



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** May 12, 2022

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The attached materials include:

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**SUBJECT:** Steering Committee Actions  
**FROM:** Kanti Srikanth, TPB Staff Director  
**DATE:** May 12, 2022

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At its meeting on May 6, 2022, the TPB Steering Committee reviewed and adopted TPB Resolution SR15-2022 to approve two additional projects for funding under the FY 2023 Transportation Alternatives Set-Aside Program for Northern Virginia. In February of this year, the TPB approved a slate of projects using this annual sub-allocation for FY 2023. However, the federal Infrastructure, Investment and Jobs Act (IIJA), approved last year, expanded funding for the program and this increase included additional funding for FY 2023 in Virginia. A TPB selection panel has recommended that two projects receive this new funding: Ellicott Street (Occoquan Greenway Connection) in Prince William County for \$1,995,470, and the G Street Sidewalk project in Purcellville for \$701,244.

The Steering Committee adopted four resolutions approving amendments to 19 projects in the FY 2021-2024 Transportation Improvement Program (TIP). The region's three DOTs and WMATA each requested amendments to finalize FY 2022 programming before the end of the federal fiscal year and/or to align FY 2023 programming with revisions submitted for the Draft FY 2023-2026 TIP to include recently announced funding provided under the Infrastructure, Investment and Jobs Act (IIJA) prior to the anticipated approval of the FY 2023-2026 TIP in June. The four adopted resolutions approving the amendments to the TIP are as follows:

- TPB SR16-2022, requested by MDOT to include TIP Action 21-50, adding approximately \$4.8 million for right-of-way acquisition for the MD 97 at Montgomery Hills Highway Reconstruction project. This project was included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP.
- TPB SR17-2022, requested by VDOT to include TIP Action 21-51, which added funding for these five projects:
  - Richmond Highway Corridor (Phase 2) project with \$2.1 million
  - I-495 NEXT Transit Investment – Monitoring Funds (a debt service administration program) with \$5.2 million
  - approximately \$9.1 million for the VA Route 7 at VA Route 690 Interchange project
  - \$3.9 million for the Sycolin Road Paving and Widening project
  - \$20 million for the VRE Storage Yards Improvements program.

The three roadway projects were included in the most recently approved air quality conformity analysis. The debt service program and the storage yards improvements are exempt from the conformity requirement.

- TPB SR18-2022, requested by DDOT to include TIP Action 21-52, added funding for five projects:
  - \$3.265 million for the new York Ave. NE Bridge over Anacostia River
  - \$2.35 million for the Southwest Freeway Bridge over South Capitol Street
  - \$8.924 million for capital improvements to the DC Circulator program
  - \$6.652 million for the Circulator Bus Depot project at Claybrick Road

These projects are all exempt from the air quality conformity requirement.

- TPB SR19-2022, requested by WMATA, also under TIP Action 21-52, adding approximately \$151.35 million in FY 2023 to 9 of its 13 transit project groupings. This amendment will allow WMATA to begin applying for FY 2023 grants this month, rather than requiring them to wait which would certainly mean losing out on most grant funding opportunities. All projects included in these groupings are exempt from the air quality conformity requirement.

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

## Attachments

- Adopted resolution SR15-2022 to approve projects for additional funding under the Federal Transportation Alternatives Set-Aside Program for Northern Virginia for FY 2023.
- Adopted resolution SR16-2022: to amend the TIP to include TIP Action 21-50 which adds funding for the MD 97 at Montgomery Hills Highway Reconstruction project, as requested by MDOT.
- Adopted resolution SR17-2022: to amend the TIP to include TIP Action 21-51 which adds funding for three roadway projects, two transit projects, and one transit investment-monitoring program, as requested by VDOT.
- Adopted resolution SR18-2022: to amend the TIP to include TIP Action 21-52 which adds funding for two bridge projects and two bus projects, as requested by DDOT.
- Adopted resolution SR19-2022: to amend the TIP to include TIP Action 21-52 which reprograms funding in FY 2023 for nine transit project groupings, as requested by WMATA.

**TPB Steering Committee Attendance – May 6, 2022**  
(only voting members listed)

TPB Chair/ VA rep.:	Pamela Sebesky
DC Rep.:	Christina Henderson Heather Edelman
MD rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Maria Sinner Amir Shahpar
WMATA:	Mark Phillips
Technical Committee Chair:	Matthew Arcieri

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

**RESOLUTION TO APPROVE ADDITIONAL PROJECTS FOR THE FY 2023 TRANSPORTATION  
ALTERNATIVES SET-ASIDE PROGRAM FOR NORTHERN VIRGINIA**

**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 FAST Act's Transportation Alternatives Set-Aside (TA Set-Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

**WHEREAS**, the TA Set-Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

**WHEREAS**, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

**WHEREAS**, the TA Set-Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan, in the Equity Emphasis Areas, and related to the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail Network; and

**WHEREAS**, the TA Set-Aside is a complementary component of the TPB's Transportation Land-Use Connections (TLC) Program, which supports planning-related projects of TPB member jurisdictions; and

**WHEREAS**, a solicitation for TA Set-Aside applications for FY 2023 and FY 2024 was conducted by the Virginia Department of Transportation between May 15 and October 1, 2021, with a pre-application deadline of July 1, 2021 and an application deadline of October 1, 2021; and

**WHEREAS**, the TPB’s TA Set-Aside Selection Panel for Virginia in January 2022 recommended funding for eight applications based on project readiness and eligibility, as well as each the projects’ ability to meet the regional selection criteria; and

**WHEREAS**, on February 16, 2022, the TPB approved the eight projects recommended for \$7,172,892 in funding for FY 2023-2024 in Virginia; and

**WHEREAS**, subsequent to the TPB’s approvals, members of the Virginia Commonwealth Transportation Board (both the District and At-Large members) selected six additional projects from our region for funding; and

**WHEREAS**, the Federal Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Bill (IIJA/BIL) significantly increased funding for the Transportation Alternatives (TA) Set-Aside Program nationwide, and VDOT has informed the TPB that the increase for federal FY 2022 for the TPB region’s share of the program in Virginia will be \$2,696,714; and

**WHEREAS**, VDOT has asked that allocation of these funds be included in the Commonwealth’s FY 2023 Six-Year Improvement Program (SYIP), which is scheduled for approval in June of 2022; and

