roadway Safety Plan in 2023. The Town of La Plata was awarded a U.S. Department of Transportation Safe Streets for All (SS4A) grant in 2024 to develop a Safe Streets plan
- City of College Park – awarded SS4A grant in 2024 to develop Safety Action Plan
- Frederick County – operates under [Towards Zero Deaths Frederick County](#)
- City of Frederick – adopted Vision Zero resolution in 2021; awarded SS4A grant in 2023 to develop Safety Action Plan
- City of Gaithersburg – awarded RRSP technical assistance grant in 2023 to develop Local Road Safety Plan, and SS4A grant in 2023 to develop Safety Action Plan
- City of Greenbelt - awarded SS4A grant in 2024 to develop Safety Action Plan
- City of Laurel - awarded SS4A grant in 2024 to develop Safety Action Plan
- Montgomery County – operates under [Vision Zero Montgomery County, MD](#). Awarded a SS4A grant in 2024 to update its Safety Action Plan.
- Prince George's County – operates under [Vision Zero Prince George's](#). The City of New Carrollton was awarded a SS4A grant in 2024 to develop a Safety Action Plan
- City of Rockville – operates under its [Vision Zero Action Plan](#)
- City of Takoma Park - awarded SS4A grant in 2024 to develop Safety Action Plan

Virginia

- City of Alexandria – operates under [Vision Zero Alexandria](#)
- Arlington County – operates under [Vision Zero Arlington County](#)
- Fairfax County – operates under [Safe Streets for All](#) program. The Town of Herndon was awarded a SS4A grant in 2024 to develop a Safety Action Plan
- City of Manassas Park – awarded a SS4A in 2023 to develop a Safety Action Plan (concurrently with Prince William County)
- Loudoun County – awarded a SS4A grant in 2023 to develop a Safety Action Plan
- Prince William County – awarded a SS4A grant in 2023 to develop a Safety Action Plan and in 2024 to develop a vulnerable road users plan

U.S. Department of Transportation SS4A grant awards for all years can be accessed via: <https://www.transportation.gov/grants/ss4a/cumulative-awards>

REGIONAL HIGHWAY SAFETY METHODOLOGY ADJUSTMENTS

This year, the methodology used by staff and member agencies to tally regional fatalities and serious injuries had two adjustments.

- **Maryland crash data** – Maryland agencies have transitioned from the Maryland Department of Transportation (MDOT) to the Maryland State Police Data Warehouse as the official source for crash data. One difference in how the two sources count fatalities is that the Maryland State Police Data Warehouse includes “non-traffic” fatalities, which can include fatalities that are caused by a medical event or that occur on non-public roads, like a parking lot or private driveway. As a result, the numbers may be higher than those which would have been provided by MDOT.
- **Urbanized Area of Fauquier County** - Data for the urbanized area of Fauquier County, Virginia, is no longer included after the county changed its TPB membership status earlier this year based on an US Census update to urban area boundaries. Since 2013, the area has had on average one fatality and 17 serious injuries each year.

TPB highway safety targets are based on projections provided by the District Department of Transportation (DDOT), MDOT, and Virginia Department of Transportation (VDOT) for their respective portions in the region. While each agency uses its own model, their projections are based on historical performance data. Notably, MDOT applies a two percent decrease to targets that are experiencing increasing trends, which include the number of fatalities and the fatality rate. In addition, staff uses a modified version of VDOT’s process by setting targets using five-year rolling averages and a linear trendline.

TPB has periodically invited state DOT personnel to provide briefings on statewide safety activities, including target setting and safety performance. The most recent event was held in December 2022. A summary of that roundtable can be accessed via: <https://www.mwcog.org/newsroom/2022/12/21/tpb-safety-roundtable-highlights/>

EXPECTATIONS FOR THE REGION'S PUBLIC TRANSPORTATION SYSTEM

DMVMoves Survey – Key Takeaways And Findings: Read Ahead

Transportation Planning Board
December 18, 2024
Item 9

Table of Contents

1. Public Survey
2. Takeaways and Findings
3. Pathways to a world class transit
 - a. Efficiency and Seamless experience
 - b. Reliable and Increased service
4. DMVMoves Next Steps

Public Survey

Background

The Metropolitan Washington Council of Governments (COG) and the Washington Metropolitan Area Transit Authority (WMATA) have launched DMVMoves, a new joint initiative to develop a unified vision for more efficient, reliable, and seamless experience for transit users across our region.

Goals

To support this initiative and inform the DMVMoves vision, conduct a survey of residents throughout the Washington Metropolitan area to understand what the region desires for acceptable and successful future public transportation.

Approach

- Designed and fielded an online and phone survey from June 24 to August 11, 2024.
- Developed a multi-mode outreach approach aimed at reaching as many respondents as possible across all jurisdictions:
 - Invitation letters and reminder postcards sent to 20,000 households, oversampling from areas with a higher proportion of residents who are Black, Indigenous, or People of Color (BIPOC) and of households with low incomes (below 200% of the federal poverty line)
 - In-person outreach, including at WMATA, MARC, VRE, and bus stations and at community events
 - Social media and digital outreach via COG and partner agencies
 - Opportunity to enter a drawing for one of ten \$100 gift cards as an incentive to encourage participation
- Analyzed data received from 5,091 valid survey responses from across the region.

Received 5,091 valid survey responses:

Virginia (37%)

- Fairfax County (13%)
- Arlington County (11%)
- Prince William County (5%)
- Alexandria City (4%)

Washington, D.C. (37%)

Maryland (26%)

- Montgomery County (14%)
- Prince George's County (7%)
- Frederick County (2%)
- Charles County (2%)

Other (<1%)

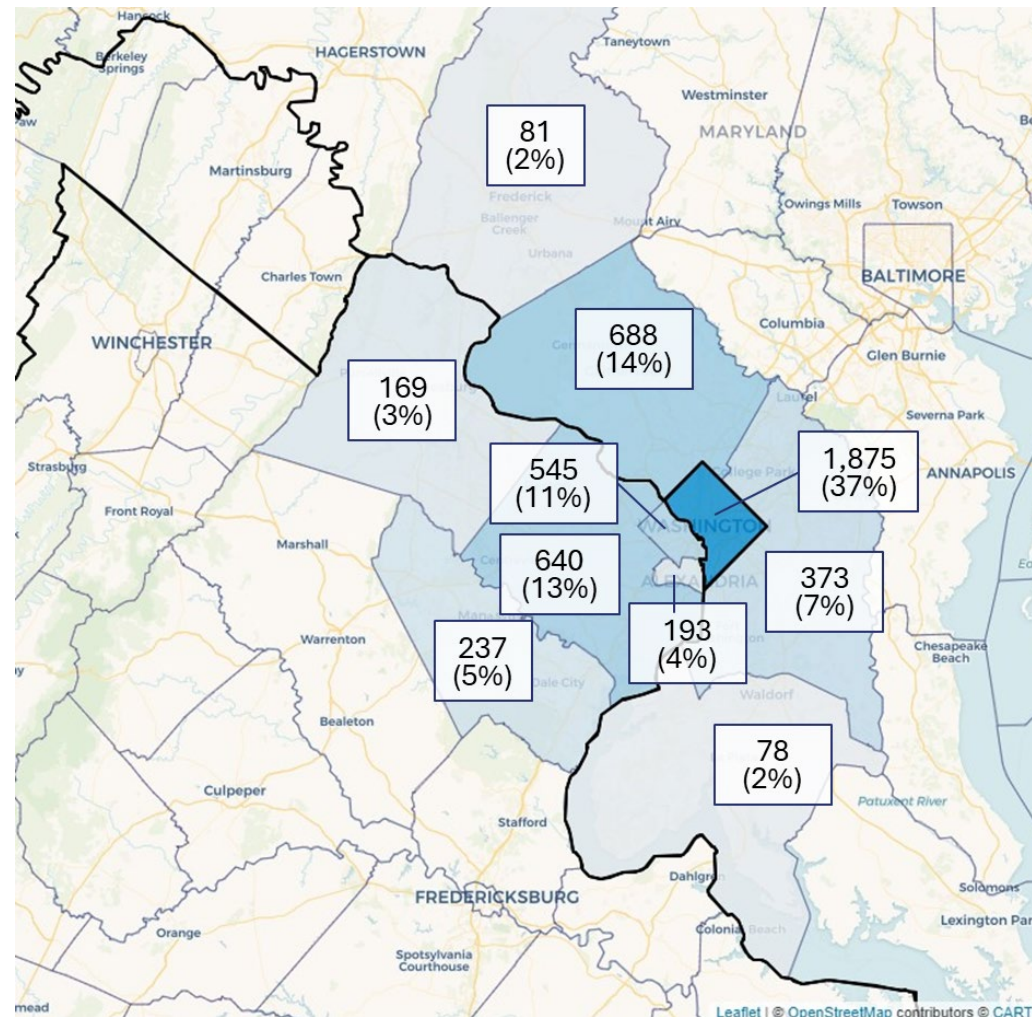
Responses based on subregions:

Core (51%)

Inner suburbs (33%)