**WHEREAS**, the TPB staff and the Selection Panel were able to draw upon unfunded applications from the most recent round of funding to determine recommendations for the use of the additional funding; and

**WHEREAS**, based on its previous evaluations as well as input from VDOT, the Selection Panel is recommending two projects to receive the additional funding; and

**WHEREAS**, the Selection Panel has determined that both projects support TPB goals and priorities, especially the advancement of roadway safety;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Board approves the following two projects, more extensively described on materials provided in advance to the Steering Committee, to receive additional federal funding provided by the IIJA/BIL:

- Ellicott Street (Occoquan Greenway Connection), Prince William County  
\$1,995,470
- G Street Sidewalk, Purcellville  
\$701,244

**Adopted by the TPB Steering Committee at its meeting on Friday, May 6, 2022.**



## MEMORANDUM

**TO:** TPB Steering Committee  
**FROM:** John Swanson, TPB Transportation Planner  
**SUBJECT:** Recommendations for using funding from the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Bill (IIJA/BIL) to fund additional projects for the FY 2023 round of the Transportation Alternatives Set-Aside Program (TAP) for Virginia  
**DATE:** April 29, 2022

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Last year's federal Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) significantly increased funding for the Transportation Alternatives (TA) Set-Aside Program nationwide. We have recently learned that the increase for federal FY 2022 for our share of the program in Virginia will be \$2,696,714. VDOT staff has asked that these funds be included in the Commonwealth's FY 2023 Six-Year Improvement Program (SYIP), which is scheduled for approval in June of 2022.

At the TPB Steering Committee on May 6, 2022, staff will seek approval of project recommendations for the use of these additional funds.

## BACKGROUND ON THE PROGRAM AND PREVIOUS SELECTIONS

The TA Set-Aside Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, community improvements, and environmental mitigation. The program provides sub-allocated funding for large metropolitan planning organizations (MPOs) like the TPB (those MPOs classified as "Transportation Management Areas") to fund local projects.

In February of this year, TPB staff conducted a review and selection process for the FY 2023-2024 round of the TA Set-Aside Program for Virginia (VDOT operates the program on a two-year cycle). VDOT solicited applications over a period of five months in 2021. They were due on October 1, 2021.

In December of 2021, VDOT staff submitted 24 applications to TPB staff for review. VDOT informed staff that \$7,054,358 would be available for TPB decision-making as part of our region's MPO suballocation of TA Set-Aside funds for FY 2023 and FY 2024.

TPB staff worked with a selection panel in January to review and score the applications. The panel then held two virtual meetings (a total of four hours of discussion) to determine its final recommendations.

The panel recommended eight projects for funding and the TPB approved these recommendations on February 16, 2023. Subsequent to the TPB's decision, members of the Commonwealth Transportation Board (both the District and At-Large members) selected six additional TA projects

from our region for funding. As of April 2022, 14 projects in our region have been selected for a total of \$13,047,618 in funding.

## RECOMMENDATIONS FOR FUNDING

In early April, upon learning that \$2,696,714 would be made available in additional Transportation Alternatives funding in Northern Virginia, TPB staff began a re-examination of previously unfunded applications. Given the extensive scrutiny that the selection panel and VDOT provided during the review process in January, TPB staff determined that new recommendations could fairly quickly be developed.

Based on a review of the selection panel's past input, plus evaluations and insights from VDOT, TPB staff identified two projects that would be appropriate to receive the new funding. Staff then sought, and received, concurrence from the Selection Panel members, which is recommending the projects.

The two recommended projects are listed and described below.

- **Ellicott Street (Occoquan Greenway Connection), Prince William County**  
*\$1,995,470*  
This project will construct 440 feet of sidewalk on two segments of Ellicott Street in Occoquan. One segment will connect the historic town center to the future Occoquan Greenway, a new regional trail slated to begin construction this fall. The other segment, in the heart of the town, will serve an area with high pedestrian traffic and will add ADA ramps and crossings. The project is in the North Woodbridge Activity Center.
- **G Street Sidewalk, Town of Purcellville**  
*\$701,244 (partial funding of a total request of \$2,000,000)*  
Filling a key gap in Purcellville's pedestrian infrastructure, this Safe Routes to School project will install a missing section of sidewalk along East G Street. The new sidewalk will not only border Blue Ridge Middle School's rear property, but also connects to existing pathways that lead to the A Street Shared Use Path, which brings pedestrians and bicyclists to the main entrances of the school.

Both of these projects received generally positive comments from the panel members in their written reviews earlier this year as well as during the panel's two meetings. Panel members noted that both projects would directly improve safety, which is a key TPB priority. The Ellicott Street project would provide a separated bike/ped connection on a fast-moving road, which would be tied into a future trail (Occoquan Greenway). The G Street project is a Safe Routes to School project that would construct a sidewalk on a dangerous curve near a school sports field.

## NEXT STEPS

The Steering Committee will be asked to approve the two projects described above at its meeting on May 6, 2022. If the approvals are secured, the Steering Committee's decisions will be forwarded to the CTB for final inclusion in the FY 2023 Six-Year Improvement Program, which is scheduled for approval in June 2022. Once all the decisions for FY 2023 have been made, VDOT will proceed with the securing the grant agreements with recipients.



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-50 WHICH ADDS FUNDING  
FOR THE MD 97 AT MONTGOMERY HILLS HIGHWAY RECONSTRUCTION PROJECT,  
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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

**WHEREAS**, MDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-50 which adds \$4,83 million in National Highway Performance Program (NHPP) funds for right-of-way acquisition (ROW) for the MD 97 at Montgomery Hills Highway Reconstruction project (ID T5420) as described in the attached materials; and

**WHEREAS**, the attached materials include: Attachment A) a Project Overview report showing how the project will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the change in total project cost, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) a letter from MDOT dated April 20, 2022 requesting the amendment; and

**WHEREAS**, this project has been updated in the TPB's Project InfoTrak database application under TIP Action 21-50, creating the 50<sup>th</sup> version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, full funding for the MD 97 at Montgomery Hills Highway Reconstruction project is included in the Visualize 2045 financial analysis; and

**WHEREAS**, this project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP (CON ID 931); and

**WHEREAS**, this resolution and amendment to the FY 2021-2024 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 2021-2024 TIP to include TIP Action 21-50 which adds \$4,83 million in NHPP funds for ROW for the MD 97 at Montgomery Hills Highway Reconstruction project (ID T5420) as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, May 6, 2022.**

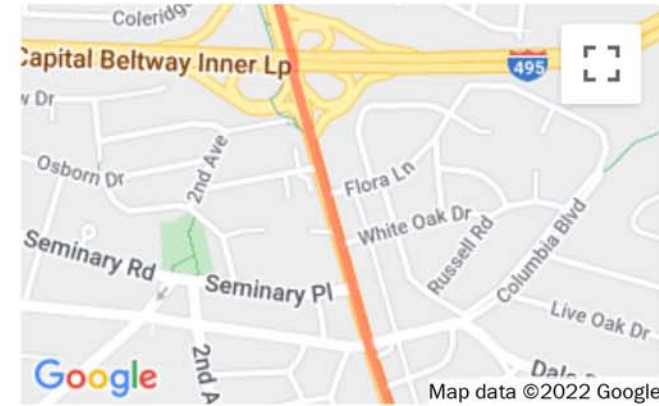


Project Overview Report for TIP Action 21-50: Formal Amendment to the  
 FY 2021-2024 Transportation Improvement Program  
 Requested by Maryland Department of Transportation - State Highway Administration  
 Approved by the TPB Steering Committee on Friday, May 6, 2022

<b>TIP ID</b> T5420	<b>Lead Agency</b> Maryland Department of Transportation - State Highway Administration	<b>Project Type</b> Road - Add Capacity/Widening
<b>Project Name</b> MD 97 at Montgomery Hills Highway Reconstruction	<b>County</b> Montgomery	<b>Total Cost</b> \$37,000,000
<b>Project Limits</b> MD 390 to MD 192	<b>Municipality</b>	<b>Completion Date</b> 2025
	<b>Agency Project ID</b> MO2241	

**Description** A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	\$428,000	\$1,447,000	\$1,447,000	-	-	\$3,322,000
PE	STATE	\$2,910,000	\$197,000	\$34,000	\$34,000	-	-	\$3,175,000
	<b>Total PE</b>	\$2,910,000	\$625,000	\$1,481,000	\$1,481,000	-	-	\$6,497,000
ROW	NHPP	-	-	\$1,260,000	\$1,785,000	\$1,785,000	-	\$4,830,000
	<b>Total ROW</b>	-	-	\$1,260,000	\$1,785,000	\$1,785,000	-	\$4,830,000
PLANNING	LOCAL	\$3,044,000	-	-	-	-	-	\$3,044,000
	<b>Total PLANNING</b>	\$3,044,000	-	-	-	-	-	\$3,044,000
	<b>Total Programmed</b>	\$5,954,000	\$625,000	\$2,741,000	\$3,266,000	\$1,785,000	-	\$14,371,000



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-16 Amendment 2021-2024	01/22/2021	N/A	N/A
21-33 Amendment 2021-2024	09/17/2021	N/A	N/A
21-50 Amendment 2021-2024	05/18/2022	Pending	N/A
23-00 Adoption 2023-2026	Pending	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost increased from \$9,541,000 to \$14,371,000

ATTACHMENT B

Administrative Modification Summary Report for TIP Action 21-50: Formal Amendment to the FY 2021-2024 Transportation Improvement Program							
TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5420	MD 97 at Montgomery Hills Highway Reconstruction	\$9,541,000	\$14,371,000	\$4,830,000	51	Cost change(s), Programming Update, Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): NHPP + Increase funds in FFY 22 in ROW from \$0 to \$1,260,000 + Increase funds in FFY 23 in ROW from \$0 to \$1,785,000 ► Add funds in FFY 24 in ROW for \$1,785,000 <i>Total project cost increased from \$9,541,000 to \$14,371,000</i>

April 20, 2022

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

Dear Chairman Sebesky:

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) 2021-2024 Transportation Improvement Program (TIP) for one existing State Highway Administration (SHA) project as described below and in the attached memo.

This action reflects MDOT SHA's updated programmed expenditures and project schedule from FY 2021 to FY 2024 for the MD 97 at Montgomery Hills Highway Reconstruction project. In addition, this new funding includes a five-percent additive to federal funds to cover federally funded overhead expenses. As this project is already included for construction in the Air Quality Conformity Determination for Visualize 2045, this additional funding will not affect the determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5420	MD 97 at Montgomery Hills Highway Reconstruction, Silver Spring	\$4,830	Add new right-of-way acquisition funds for this project.

MDOT requests that this amendment be approved by the TPB Steering Committee at its May 6, 2022 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Pamela Sebesky  
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We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

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

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

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

**MEMORANDUM**

**TO:** DIRECTOR HEATHER MURPHY  
 OFFICE OF PLANNING AND CAPITAL PROGRAMMING  
 MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** REGIONAL PLANNING MANAGER TYSON BYRNE  
 REGIONAL PLANNER KARI SNYDER

**FROM:** CHIEF MATT BAKER *MB*  
 REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

**SUBJECT:** REQUEST TO AMEND THE FY 2021-2024 NATIONAL CAPITAL REGION  
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION  
 IMPROVEMENT PROGRAM (TIP)

**DATE:** APRIL 19, 2022  
*REVISED APRIL 20, 2022*

**RESPONSE  
 REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

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

**SUMMARY**

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2021-2024 TPB TIP to reflect the following one action.

TIP	PROJECT	PHASE	NEW FUNDING
5420	MD 97 at Montgomery Hills Highway Reconstruction, Silver Spring	RW	\$4,830,000

**ANALYSIS**

*MD 97 at Montgomery Hills Highway Reconstruction (TPB 5420)* – This requested amendment reflects the addition of \$4,830,000 to FY 2021-2024 TPB TIP right-of-way acquisition funding for TPB 5420. The MDOT SHA requests this amendment in order that the FY 2021-2024 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2021-2024. Right-of-way acquisition for this project is wholly federally funded as MDOT SHA will use toll credits to convert the State funding component to federal funds. In addition, this funding includes a five-percent additive to federal funds to cover federally funded overhead expenses. Based on ongoing design, this project’s total cost, including funding programmed prior to the FY 2021-2024 TPB TIP and funding yet to be programmed, is decreasing from \$40 million to \$37 million. Design of this project is funded and

Ms. Heather Murphy  
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approximately 65-percent complete. Right-of-way acquisition activities will begin as early as the Summer of 2022. Funding for construction remains to be identified.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2022-2027 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2021-2024 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Schlie, MDOT SHA Regional Planner, at 410-545-5674 or via email at [dschlie@mdot.maryland.gov](mailto:dschlie@mdot.maryland.gov).