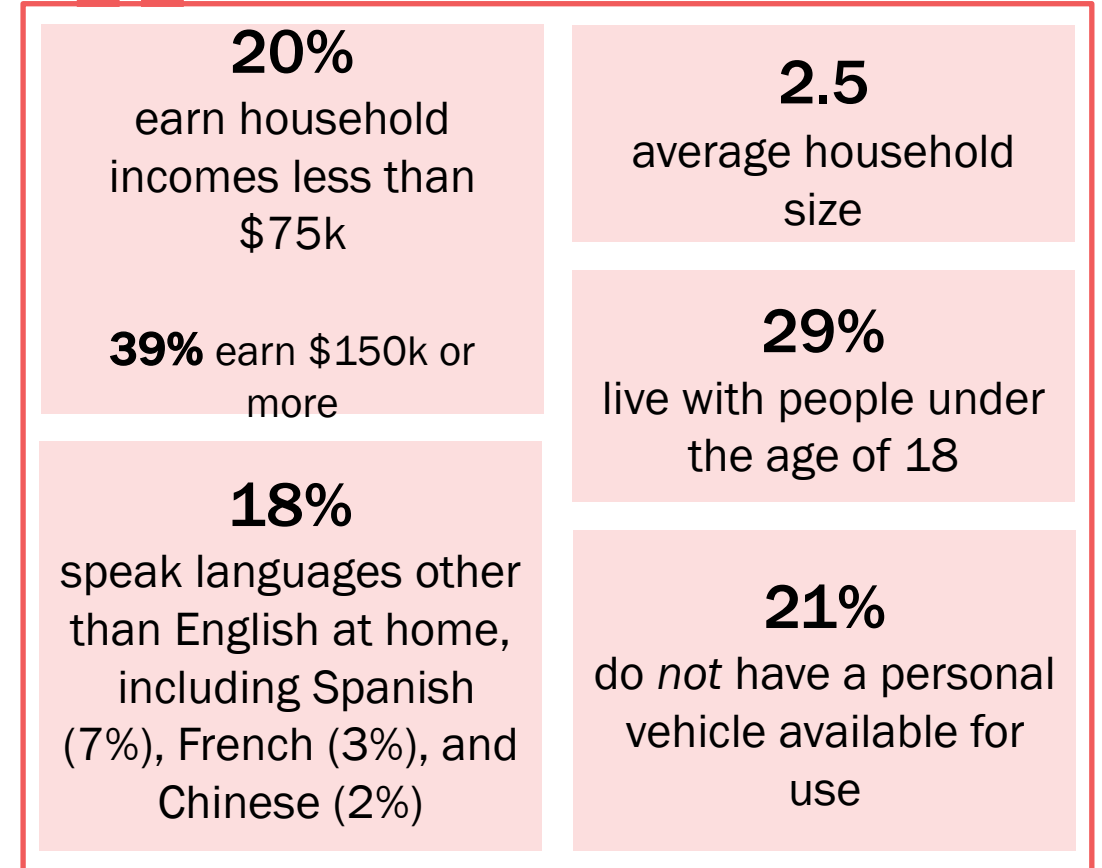
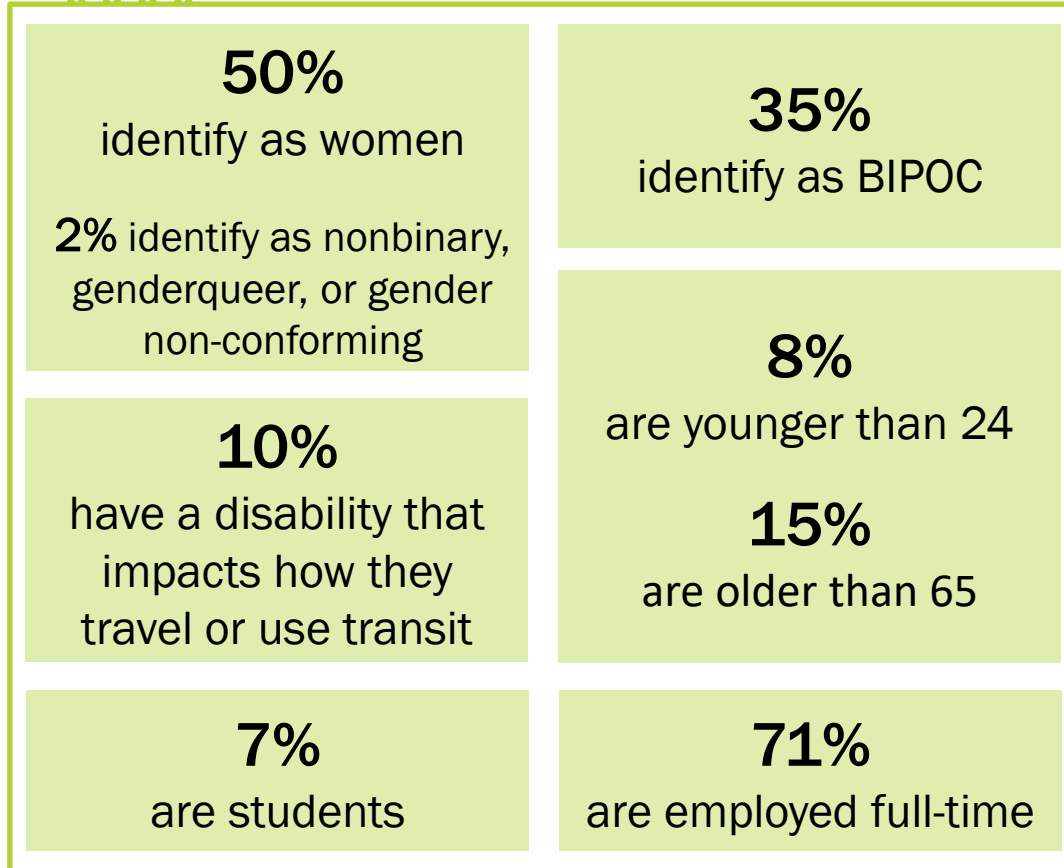
Outer suburbs (11%)

Outside COG area (4%)



Number and percentage of survey responses by jurisdiction.

Survey respondents were broadly representative of the region's diversity.



Key Takeaways from the Survey

- More than half of respondents indicated more frequent off-peak and late-night service would encourage ridership.
- When planning for and funding transit services, DMV leaders should prioritize **reliable service, efficiently operated transit, and expanded service** across the region.
- Most respondents support more and better transit services in the region, even if it results in higher costs.
- Service frequency and distance to/from stops pose challenges for both commuters and non-commuters.
- Public transit services in the DMV region are not only familiar but frequently used, especially for Metrorail and Metrobus.

Key Findings: Opportunities to increase ridership

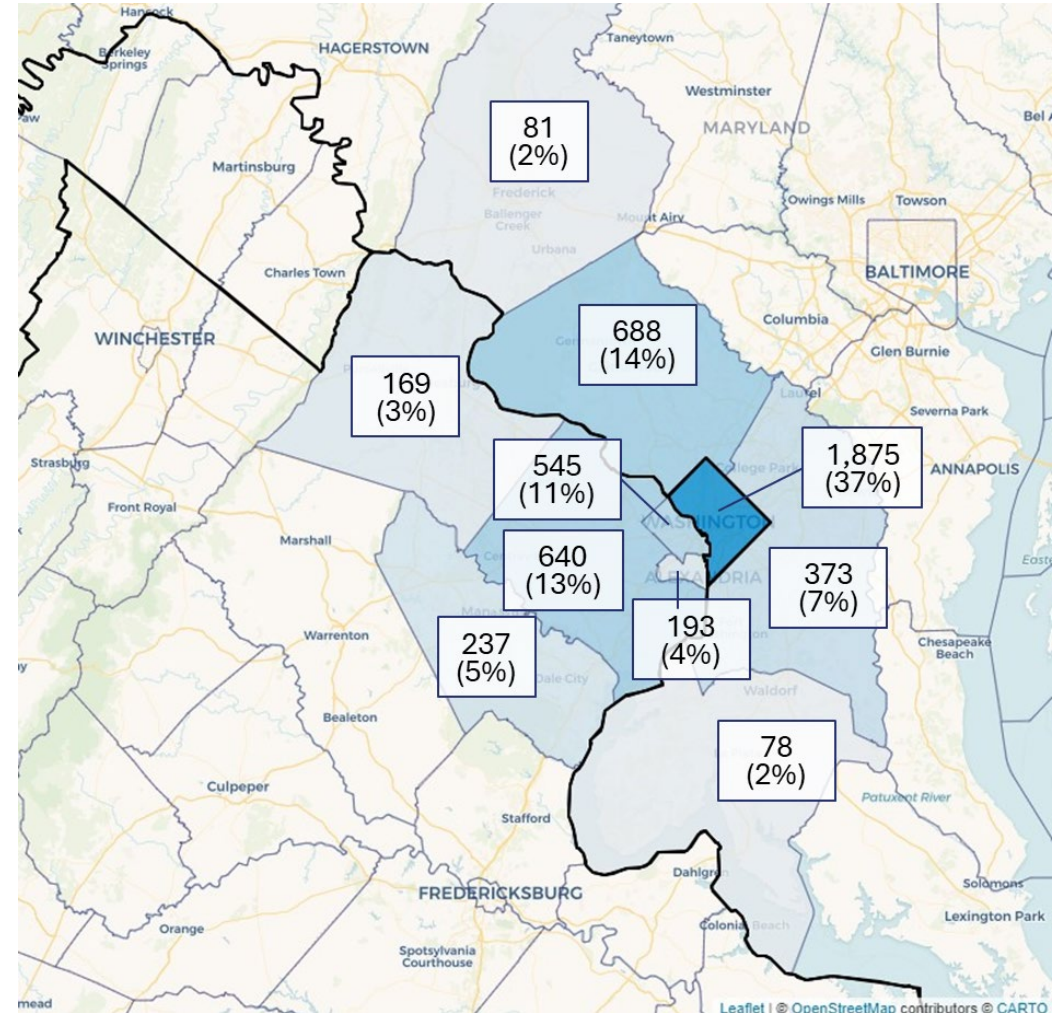
- **When asked what service changes would encourage ridership, more than half chose more frequent off-peak and late-night service.**

Other top answers include:

- New transit connections/routes
 - More accurate information about arrivals/departures
 - More frequent service during peak commute hours
 - Longer operating hours
 - Bus-only lanes to reduce trip times
-
- **When asked what changes at stops, stations, and onboard would encourage ridership, all proposed changes were popular, but the following stood out as most popular:**
 - Digital signs with real time information
 - Stops/stations that are more comfortable, clean, and welcoming
 - Better pedestrian access to stops/stations
 - Modern buses/trains that use the latest technology and green energy

Key Findings: Opportunities to increase ridership

- In the core region and inner suburbs, respondents tended to mention **frequency of service** as a top priority.
- In outer areas, respondents were more concerned with **distance to and from stops**.



Number and percentage of survey responses by jurisdiction.

Key Findings: Future investments

Support for investment options vary, with many expressing support for tolling, taxes, and vehicle fees to support transit.

- A regional transit tax (65%)
- Increased fees for private vehicles (55%)
- Expanding tolling to more lanes or roads (51%)

Support is lowest for increased fares, with slightly more support for increased fares during peak hours (45%) than for all hours (36%).

When planning for and funding transit services in our region, leaders should prioritize:

- Reliable service (63%)
- Efficiently operated transit (50%)
- Expanded service across the region (45%)

Key Findings: Future investments

Most respondents support more and better transit in the region, even if it results in higher costs.

- 90% support more and better transit services in the region.
- 81% support more and better transit services in the region even if it results in somewhat higher costs (taxes, fares, fees, etc.).

DMVMoves activities responsive to survey findings

DMVMoves work activities focuses on:

- Actions that will improve service (frequency, coverage, service types), provide cost efficiencies (coordination and sharing resources) and a seamless user experience (consistent fare policy, way finding, communications, transit stop design and amenities, etc.)
- Working with all transit operators in the region to identify opportunities and issues to take action and address to realize cost and service efficiencies
- Identifying unmet financial needs of all operators to maximize transit service in the region that is reliable, affordable and ensures the transit system in a state of good repair.
- Securing regional commitment to raise new revenues that is predictable, sustainable and dedicated to transit operations and capital investments.

Initial Recommendations to achieve service and cost efficiencies

Customer-Experience Improvements



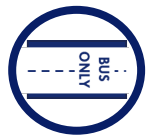
Integrate and align fare policies to provide consistent customer experience (e.g., transfers, youth fares, etc.)



Adopt shared service guidelines for when and how often transit operates and measure performance



Improve wayfinding, customer information, and amenities at transit stops



Implement bus priority strategies to get best value from high-frequency routes

Administrative & Cost Efficiencies



Explore shared use of resources and assets and grouped procurements



Make training, certification, and inspection programs more consistent across the region