#### **ATTACHMENTS**

- FY 2021-2024 TPB TIP project 5420 report
- FY 2022-2025 Maryland STIP project TPB 5420 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, MDOT SHA  
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering (OPPE), MDOT SHA  
Jeff Davis, P.E., AICP, Assistant Chief, Highway Design Division (HDD), MDOT SHA  
Ms. Marie-France Guiteau, Transportation Engineering Manager, HDD, MDOT SHA  
Ms. Jill Lemke, Assistant Chief, RIPD, MDOT SHA  
C. Scott Pomento, P.E., Director, OPPE, MDOT SHA  
Erica Rigby, P.E., District Engineer, District 3, MDOT SHA  
Mr. David Rodgers, Regional Planner, RIPD, MDOT SHA  
Mr. David Schlie, Regional Planner, RIPD, MDOT SHA



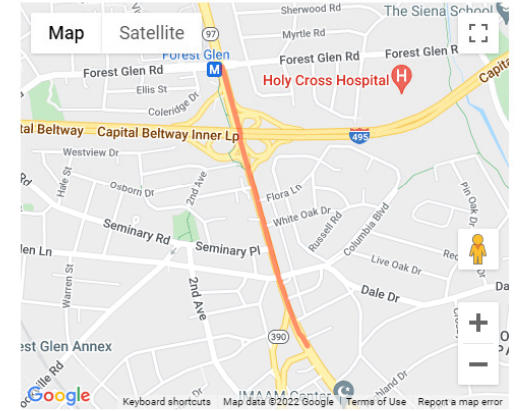
**TIP ID** T5420  
**Project Name** MD 97 at Montgomery Hills Highway Reconstruction  
**Project Limits**

**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Montgomery  
**Municipality**  
**Agency Project ID** MO2241

**Project Type** Road - Add Capacity/Widening  
**Total Cost** \$37,000,000  
**Completion Date** 2025

**Description** A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	\$428,000	\$1,447,000	\$1,447,000	-	-	\$3,322,000
PE	STATE	\$2,910,000	\$197,000	\$34,000	\$34,000	-	-	\$3,175,000
<b>Total PE</b>		\$2,910,000	\$625,000	\$1,481,000	\$1,481,000	-	-	\$6,497,000
ROW	NHPP	-	-	\$1,260,000	\$1,785,000	\$1,785,000	-	\$4,830,000
<b>Total ROW</b>		-	-	\$1,260,000	\$1,785,000	\$1,785,000	-	\$4,830,000
PLANNING	LOCAL	\$3,044,000	-	-	-	-	-	\$3,044,000
<b>Total PLANNING</b>		\$3,044,000	-	-	-	-	-	\$3,044,000
<b>Total Programmed</b>		\$5,954,000	\$625,000	\$2,741,000	\$3,266,000	\$1,785,000	-	\$14,371,000



**Version History**

**Current Change Reason**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00	Adoption 2021-2024	03/20/2020	05/27/2020
21-14	Amendment 2021-2024	01/06/2021	N/A
21-16	Amendment 2021-2024	01/22/2021	N/A
21-33	Amendment 2021-2024	09/17/2021	N/A
21-50	Amendment 2021-2024	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending

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

**Funding Change(s):**

Total project cost increased from \$9,541,000 to \$14,371,000

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 5420

**SUMMARY TABLE**

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 97 at Montgomery Hills Highway Reconstruction (MO2241)	B	TPB 2618	CE 2019	\$ 2,894	\$ 68	\$ 2,962
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT SHA	TPB	SHA-M-9 FY 2022	\$ 4,830	\$ -	\$ 4,830

Description A project of make safety and accessibility improvements to MD 97 in Montgomery Hills, between MD 192 and MD 390.

Justification This project will address safety and traffic operations within the study area.

**INDIVIDUAL REQUEST FORM**

STIP/TIP Amendment Criteria	Current (000s)	Funding		FY 2022	FY 2023	FY 2024	FY 2024	Total
		Total	Federal	State/Local	Total	Federal	State/Local	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP		Total	\$ 1,481	\$ 1,481	\$ -	\$ -	\$ 2,962	
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ 1,447	\$ 1,447	\$ -	\$ -	\$ 2,894	
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ 34	\$ 34	\$ -	\$ -	\$ 68	
<input type="checkbox"/> D) Other		Total	\$ 2,741	\$ 3,266	\$ 1,785	\$ -	\$ 7,792	
MARYLAND DEPARTMENT OF TRANSPORTATION		Federal	\$ 2,707	\$ 3,232	\$ 1,785	\$ -	\$ 7,724	
		State/Local	\$ 34	\$ 34	\$ -	\$ -	\$ 68	
	Total	\$ 1,260	\$ 1,785	\$ 1,785	\$ -	\$ 4,830		
		Federal	\$ 1,260	\$ 1,785	\$ 1,785	\$ -	\$ 4,830	
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	

**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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 1,447	\$ -	\$ 1,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,894	\$ -	\$ 2,894
	State	\$ -	\$ 34	\$ -	\$ 34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68	\$ 68
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 1,447	\$ 34	\$ 1,447	\$ 34	\$ -	\$ -	\$ -	\$ -	\$ 2,894	\$ 68	\$ 2,962

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 1,447	\$ -	\$ 1,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,894	\$ -	\$ 2,894
	State	\$ -	\$ 34	\$ -	\$ 34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68	\$ 68
RW	NHPP	\$ 1,260	\$ -	\$ 1,785	\$ -	\$ 1,785	\$ -	\$ -	\$ -	\$ 4,830	\$ -	\$ 4,830
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 2,707	\$ 34	\$ 3,232	\$ 34	\$ 1,785	\$ -	\$ -	\$ -	\$ 7,724	\$ 68	\$ 7,792

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ 1,260	\$ -	\$ 1,785	\$ -	\$ 1,785	\$ -	\$ -	\$ -	\$ 4,830	\$ -	\$ 4,830
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 1,260	\$ -	\$ 1,785	\$ -	\$ 1,785	\$ -	\$ -	\$ -	\$ 4,830	\$ -	\$ 4,830