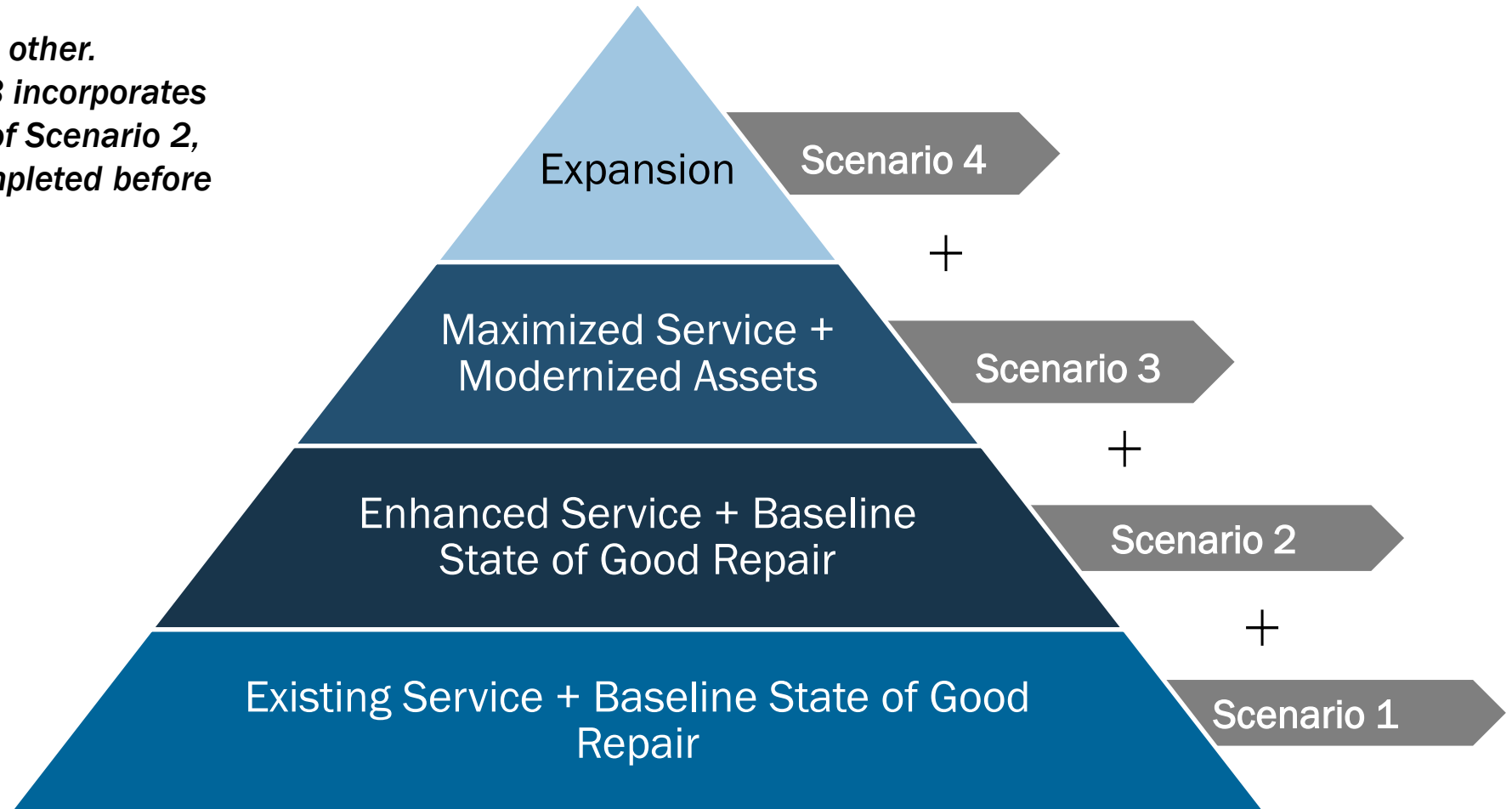
**Action plans will be provided in November for Task Force adoption.
Advisory Groups will provide more recommendations as the project progresses.**



Potential Transit System Funding Scenarios

Four scenarios to support near-term needs and long-term opportunities:

*Scenarios build on each other.
For example, Scenario 3 incorporates the changes and costs of Scenario 2, Scenario 3 must be completed before system expansion, etc.*



Scenario 1: Existing Service + Baseline State of Good Repair

- All providers continue existing (FY2025) service
- Capital investments limited to necessary State of Good Repair (SGR)
- Funding gap exists
 - Increased service costs
 - Not all necessary SGR currently funded

Scenario 2: Getting More Value from Existing Transit Assets

- Meet Scenario 1 needs
- Metro and the region implement Better Bus Visionary Network Phase 1
 - Includes increases in local bus service (esp. off-peak and weekend)
- Planned service improvements:
 - MARC and MTA commuter bus
 - Optimized Metrorail service

Scenario 3: Operate at Full Capacity; Modernization to Make Transit More Cost Efficient

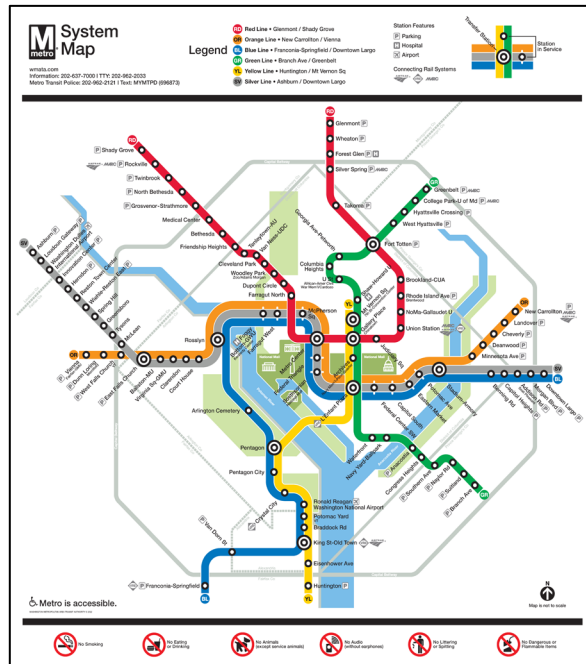
- Maximize region's transit system
- Efficient operations to enable both faster and more reliable service
- Targeted capital investments to make service delivery more cost-effective
- Will not and cannot solve challenges alone but can reduce their magnitude

Scenario 4: Expand System to Move More People + Generate Economic Activity = Meet Region's Goals

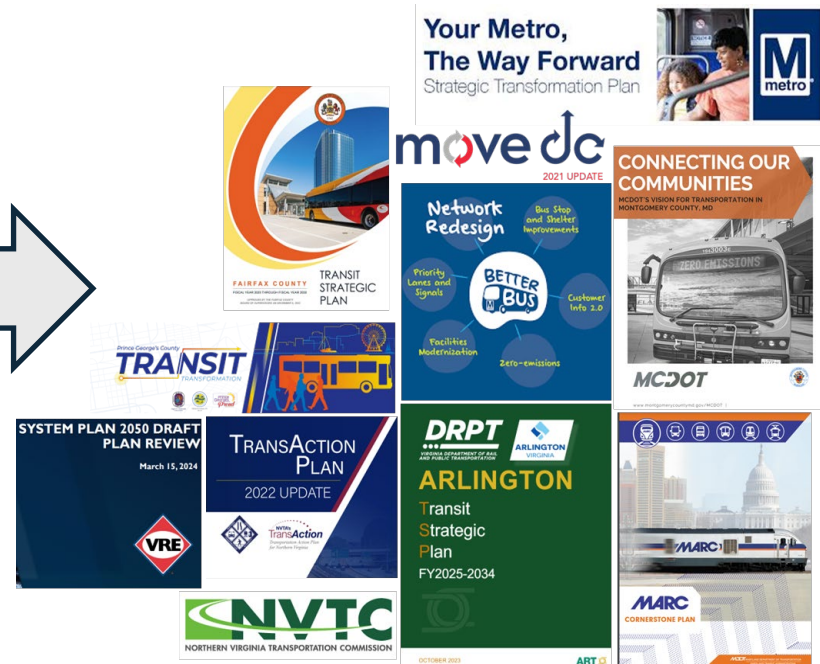
- Expand region's transit system to meet current and future needs and connect the region
- Move more people on transit through infill stations, bus rapid transit (BRT) lines, ferry services, bike share.
- Focus housing and jobs around transit
- Improve air quality and the environment

NEXT STEPS: The Future Requires A Shared Vision

The region once had a unified



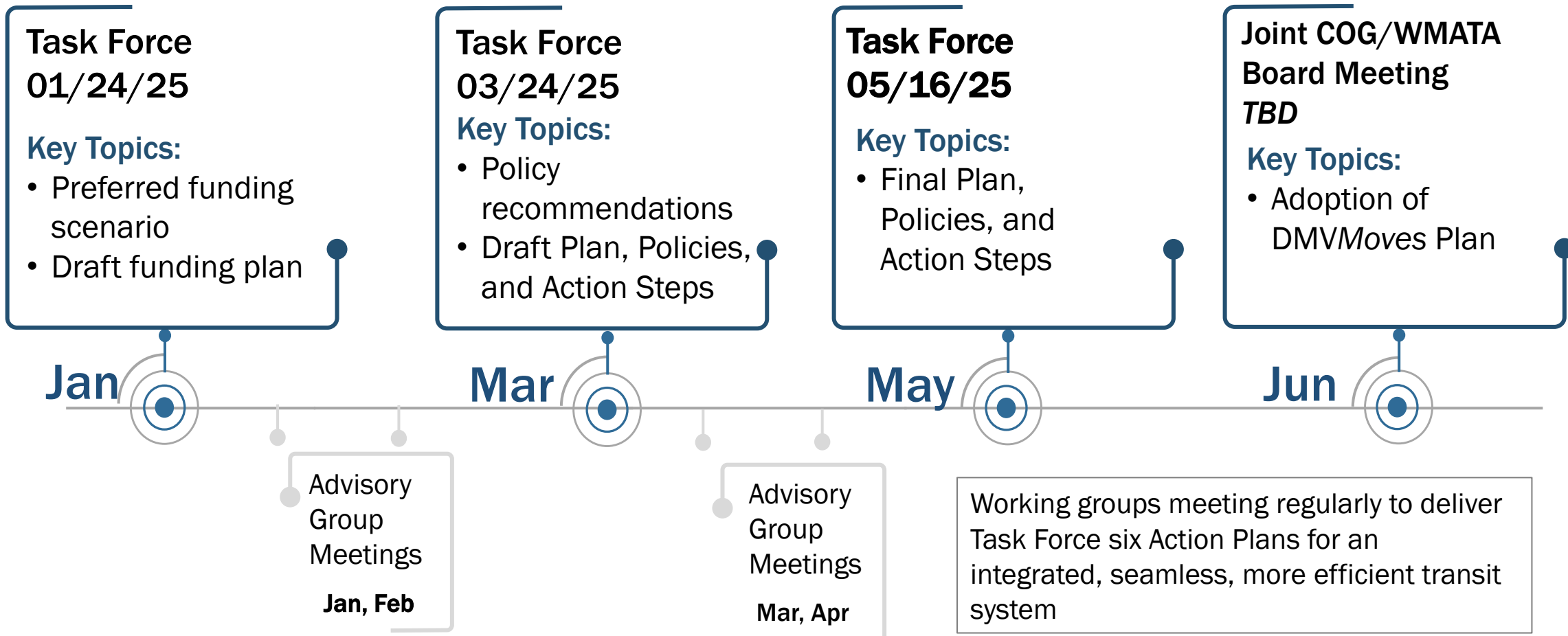
...currently lacks one...



...but now has the opportunity for a new unified vision.



DMVMoves Look-Ahead



ANNUAL REGIONAL TRANSIT AND HIGHWAY SAFETY TARGETS

Performance Based Planning and Programming (PBPP)

Pierre Gaunard
TPB Transportation Planner

Janie Nham
TPB Transportation Planner

TPB Technical Committee
December 18, 2024



National Capital Region
Transportation Planning Board

Agenda

- Transit Safety – Final Targets
- Highway Safety – Final Targets
- Next Steps



2024 NCR Transit Safety Targets

	Fatalities			Injuries			Safety Events		Assaults on Transit Workers		Collisions			Reliability
	Number	Rate	Transit Worker Rate	Number	Rate	Transit Worker Rate	Number	Rate	Number	Rate	Rate	Pedestrian Collision Rate	Vehicular Collision Rate	MDBF
Heavy Rail (HR)	0	0	0	256	24.20	9.50	127	12.80	586	59.1	2	0.00	2	29,000
Streetcar Rail (SR)	0	0	0	6	6.69	n/a	6	6.69	n/a	n/a	n/a	n/a	n/a	1,000
Urban Bus (MB)	0	0	0	403	0.69	0.19	357	0.61	207	0.37	1.43	0.05	1.12	8,964
Commuter Bus (CB)	0	0	0	6	0.07	0.10	3	0.04	0	0	2	0	2	25,000
Demand Response (DR)	0	0	0	42	0.21	0.07	54	0.27	9	0.04	0.25	0.00	0.25	24,913
Vanpools (VP)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

- Rate = Per 100,000 Vehicle Revenue Miles, except HR (per 10M VRM)
- MDBF = Mean Distance Between Failures



Highway Safety Targets



Summary: NCR Highway Safety Targets (Uncapped)

Performance Measure (5-year rolling average)	Adopted 2020-2024 Targets	2021-2025 Targets	Difference	Percent Difference
# of Fatalities	253.0	<u>312.2</u>	59.2	23.4%
Fatality Rate (per 100 MVMT)	0.588	<u>0.751</u>	0.163	27.7%
# of Serious Injuries	1,675.7	<u>1,661.9</u>	-13.8	-0.8%
Serious Injury Rate (per 100 MVMT)	3.222	<u>3.773</u>	0.551	17.1%
# Nonmotorist Fatalities & Serious Injuries	473.5	<u>474.1</u>	0.6	0.1%

*Cap applied



Summary: NCR Highway Safety Targets (Capped)

Performance Measure (5-year rolling average)	Adopted 2020-2024 Targets	2021-2025 Targets	Difference	Percent Difference
# of Fatalities	253.0	<u>253.0*</u>	0.0	0.0%
Fatality Rate (per 100 MVMT)	0.588	<u>0.588*</u>	0.0	0.0%
# of Serious Injuries	1,675.7	<u>1,661.9</u>	-13.8	-0.8%
Serious Injury Rate (per 100 MVMT)	3.222	<u>3.222*</u>	0.0	0.0%
# Nonmotorist Fatalities & Serious Injuries	473.5	<u>473.5*</u>	0.0	0.0%

*Cap applied



Next Steps

- Upon adoption of targets, TPB staff will subsequently transmit the adopted targets to the State DOTs in accordance with established written agreements for performance planning reporting



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National Capital Region
Transportation Planning Board

TOWARDS A WORLD CLASS TRANSIT SYSTEM

UPDATE ON DMVMoves WORK ACTIVITIES

Nick Donohue, Capitol Transportation Consulting
Facilitator, DMVMoves

Transportation Planning Board
December 18, 2024

Briefing Topics

- DMVMoves – Vision and Goals
- Input from the public
- Service and Cost Efficiency Opportunities
- WMATA’s State of Good Repair
- Operating and Capital Funding – Needs and Options
- DMVMoves look ahead

DMVMoves Vision

Transit is the backbone of an integrated, world-class mobility network that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equity.



DMVMoves Goals

1. Make transit a preferred travel choice by delivering safe, frequent, reliable, accessible, and affordable service that takes people where they want to travel, when they want to travel
2. Provide a seamless, connected, and convenient customer experience that is intuitive, easily understandable, and consistent across operators and areas of the region
3. Grow ridership by focusing development near transit, expanding and improving transit connections to economic opportunities, and establishing other supportive land use policies
4. Enhance quality of life and advance economic development, regional environmental sustainability, climate resilience, and equity goals through innovative and inclusive transit solutions
5. Ensure long-term, predictable, and sustainable transit funding with accountability and transparency for all providers
6. Establish standard, best-in-class transit workforce policies and skills training that ensures a robust labor force and helps transit better compete in the labor market

What We Heard From the Public

Survey conducted regionwide June-August 2024. Over 5,000 respondents.



Over 80% of respondents support more and better transit services, even if it requires higher investment by the region



Main Challenges:

1. Not frequent enough
2. Too many transfers
3. Lack of real-time information



Main Challenges:

1. Stops too far away from home and/or destination
2. Not frequent enough



Top Priorities

1. More frequent off-peak and late-night service
2. Bus-only lanes
3. New transit connections/routes



Top Priorities

1. More frequent off-peak and late-night service
2. New transit connections/routes
3. Longer operating hours



Service And Cost Efficiencies

Customer-Experience Improvements



Integrate and align fare policies to provide consistent customer experience (e.g., transfers, youth fares, etc.)



Adopt shared service guidelines for when and how often transit operates and measure performance



Improve wayfinding, customer information, and amenities at transit stops



Implement bus priority strategies to get best value from high-frequency routes

Administrative & Cost Efficiencies



Explore shared use of resources and assets and grouped procurements

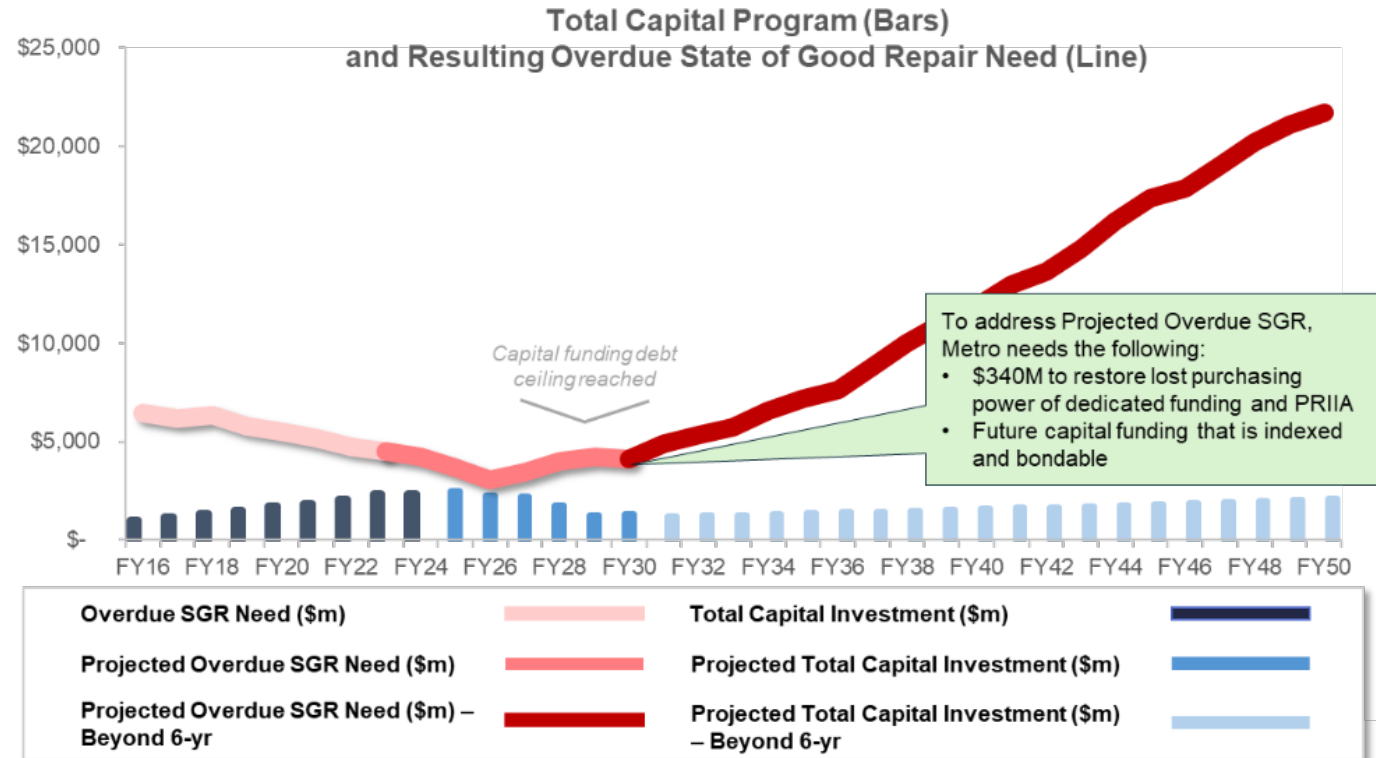


Make training, certification, and inspection programs more consistent across the region

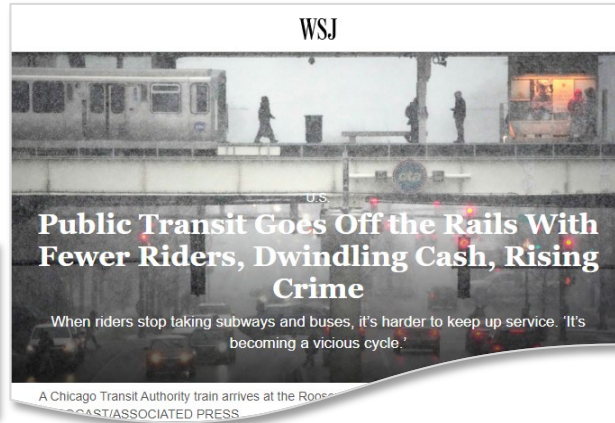








Current Capital Funding Deficits Threatens Progress Made

- Causes of WMATA's deficit:
 - PRIIA and Dedicated Funding were not indexed to inflation
 - Unusually high inflation has reduced WMATA's purchasing power
 - Capital funds are being used for preventive maintenance operating costs
- Borrowing capacity anticipated to run out by ~FY2028
- As backlog SOGR grows, performance and reliability decreases and risk increases
- WMATA must maintain essential SOGR programs to avoid asset failure, as experienced prior to SafeTrack and Platform Improvement projects
- Inadequate funding will result in declining reliability, worsening customer experience, and increased safety risk



Transit Funding Shortfalls – Nationwide Problem



Operating Deficits faced by U.S. Transit Agencies	 MBTA	 CTA	 LA Metro	 NJ Transit	 NY MTA	 BART	Muni
Deficit	\$475 Million	\$400 Million	\$1 Billion	\$958 Million	\$3 Billion	\$340 Million	\$234 Million
Year	2026	2026	2026	2027	2025	2027	2028