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 5420 (cont'd)

**TOTAL PROJECT COST**

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ 428	Federal	\$ 7,724	Federal	\$ -	Federal	\$ 8,152
State/Local	\$ 6,151	State/Local	\$ 68	State/Local	\$ -	State/Local	\$ 6,219
<b>Total</b>	<b>\$ 6,579</b>	<b>Total</b>	<b>\$ 7,792</b>	<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ 14,371</b>

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-51 WHICH  
ADDS TWO NEW PROJECTS: RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS  
(PHASE 2) AND I-495 NEXT TRANSIT INVESTMENT - MONITORING FUNDS, AND  
ADDS FUNDING TO TWO ROADWAY PROJECTS AND ONE TRANSIT PROGRAM,  
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

**WHEREAS**, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

**WHEREAS**, VDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-52 which adds two new projects and adds funding to two roadway and one transit program, as described below and in the attached materials:

- Richmond Highway Corridor (Phase 2) (ID T11602): add new project with \$2.1 million in state funding in FY 2022
- I-495 NEXT Transit Investment – Monitoring Funds (ID T11601): add new administrative program with \$5.2 million in state funding in FY 2022
- VA Route 7/VA Route 690 Interchange project (#SMART18) (ID T6318): add \$20,711 in Equity Balance/Minimum Guarantee (EB/MG) funding, \$8.4 million in National Highway Performance Program (NHPP) funding, and \$686,589 in Surface Transportation Block Grant (STBG) program funding, for a net increase of approximately \$9.1 million
- Sycolin Road Paving and Widening (ID T6346): add \$3.9 million in state funding
- VRE Storage Yards Improvements program (ID T4070) add \$20 million in Section 5337 – State of Good Repair (Sect. 5337-SGR) program funding

**WHEREAS**, the attached materials include: Attachment A) Project Overview reports showing how the projects will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the changes in total project costs, reason for the amendments, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) two letters from VDOT dated April 26, 2022 requesting the amendments; and

**WHEREAS**, these project have been entered or updated in the TPB's Project InfoTrak database application under TIP Action 21-51, creating the 51<sup>st</sup> version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, full funding for these projects and programs was included in the Visualize 2045 financial analysis; and

**WHEREAS**, the Richmond Highway Corridor (Phase 2), VA 7/VA 690 Interchange, and Sycolin Road widening projects were included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP, and the I-495 NEXT Transit Monitoring Funds and VRE Storage Yards improvement 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 amendments to the FY 2021-2024 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 2021-2024 TIP to include TIP Action 21-51 which adds \$2.1 million in state funding for the Richmond Highway Corridor (Phase 2) project (ID T11602); \$5.2 million in state funding for the I-495 NEXT Transit Investment - Monitoring Funds administrative program (ID T11601); \$8.4 million in NHPP, \$686,589 in STBG, and \$20,711 in EB/MG funding for the VA Route 7/VA Route 690 Interchange project (#SMART18) (ID T6318); \$3.9 million in state funding for the Sycolin Road Paving and Widening project (ID T6346); and \$20 million in Section 5337-SGR for the VRE Storage Yards Improvements program (ID T4070), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, May 6, 2022.**



National Capital Region  
**Transportation Planning Board**

Project Overview Report for TIP Action 21-51: Formal Amendment to the  
 FY 2021-2024 Transportation Improvement Program  
 Requested by Virginia Department of Transportation  
 Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T11601	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Debt Service
<i>Project Name</i>	I-4995 Next Transit Investment - Monitoring Funds	<i>County</i>		<i>Total Cost</i>	\$5,200,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2026
<i>Description</i>	Monitoring Funds for reimbursing localities for transit costs				
		<i>Agency Project ID</i>	120823		

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	STATE	-	-	\$5,200,000	-	-	-	\$5,200,000
	<i>Total CON</i>	-	-	\$5,200,000	-	-	-	\$5,200,000
	<i>Total Programmed</i>	-	-	\$5,200,000	-	-	-	\$5,200,000

\*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-51 Amendment 2021-2024	05/18/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



**National Capital Region  
Transportation Planning Board**

Project Overview Report for TIP Action 21-51: Formal Amendment to the  
FY 2021-2024 Transportation Improvement Program  
Requested by Virginia Department of Transportation  
Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T11602	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Add Capacity/Widening
<i>Project Name</i>	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	<i>County</i>		<i>Total Cost</i>	\$183,300,000
<i>Project Limits</i>	Frye Road to Sherwood Hall Road	<i>Municipality</i>		<i>Completion Date</i>	2028
		<i>Agency Project ID</i>	120800		

*Description* Widen from 4 to 6 lanes and add bike and ped facilities from 0.13 miles north of Frye Road to Sherwood Hall Lane.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$2,100,000	-	-	-	\$2,100,000
	<i>Total PE</i>	-	-	\$2,100,000	-	-	-	\$2,100,000
	<i>Total Programmed</i>	-	-	\$2,100,000	-	-	-	\$2,100,000

\*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-51 Amendment 2021-2024	05/18/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



**National Capital Region  
Transportation Planning Board**

Project Overview Report for TIP Action 21-51: Formal Amendment to the  
FY 2021-2024 Transportation Improvement Program  
Requested by Virginia Department of Transportation  
Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T4070	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	VRE Storage Yards Improvements	<i>County</i>		<i>Total Cost</i>	\$20,022,586
<i>Project Limits</i>	Systemwide	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	VRE0007		

*Description* As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	SECT. 5337-SGR	-	-	\$20,022,586	-	-	-	\$20,022,586
	<i>Total CON</i>	-	-	\$20,022,586	-	-	-	\$20,022,586
	<i>Total Programmed</i>	-	-	\$20,022,586	-	-	-	\$20,022,586

\*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-51	Amendment 2021-2024	05/18/2022	Pending	Pending
21-53	Amendment 2021-2024	Pending	N/A	N/A
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