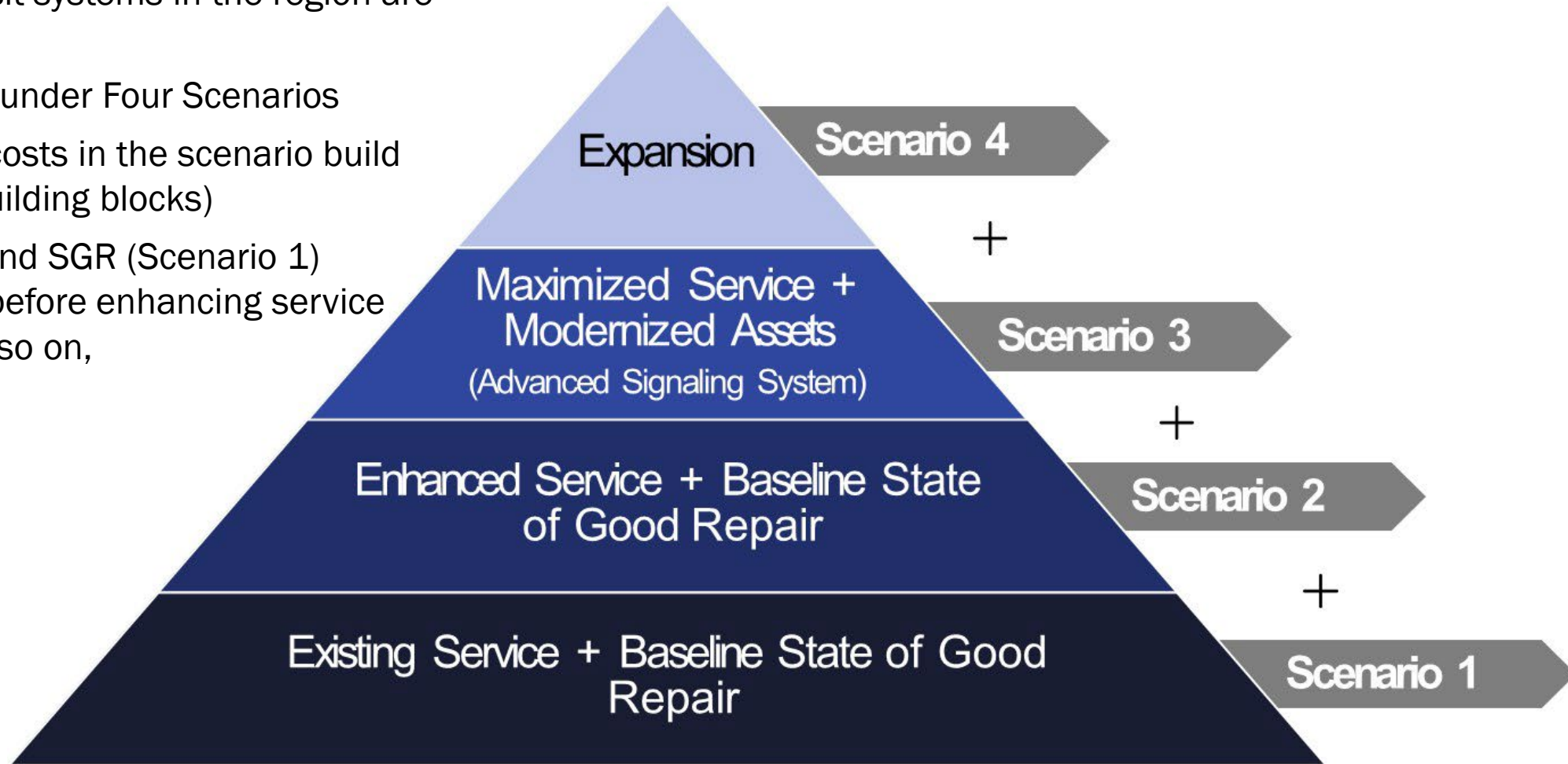
Region's Transit Funding Needs

Needs of all transit systems in the region are considered

Needs examined under Four Scenarios

The service and costs in the scenario build on each other (building blocks)

Existing service and SGR (Scenario 1) must be funded before enhancing service (Scenario 2) and so on,



Scenario 1 Run Current Metro Service: WMATA Needs

\$140M, indexed, for operations
(keep existing system running)

\$140M

New operating funding in FY2028

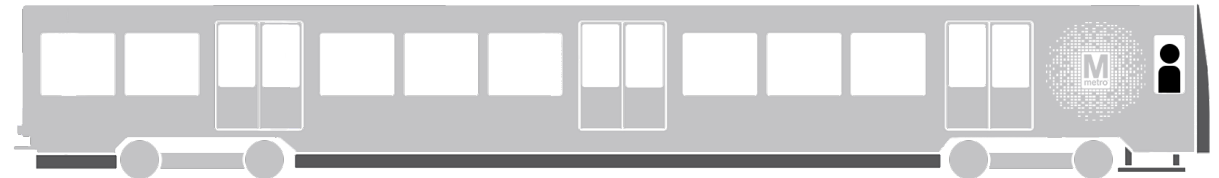


Metro could stop using federal capital funds
(PM transfer) to cover operating deficit



Metro would commit to maintaining current
service levels with Scenario 1 investment

Metro's current structural operating
budget deficit remains



Scenario 1 Keep Metro in Good Repair: WMATA Needs

\$340M, indexed, for capital
(maintain current system in
State of Good Repair)

\$340M

Restores lost purchasing power of Dedicated
Funding And PRIIA *

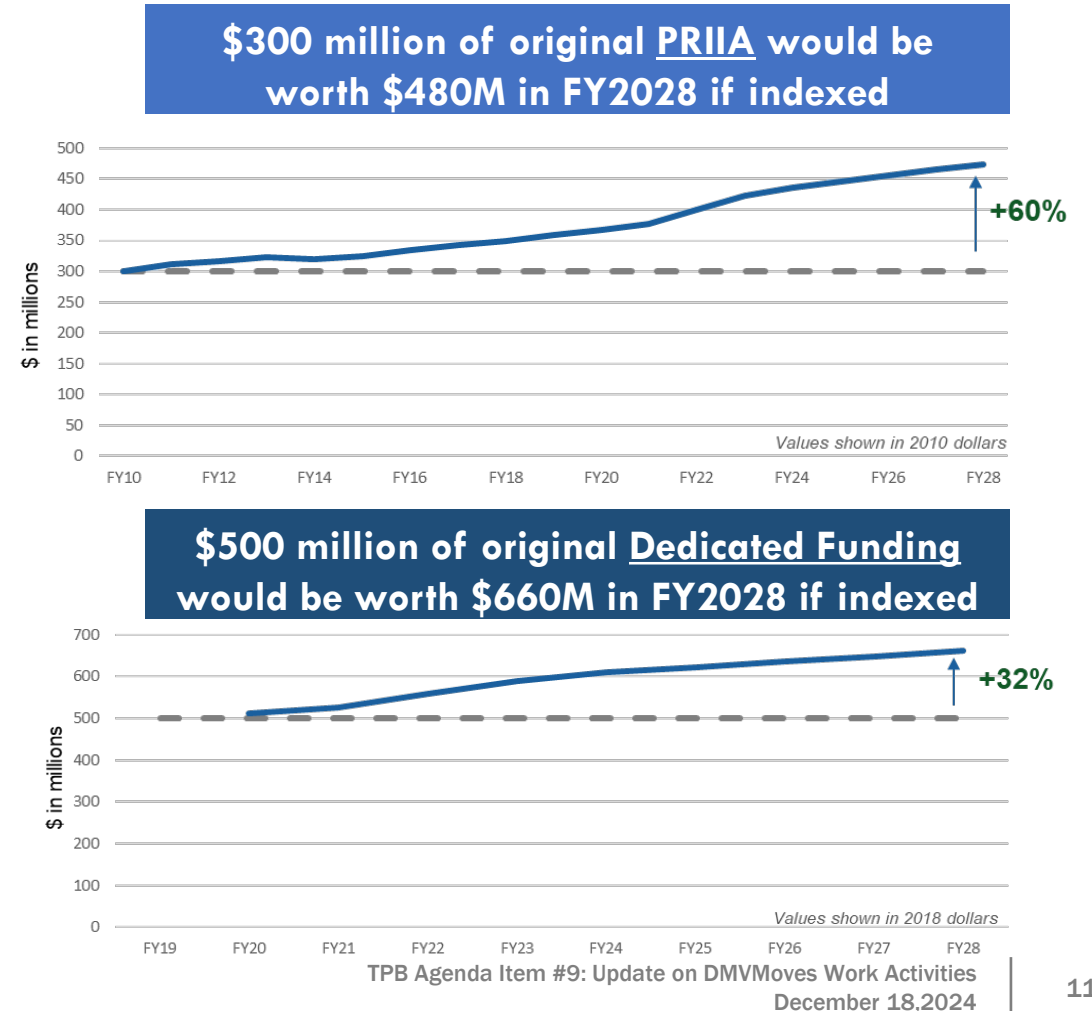


Indexing new base capital funding creates
revolving state of good repair bond program

Metro would commit to maintaining system
State of Good Repair with this investment



Capital funding value has eroded – was not
indexed to inflation



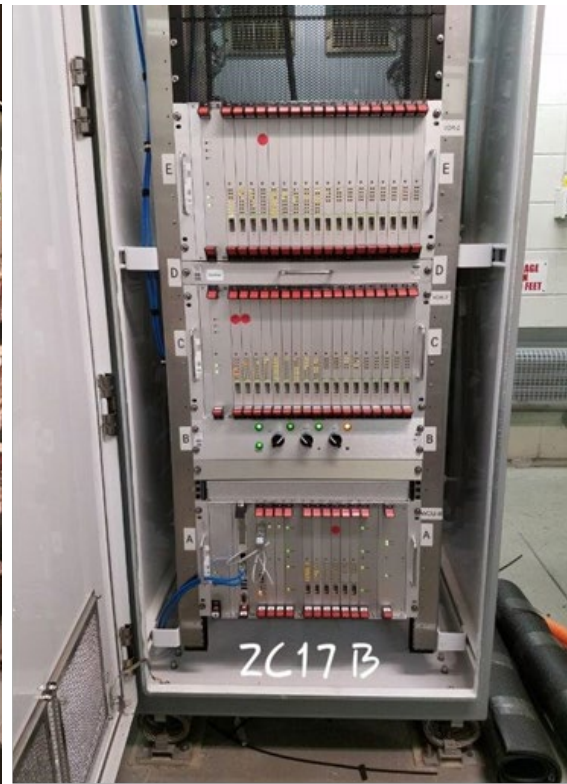
WMATA Major SGR Investment: Advanced Signaling System

1970s era train signaling system must be replaced with modern system

Current System



Advanced System



Replacement is not optional

- Largest and highest priority state of good repair need
- Legacy system is old, inefficient and will be obsolete
- #1 cause of infrastructure-related service disruptions
- Long-term potential for reliability and safety issues
- Replacement parts increasingly hard to source
- High and growing costs to maintain

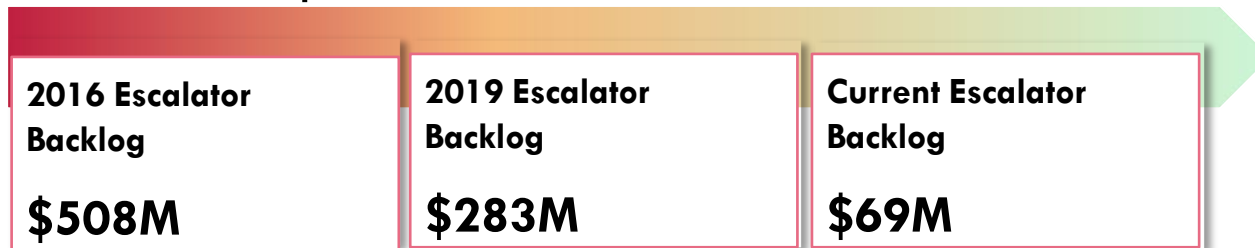
WMATA Major SGR Investment: Escalators And Elevators

Access to Metro stations begins and ends with escalators and elevators

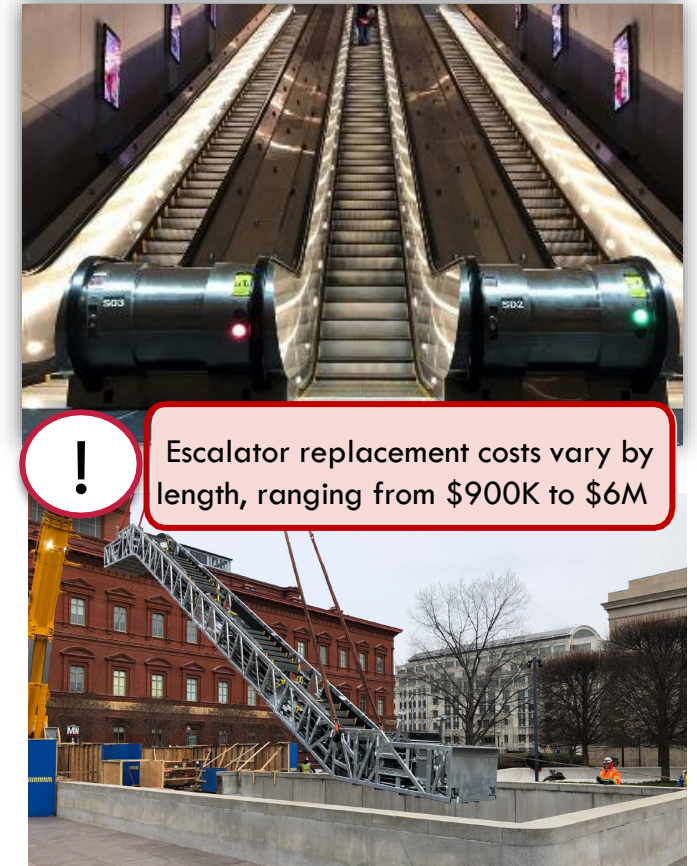
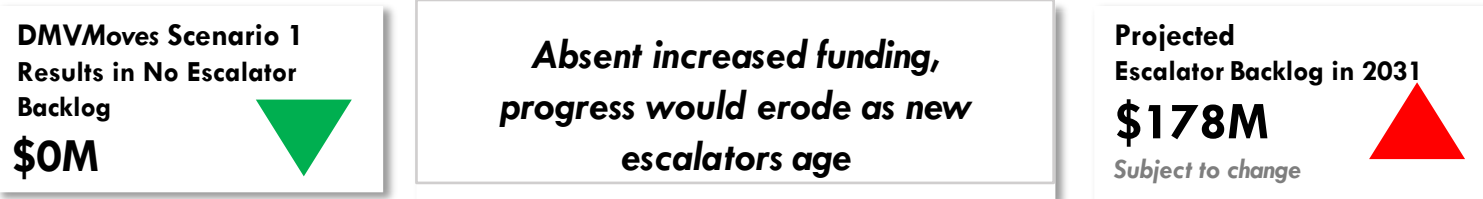
Metro has the largest inventory of escalators of any organization in the United States