*Funding Change(s):*

Total project cost decreased from \$107,600,000 to \$20,022,586





**National Capital Region  
Transportation Planning Board**

Project Overview Report for TIP Action 21-51: Formal Amendment to the  
FY 2021-2024 Transportation Improvement Program  
Requested by Virginia Department of Transportation  
Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T6346	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	Syscolin Road Paving and Widening	<i>County</i>	Loudoun	<i>Total Cost</i>	\$42,595,790
<i>Project Limits</i>	RT 659 0.924 mi. E. of Belmont Ridge Rd. to 659 1.802 mi. W. of Belmont Ridge Rd.	<i>Municipality</i>		<i>Completion Date 2028</i>	
		<i>Agency Project ID</i>	58923		

*Description* Design, R/W acq, utilities relo, & CN to widen approximately 4,200 ft.. Syscolin Rd to a 4-lane, 16 median div road btw Loudoun Ctr Pl. & Crosstrail Blvd, 10 SUP, 12 travel lanes, access mgmt improv, Leesburg Airport, rec facilities. Improves access for cars, peds, and buses to the Leesburg PNR.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$3,878,437	-	-	-	\$3,878,437
	<i>Total PE</i>	-	-	\$3,878,437	-	-	-	\$3,878,437
	<i>Total Programmed</i>	-	-	\$3,878,437	-	-	-	\$3,878,437

\*Map Has Not Been Marked

Version History

<i>TIP Document</i>			<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
20-01	Amendment	2020-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>
21-51	Amendment	2021-2024	05/18/2022	<i>Pending</i>	<i>Pending</i>

Current Change Reason

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

*Funding Change(s):*

Total project cost increased from \$0 to \$3,878,437



National Capital Region  
**Transportation Planning Board**

Project Overview Report for TIP Action 21-51: Formal Amendment to the  
 FY 2021-2024 Transportation Improvement Program  
 Requested by Virginia Department of Transportation  
 Approved by the TPB Steering Committee on Friday, May 6, 2022

TIP ID T6618  
 Project Name ROUTE 7/ROUTE 690 INTERCHANGE #SMART18  
 Project Limits VA 690 Hillsboro Road

Lead Agency Virginia Department of Transportation  
 County Loudoun  
 Municipality  
 Agency Project ID 111666

Project Type Road - Interchange improvement  
 Total Cost \$52,685,000  
 Completion Date 2028

Description This new Interchange at RT 7 and RT 690 will include a shared use path and four ramps.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	EB/MG	-	\$20,711	-	-	-	-	\$20,711
PE	NHPP	-	-	\$8,424,167	-	-	-	\$8,424,167
PE	STBG	-	-	\$686,589	-	-	-	\$686,589
	<b>Total PE</b>	-	\$20,711	\$9,110,756	-	-	-	\$9,131,467
ROW	STBG	-	\$1,051,104	-	-	-	-	\$1,051,104
ROW	STBG	-	\$565,896	-	-	-	-	\$565,896
ROW	STBG	-	\$565,896	-	-	-	-	\$565,896
ROW	STBG	-	\$-565,896	-	-	-	-	\$-565,896
	<b>Total ROW</b>	-	\$1,617,000	-	-	-	-	\$1,617,000
	<b>Total Programmed</b>	-	\$1,637,711	\$9,110,756	-	-	-	\$10,748,467



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-51 Amendment 2021-2024	05/18/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - PRIMARY PROJECT TYPE was updated - CSD

Funding Change(s):

Total project cost increased from \$1,617,000 to \$10,748,467

ATTACHMENT B

Summary Report for TIP Action 21-51: Formal Amendment to the FY 2021-2024 Transportation Improvement Program							
TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11601	I-495 Next Transit Investment - Monitoring Funds	\$0	\$5,200,000	\$5,200,000		New project	STATE ▶ Add funds in FFY 22 in CON for \$5,200,000 Total project cost \$5,200,000
T11602	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	\$0	\$2,100,000	\$2,100,000		New project	STATE ▶ Add funds in FFY 22 in PE for \$2,100,000 Total project cost \$2,100,000
T6618	ROUTE 7/ROUTE 690 INTERCHANGE #SMART18	\$1,617,000	\$10,748,467	\$9,131,467	565	Programming Update	EB/MG ▶ Add funds in FFY 21 in PE for \$20,711 NHPP ▶ Add funds in FFY 22 in PE for \$8,424,167 STBG ▶ Add funds in FFY 22 in PE for \$686,589 Total project cost increased from \$1,617,000 to \$10,748,467
T6346	Syscolin Road Paving and Widening	\$0	\$3,878,437	\$3,878,437		Cost change(s), Programming Update	STATE ▶ Add funds in FFY 22 in PE for \$3,878,437 Total project cost increased from \$0 to \$3,878,437
T4070	VRE Storage Yards Improvements	\$0	\$20,022,586	\$20,022,586		Programming Update	SECT. 5337-SGR ▶ Add funds in FFY 22 in CON for \$20,022,586 Four-year Program Total increased from \$0 to \$20,022,586



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

April 26, 2022

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

RE: FY 2021-2024 Transportation Improvement Program Amendment for the following projects  
Interchange at VA 7 & VA 690 (UPC 111666, TIP 6618)  
~~I-495 Express Lanes Northern Extension Phase 1 (UPC 115401, TIP 11577)~~  
Sycolin Road Widening (UPC 120774, TIP 6346)  
~~Richmond Highway BRT (UPC 115549 [includes 115550], TIP 6680)~~

Dear Chair Sebesky:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to revise the funding for the subject projects.

The interchange at VA 7 & VA 690 includes adding a new interchange that contributes to the safety of travelers and enhances the integration and connectivity of the transportation network system with more access for travelers. This project is included in the air quality conformity analysis and request funding for this project is as follows:

Add \$20,711 (EB/MG) FFY21 PE Phase,  
Add \$656,589 (STP/STBG) & \$4,759,808 (NHPP) FFY22 PE Phase and  
Add \$3,664,359 (NHPP) FFY22 RW Phase.