Escalator State of Good Repair Progress

Metro has replaced over 250 escalators since 2016



Escalator State of Good Repair Outlook



Scenario 1 Local/State Transit Operating and SGR Needs



Operating: \$40M

All providers continue existing (FY2025) service levels

+

Capital: \$140M

Capital investments limited to necessary repair/maintenance

Scenario 2 Existing System Enhanced Service: WMATA Needs

Additional \$120M of investment in operations would serve more people and support the region's growth



Metrobus

- Add 15+ more routes to the 48 frequent service routes in the 2025 Better Bus Network
- Add 5+ more routes to the 24-hour network, connecting to airports and other key destinations



Metrorail

- More 8-car trains for capacity
- 3-4 hour peak periods
- More frequent trains
- Weekends open at 6am, close at 2am

Metro and region can leverage the system's existing capital assets and ramp up service through FY2028, increasing connections and frequency at low marginal cost



Scenario 2 Existing System Enhanced Service: Local / State Transit Systems Need

Additional \$75M of investment in operations would serve more people and support the region's growth

Local Bus Service – Scenario 2

- Local bus provider service increase ~10%



Commuter Rail and Bus – Scenario 2

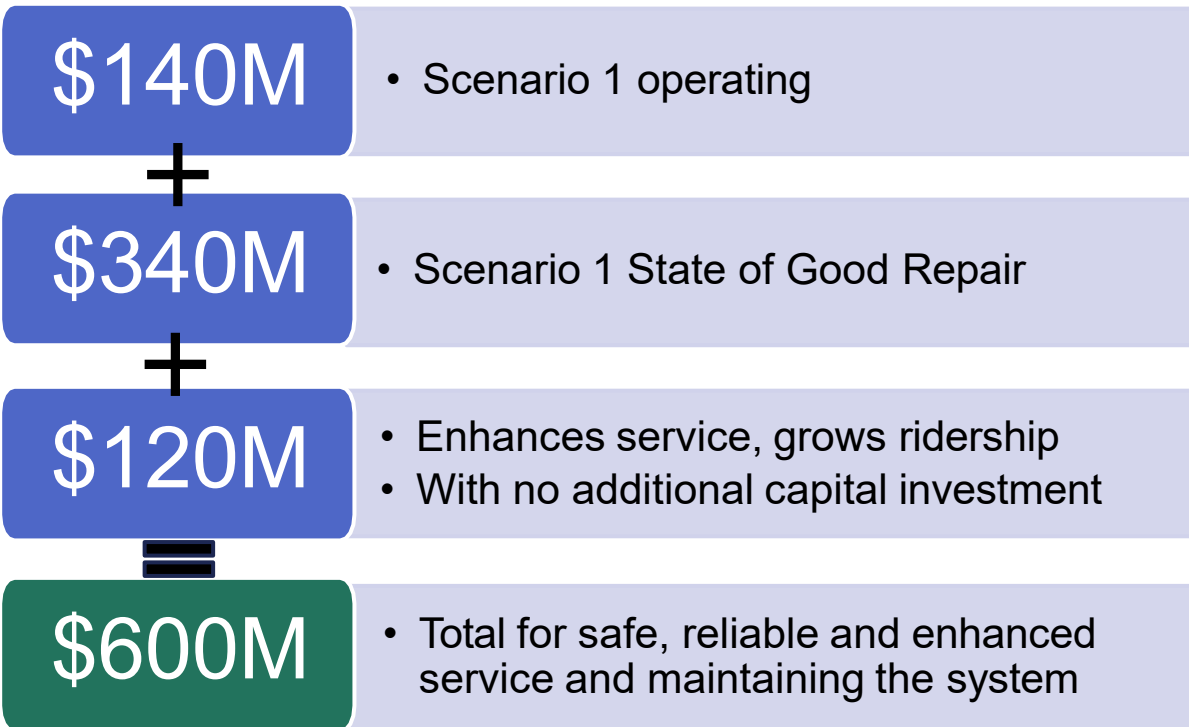
- Increase in MARC and VRE
- Increase in MTA commuter bus



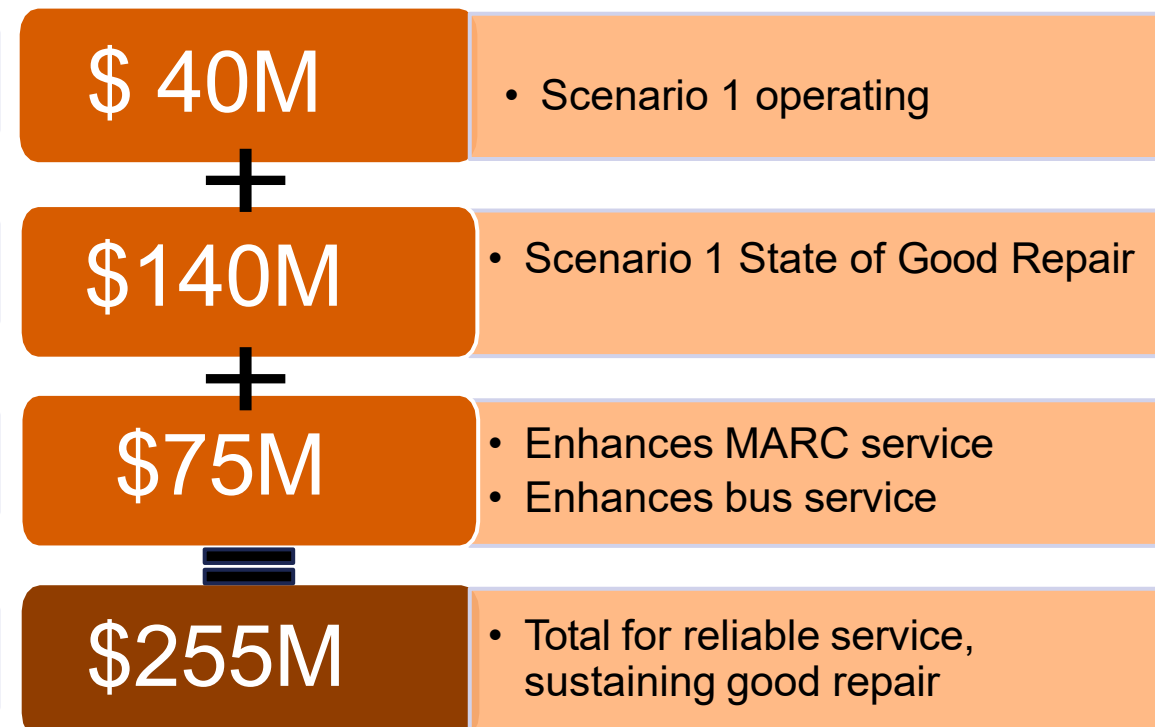
Scenarios 1 and 2 Summary: Baseline for Enhancing Service and Sustaining it into the Future

FY2028 Funding Needed: ~ \$855M indexed to grow
 \$600M Metro and \$255M local providers

Metro



Local / State



Scenario 3 Modernization Scenario 4 Expansion

**100% 8-car
trains**

**Fully
automated
Metrorail
System**

**New Metro
infill stations**

**Blue Orange
Silver Capacity
Program**

**MARC / VRE
improvements**

**Full zero-
emissions
bus system**

**New station
entrances and
connections**

**New rail
lines/
extensions**

**Full Better Bus
Visionary
Network**

**Regional bus
priority/ Bus
Rapid Transit**

**Running
Metrorail at
maximum
capacity**

**Regional rail
MARC / VRE
growth plans**



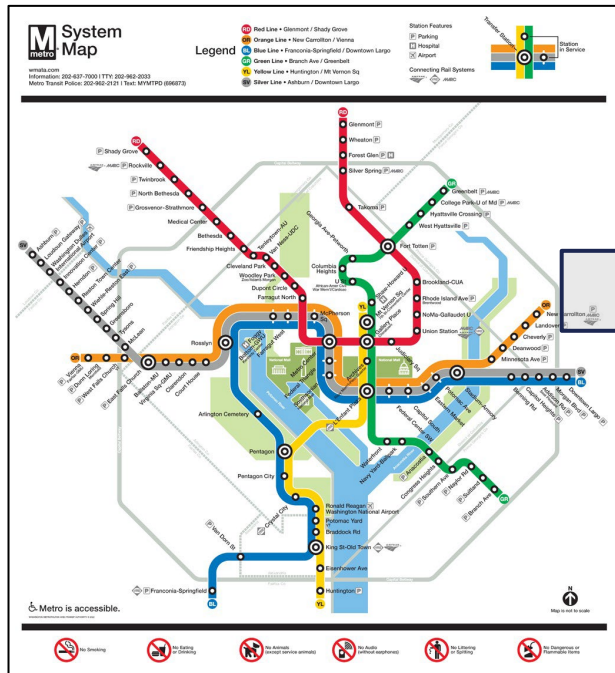
New Funding Assumptions

- Funds are provided to WMATA in a manner that allows for bonding
- New capital funds and existing capital funds are indexed to grow at 3%
- Assumes non-federal funding partners assume costs of restoring purchasing power of federal PRIIA funds

Analysis shows that above can provide for a sustainable, revolving bond program for WMATA's State of Good Repair needs

World Class Transit Requires A Shared Vision

The region once had a unified transit vision...



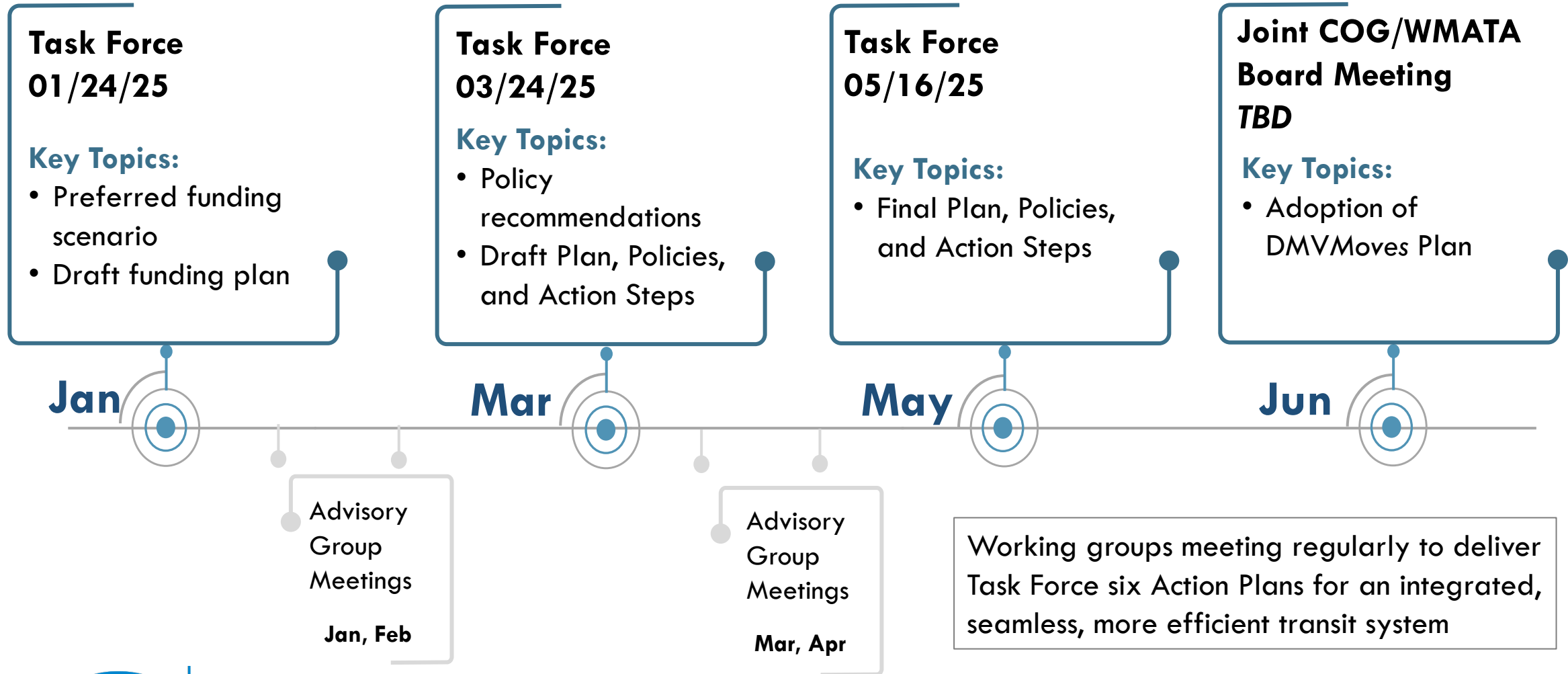
...currently lacks one...



...but now has the opportunity for a new unified vision



DMVMoves Look Ahead



Nick Donohue

Capitol Transportation Consulting
Facilitator, DMVMoves

[DMVmoves.org](https://dmvmoves.org)

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UPDATE ON THE CONGESTION MANAGEMENT PROCESS (CMP)

Andrew Meese
TPB Program Director, Systems Performance Planning

Transportation Planning Board
December 18, 2024



Objectives for This Presentation

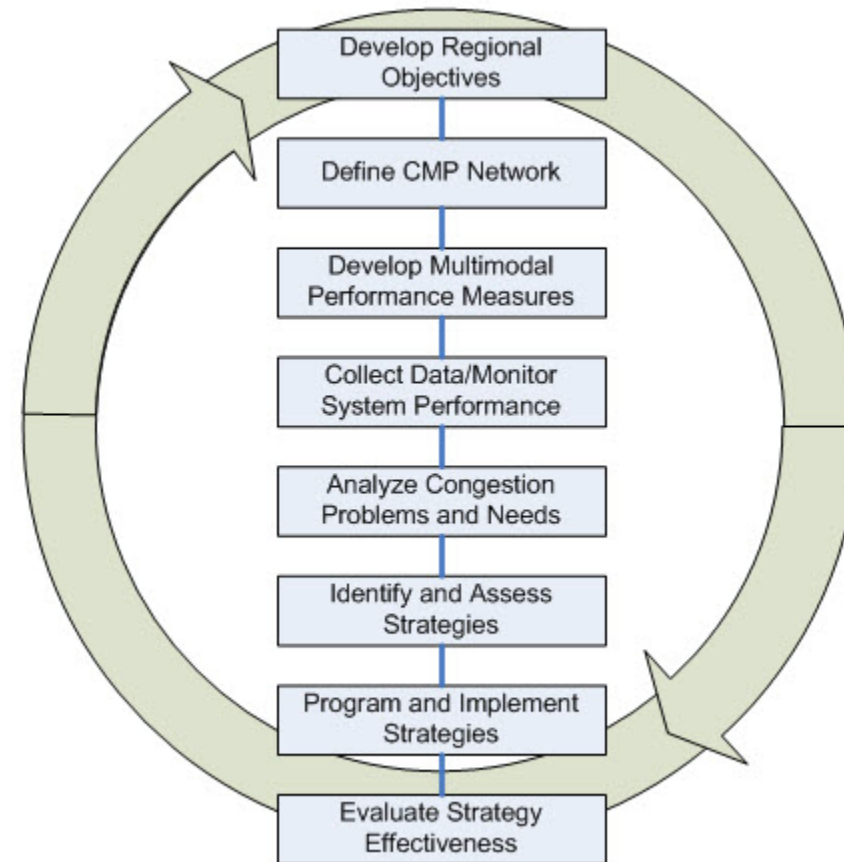
- Serve as a reminder to the TPB of the existence of the federal Congestion Management Process requirements
- Describe the variety of TPB and member agency activities that contribute to the region's compliance with this federal requirement
- Note the information compiled by TPB available for member agencies as they develop projects proposed for inclusion in Visualize 2050 and the Transportation Improvement Program



What Is A CMP?

The transportation planning process in a TMA shall **address congestion management through a process** that provides for safe and effective integrated management and operation of the multimodal transportation system...**through the use of travel demand reduction...job access projects, and operational management strategies.**

- Federal Register Vol. 81, No.103, pp.34152, May 27, 2016.
- TAM: Transportation Management Areas



TPB's Role As Described in *Visualize*

- Due to population and economic growth, congestion is forecasted to increase
- The TPB must continuously plan to move more people and goods through multimodal strategies and efficient management of the system, and providing connectivity for people and goods to destinations across the region
- Based on TPB analyses and other sources, the CMP provides information on trends and strategies for members' awareness

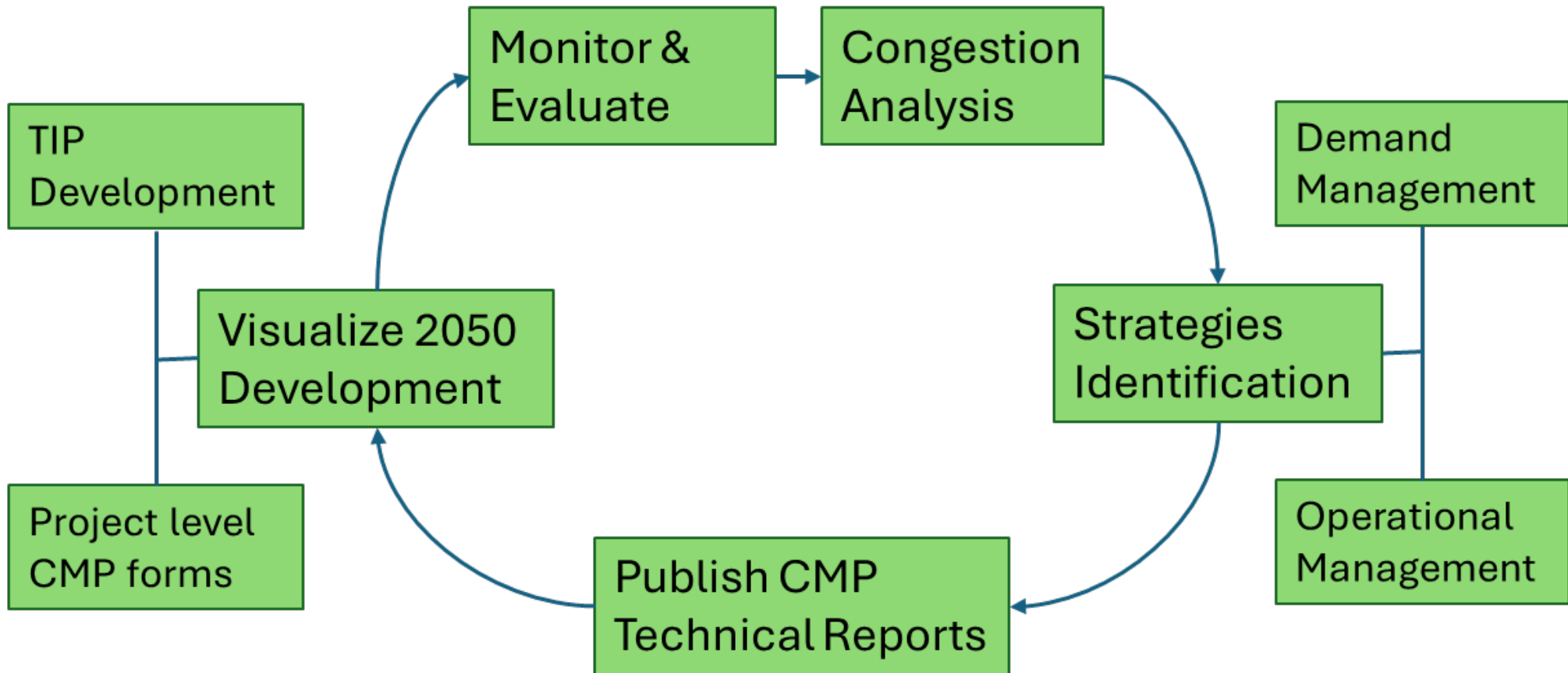


Congestion Management Process Components

- Visualize 2045 contains CMP elements, and is the document that has been approved by the board
 - TPB ensures that the plan includes alternatives to SOVs
 - The CMP informs the project selection process for the plan and TIP
 - Agencies provide project-specific CMP information within Technical Inputs Solicitation
 - Quarterly and biennial Technical Reports provide more data
- All are informing Visualize 2050 development



National Capital Region Transportation Plan & CMP



CMP Components of *Visualize*

Component	TPB Role	Documentation
1. Monitoring and evaluating transportation system performance	Monitor system performance and identify benefits that various congestion management strategies may have.	Travel monitoring and trends reports
2. Defining and analyzing strategies	Leveraging accurate and reliable data, the TPB and regional partners collaboratively establish priority strategies (both demand management and operations management) to alleviate congestion	The TPB's congestion management strategies can be found online at: Major CMP Strategies .
3. Compiling project-specific congestion management information	Compile information on implementation agencies' consideration of CMP strategies	Through the TPB's Technical Inputs Solicitation for projects, sponsors can indicate whether the need for their project stems from recurring or non-recurring congestion, and describe CMP strategies considered
4. Implementing strategies	Commuter Connections program promotes and implements regional demand management; TPB members implement the strategies and submit projects, programs, and policies to the TPB for inclusion in the NC RTP and TIP	TPB members implement regionally significant projects, programs, and policies that reflect the CMP strategies included in the NC RTP and TIP