~~The I-495 Express Lanes Northern Extension will complete the missing link for connection to the future express lanes on Maryland's side. This project will help with safety and congestion, and above all, help with reducing the air quality impact. This project is included in the air quality conformity analysis and request funding for this project as follows:~~

~~Add \$104,141,366 (PPP, PABs) FFY22 CN Phase,  
Add \$10,904,181 (TIFIA) FFY22 CN Phase  
Add \$148,516,742 (TIFIA Loan) FFY23 CN Phase,  
Add \$47,240,311 (State Funds, VTIB Loan) FFY23 CN Phase,  
Add \$39,205,356 (Concession) FFY23 CN Phase and  
Add \$124,411,101 (Concession) FFY24CN Phase.~~

Chair Sebesky  
April 26, 2022  
Page Two

The Sycolin Road widening in Loudoun County will complete the comprehensive plan for this roadway which will then help with both traffic safety and congestion. This project is included in the air quality conformity analysis and request funding for this project as follows:

Add \$3,878,437 (Sate Funds) FFY22 PE Phase

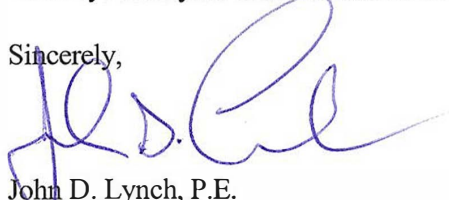
~~Richmond Highway BRT Road Work between Huntington Metrorail Station & Fort Belvoir will contribute to accessibility, traffic safety and traffic congestion. This project is included in the air quality conformity analysis and request funding for this project as follows:~~

~~Add \$1,909,840 (Other: State) FFY22 PE Phase,  
Add \$77,684 (Other: State) FFY22 RW Phase,  
Add \$18,409,124 (CM) FFY22 CN Phase,  
Add \$13,334,323 (RSTP) FFY22 CN Phase,  
Add \$88,114,068 (Other: NVTA) FFY22 CN Phase,  
Add \$187,458 (Other: Local) FFY22 CN Phase,  
Add \$141,403 (Other: State) FFY22 CN Phase,  
Add \$19,898,478 (AC-RSTP) FFY22 CN Phase,  
Add \$1,692,282 (AC-CM) FFY22 CN Phase,  
Add \$40,518,348 (Other: NVTA) CN Phase,  
Add \$15,547,743 (Other: State) CN Phase,  
Add \$7,080,322 (ACC-RSTP) FFY22 CN Phase,  
Add \$1,692,282 (ACC-CM) FFY23 CN Phase,  
Add \$60,777,521 (Other: NVTA) FFY24 CN Phase,  
Add \$28,687,899 (Other: State) FFY24 CN Phase and  
Add \$7,198,199 (ACC-RSTP) FFY24 CN Phase.~~

VDOT requests the approval of this TIP Amendment by the Transportation Planning Board's Steering Committee at its meeting on May 6, 2022 meeting. VDOT's representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,



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

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

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Richmond, Virginia 23219

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April 26, 2022

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

RE: FY 2021-2024 Transportation Improvement Program Amendment for the following projects  
Richmond Highway Corridor Improvements (Phase 2) - (UPC 120800, TIP 11602)  
I-495 Next Transit Investment (monitoring fund) - (UPC 120823, TIP 11601)

Dear Chair Sebesky:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to add funding for the subject projects.

The Richmond Highway improvements includes widening from 4 to 6 lanes and adding bike/ped facility between Frye Road & Sherwood Hall Road. This project is part of the corridor-wide improvements on Richmond Highway that will help with traffic congestions and is included in the conformity analysis. Therefore, I am requesting the adding of \$5,200,000 (State funding) for construction phase for FFY 2022 to be added to the TIP.

The I-495 Next Transit Investment is monitoring the fund setup to reimburse the localities for the transit cost. Therefore, I am requesting adding \$2,100,000 of Local funds to be added to the TIP.

VDOT requests approval of this TIP Amendment by the Transportation Planning Board’s Steering Committee at their meeting on May 6, 2022. VDOT’s representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

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

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



April 28, 2022

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

Dear Ms. Sinner:

The Potomac & Rappahannock Transportation Commission (PRTC) requests project amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to reflect project funding updates. This project is already accounted for in the current conformity analysis or are conformity-exempt transit projects for the TIP. The changes to be made to the FY2021-2024 TIP are as outlined below:

- **VRE Storage Yards Improvements (VRE0007)**. This project provides for improvements to the yards and maintenance facilities to allow additional maintenance to be performed by VRE contractors or additional vehicles to be stored. This amendment will add \$20,022,586 to the construction phase of FY2022 of Federal Section 5337 funds.

PRTC and VRE request that the Transportation Planning Board's (TPB) 2021-2024 TIP and VDOT's FY 2021-2024 STIP be amended to reflect the change as project funds must be included in an approved TIP and STIP before PRTC/VRE can access these funds through the Federal Transit Administration grant application process.

Should you have any questions, please feel free to contact Cynthia Porter-Johnson at (703) 580-6147 or at [cporter-johnson@omniride.com](mailto:cporter-johnson@omniride.com). We greatly appreciate your assistance in facilitating this action.

Sincerely,

DocuSigned by:

A handwritten signature in black ink, appearing to read "R. Schneider", is enclosed within a blue DocuSign signature box.

F9217C0F6103428...

Robert A. Schneider, PhD  
Executive Director

cc: Cynthia Porter-Johnson, PRTC  
Christine Hoeffner, VRE  
Andrew Austin, MWCOG  
Cina Debastini, VDOT  
Marie Berry, VDRPT

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY  
REQUIREMENT TO INCLUDE TIP ACTION 21-52 WHICH ADDS FUNDING TO TWO BRIDGE  
PROJECTS, ONE BUS PROJECT, AND ADDS A NEW BUS DEPOT PROJECT, AS  
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

**WHEREAS**, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

**WHEREAS**, DDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-52 which adds \$3.265 million in National Highway Performance Program (NHPP) and District funding for the New York Ave NE Bridge over Anacostia River project (ID T6657); \$2.350 million in NHPP and District funding for the Southwest Freeway Bridge over South Capitol Street project (ID T6490); \$8.924 million in Bus and Bus Facilities Formula Program (Sect. 5339) and District funding for capital improvements to the DC Circulator program (ID T6105); and \$6.652 million in District funding for a new project: Circulator Bus Depot – Claybrick Road (ID T11603), as described in the attached materials; and

**WHEREAS**, the attached materials include: Attachment A) a Project Overview report showing how the projects will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the changes in total project costs, reason for the amendments, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) a letter from DDOT dated April 20, 2022 requesting the amendment; and

**WHEREAS**, these project have been entered or updated in the TPB's Project InfoTrak database application under TIP Action 21-52, creating the 52<sup>nd</sup> version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and