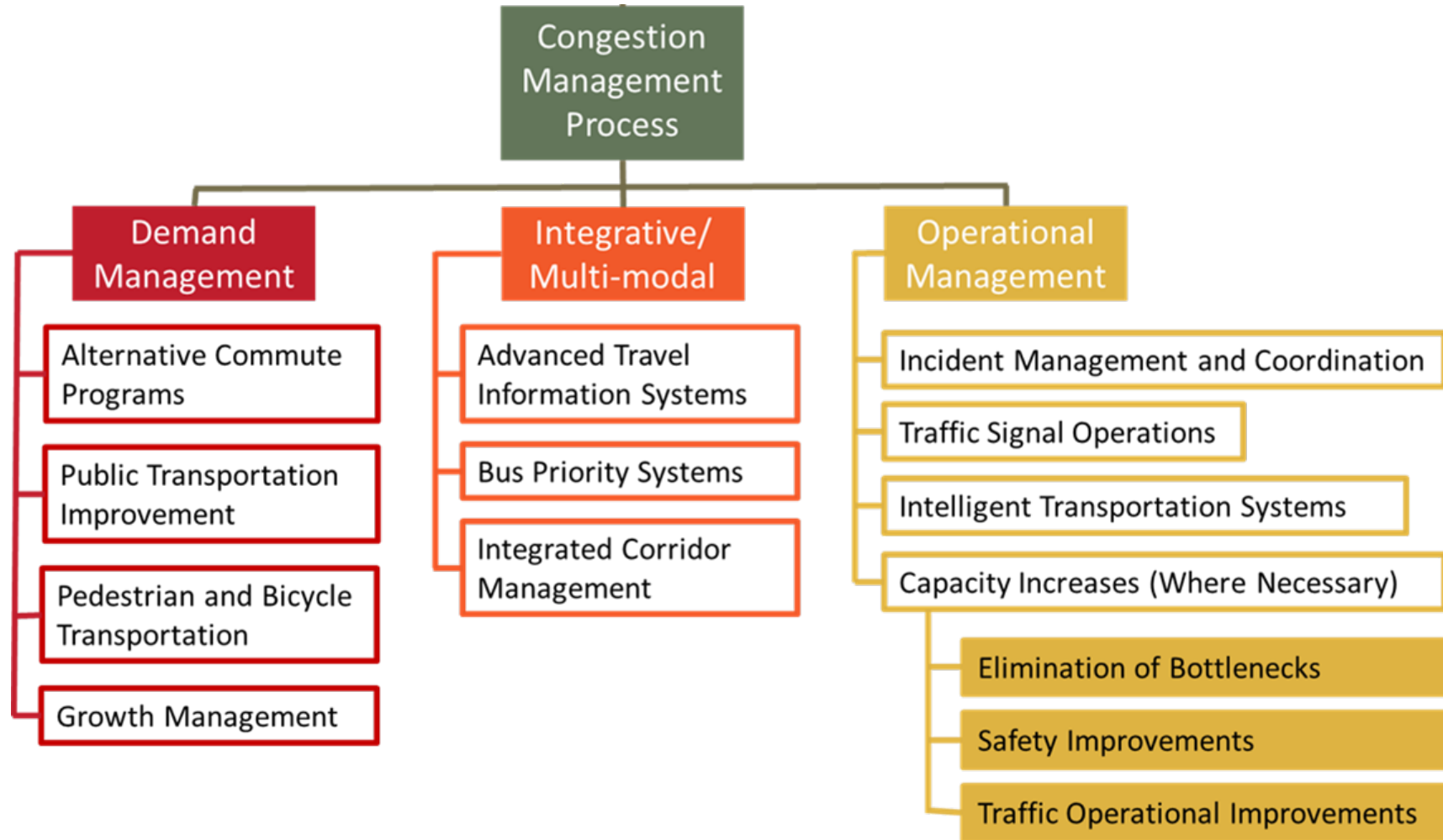


Selected TPB Priority Strategies and the CMP

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit and Transitways
- Move More People on Metrorail and Commuter Rail
- Expand Express Highway Network
- Improve Walk and Bike Access to Transit
- Complete the National Capital Trail Network
- Apply Safety Strategies to Design and Operate Safer Infrastructure
- Reduce Travel Times on all Public Transportation Bus Services
- Implement Transportation System Management Operations Measures



Congestion Management Strategies



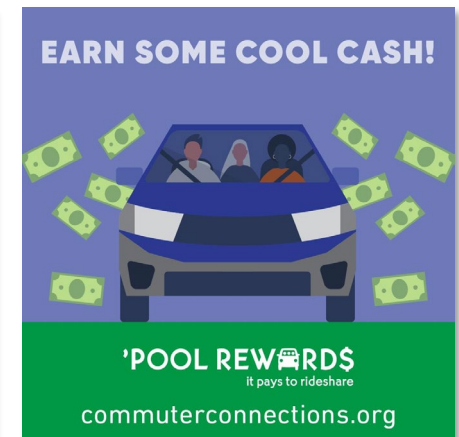
CMP and Commuter Connections

- The Commuter Connections Program is the centerpiece of the region's Transportation Demand Management (TDM) efforts that are essential to satisfy federal CMP requirements
- Commuter Connections Program Background:
 - Mission: Encourage commuters in the National Capital Region to try and adopt the use of alternatives to the single-occupant automobile
 - Structure: A network of nearly 30 transportation organizations - including COG, local governments, state DOTs (i.e., program funders), and federal agencies – working to achieve the mission
 - Strategy: Transportation Demand Management (TDM) implementation through various programs and services

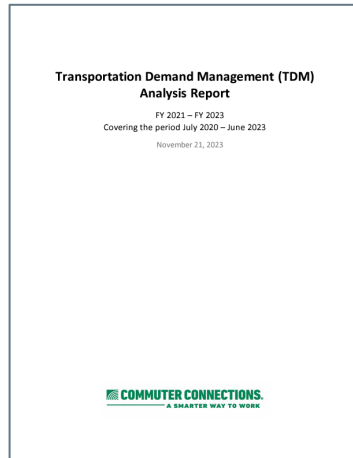


Commuter Connections Programs

- Core Programs:
Ridematching, Guaranteed Ride Home
- Commuter Resources:
Commuter Calculator, Maps
- Regional Events Promoting Alternative Modes: Car-Free Day, Bike-to-Work Day
- Regional Mass Marketing and Employer Outreach
- Monitoring and Evaluation



Commuter Connections Monitoring and Evaluation



- The CMP relies on the Commuter Connections Program’s robust monitoring and evaluation activities
 - Feedback from program participants is gathered via surveys, analyzed and published into reports
 - Insights on regional commute trends are gathered through the triennial State of the Commute survey



Measure	Daily Reductions
Vehicle Trips	119,500
Vehicle Miles of Travel	2,168,000
Nitrogen Oxides (NOx)	0.4 Tons
Volatile Organic Compounds (VOC)	0.3 Tons

Operations Management: the CMP and MATOC

- The Metropolitan Area Transportation Operations Coordination (MATOC) Program is the centerpiece of the region's operations management, and is critical to the CMP
 - A joint operations program between DDOT, MDOT, VDOT, & WMATA to improve inter-agency information sharing and coordination
 - Partnering with DOT Operations and Traffic Incident Management
 - MATOC's mission is to provide situational awareness of transportation operations in and around the National Capital Region (NCR)
 - Develop tools and processes that enables operating agencies and the traveling public to make better decisions
 - MATOC is not command and control, it is advisory in nature and serves as a decision support function
 - Evaluation showed a 10:1 benefit-cost ratio for MATOC operations



MATOC's Situational Awareness Mission

Input



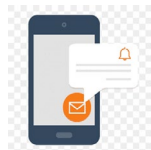
Traffic Cameras



Media Broadcasts

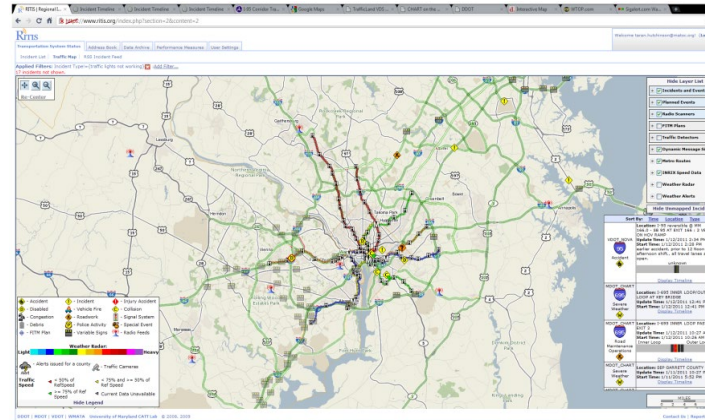


Scanners
(Public Safety / Media / Agency/Traffic Spotters)

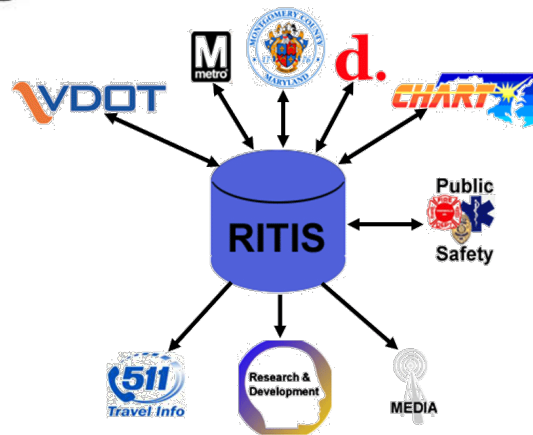


Incoming Messaging Feeds
(Agency / Media / Social Media)

Fusion



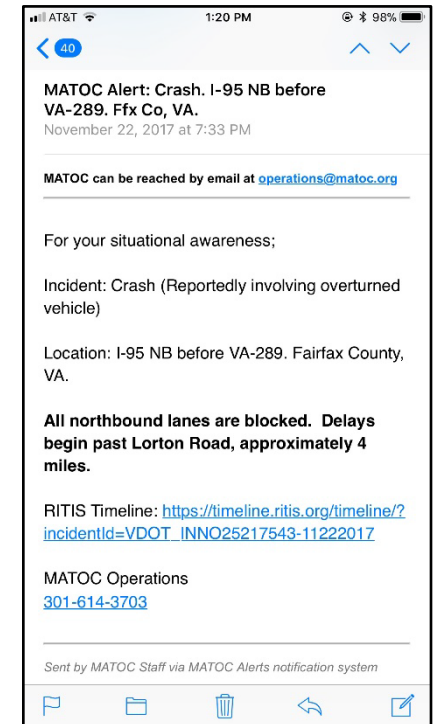
RITIS - Regional Integrated Transportation Information System



MATOC Staff Monitoring



Notifications



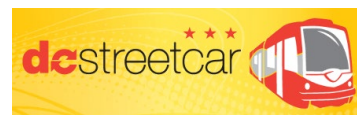
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Modal and Integrative CMP Strategies

- Transit Systems – critical to car-free or car-light living and equity
 - Bus priority and BRT systems
- Pedestrian and Bicycle Transportation – every trip is a trip not taken in a motor vehicle
- Micromobility – shown to help underserved communities
- Integrated Corridor Management – looking at all aspects and all modes
- Land Use Strategies – avoiding car-dependent land uses



Selected Congestion Management Strategies



Trends

- Traffic congestion has worsened on average during both morning and evening peak hours
 - Comparing 2013 to 2023 on 18 major corridors around the region
- Varying impacts across corridors
 - The impact varies significantly across corridors, with some experiencing improvements and others significant slowdowns
 - Improvements in corridors where priced lanes were implemented
- Potential shift in commuter behavior
 - Commuter behavior may have shifted post-pandemic, with a larger increase in congestion observed during the evening peak hour potentially reflecting a change in work schedules or trip patterns



Key CMP Observations

1. Commuter Connections and other travel demand management strategies remain crucial for congestion mitigation
2. MATOC continues to play an important role in coordination and communicating incident information during both typical travel days and special events
3. Walking and bicycling continue to grow in the region in part due to increasing connectivity in the bicycle and pedestrian network



Outlook

- The Congestion Management Process remains a federally-required component of metropolitan transportation planning
- CMP guidance and findings are consistent with and supportive of TPB's travel demand reduction and management goals
- TPB has information resources for member agencies at www.mwcog.org/congestion



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