**WHEREAS**, full funding for both bridge projects, the DC Circulator capital improvements, and the new Circulator Bus Depot project were included in the Visualize 2045 financial analysis; and

**WHEREAS**, these projects are all 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 amendments to the FY 2021-2024 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 2021-2024 TIP to include TIP Action 21-52 which adds \$3.265 million in NHPP and District funding for the New York Ave NE Bridge over Anacostia River project (ID T6657); \$2.350 million in NHPP and District funding for the Southwest Freeway Bridge over South Capitol Street project (ID T6490); \$8.924 million in Sect. 5339 and District funding for capital improvements to the DC Circulator program (ID T6105); and \$6.652 million in District funding for a new project: Circulator Bus Depot - Claybrick Road (ID T11603), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, May 6, 2022.**



Project Overview Report for TIP Action 21-52: Formal Amendment to the  
 FY 2021-2024 Transportation Improvement Program  
 Requested by District Department of Transportation  
 Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T11603	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Capital
<i>Project Name</i>	Circulator Bus Depot - Claybrick Road	<i>County</i>	Washington	<i>Total Cost</i>	\$6,641,733
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2026
		<i>Agency Project ID</i>			

*Description* This project funds the design and construction of a new District-owned DC Circulator operations and maintenance facility to house its entire fleet and include space for future growth in the size of the fleet along with battery-electric bus charging capabilities. The facility will replace two existing facilities utilized by DC Circulator. The facility will be planned for a 120-vehicle capacity, 12 maintenance bays, a microgrid system, and associated administrative facilities. This will also house the DMV CDL testing facility.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
PE	LOCAL	-	-	\$6,641,733	-	-	-	\$6,641,733	*Not Location Specific
	<i>Total PE</i>	-	-	\$6,641,733	-	-	-	\$6,641,733	
	<i>Total Programmed</i>	-	-	\$6,641,733	-	-	-	\$6,641,733	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



**National Capital Region  
Transportation Planning Board**

Project Overview Report for TIP Action 21-52: Formal Amendment to the  
FY 2021-2024 Transportation Improvement Program  
Requested by District Department of Transportation  
Approved by the TPB Steering Committee on Friday, May 6, 2022

<b>TIP ID</b>	T6105	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Transit - Bus
<b>Project Name</b>	DC Circulator	<b>County</b>	Washington	<b>Total Cost</b>	\$34,261,103
<b>Project Limits</b>		<b>Municipality</b>	District of Columbia	<b>Completion Date</b>	2023
		<b>Agency Project ID</b>			
<b>Description</b>	DC Circulator capital projects. a. DC Circulator On-Board Photo Enforcement b. DC Circulator Planning (TDP Implementation Activities) c. DC Circulator South Capitol Street Facility Improvements d. DC Circulator Sustainability and Zero Emissions Fleet Transition Plan				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	SECT. 5304	-	\$351,343	-	-	-	-	\$351,343
PE	STATE	-	\$87,836	-	-	-	-	\$87,836
	<i>Total PE</i>	-	\$439,179	-	-	-	-	\$439,179
CON	SECT. 5339(B)	-	-	\$5,984,319	-	-	-	\$5,984,319
CON	SECT. 5339	-	-	\$5,999,000	\$1,000,000	-	-	\$6,999,000
CON	STATE	-	-	\$19,503,790	\$250,000	-	-	\$19,753,790
CON	STBG	-	-	\$800,000	-	-	-	\$800,000
	<i>Total CON</i>	-	-	\$32,287,109	\$1,250,000	-	-	\$33,537,109
STUDY	CMAQ	-	-	\$227,851	-	-	-	\$227,851
STUDY	STATE	-	-	\$56,964	-	-	-	\$56,964
	<i>Total STUDY</i>	-	-	\$284,815	-	-	-	\$284,815
	<i>Total Programmed</i>	-	\$439,179	\$32,571,924	\$1,250,000	-	-	\$34,261,103

\*Not Location Specific

**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-06 Amendment 2021-2024	09/12/2020	4/8/2021	4/8/2021
21-24 Amendment 2021-2024	04/23/2021	N/A	N/A
21-27 Amendment 2021-2024	06/25/2021	N/A	N/A
21-30 Amendment 2021-2024	08/20/2021	N/A	N/A
21-33 Amendment 2021-2024	09/17/2021	N/A	N/A
21-43 Amendment 2021-2024	01/19/2022	Pending	Pending
21-44 Amendment 2021-2024	01/21/2022	N/A	N/A
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$25,337,103 to \$34,261,103



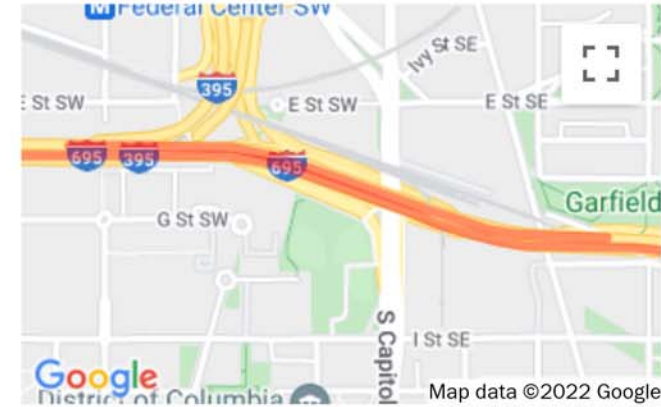
# National Capital Region Transportation Planning Board

Project Overview Report for TIP Action 21-52: Formal Amendment to the  
FY 2021-2024 Transportation Improvement Program  
Requested by District Department of Transportation  
Approved by the TPB Steering Committee on Friday, May 6, 2022

<b>TIP ID</b>	T6490	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Bridge - Replace
<b>Project Name</b>	Southwest Freeway Bridge over South Capitol Street	<b>County</b>		<b>Total Cost</b>	\$10,851,235
<b>Project Limits</b>	over South Capitol Street	<b>Municipality</b>		<b>Completion Date</b>	2028
		<b>Agency Project ID</b>			

**Description** Bridge 1103 is part of Southwest Freeway over South Capitol Street and Bridge 1109 Ramp G, it is a prestressed concrete superstructure and substructure of the Southwest Freeway over South Capitol Street that is in poor condition based on latest inspection and requires extensive rehabilitation/replacement

Phase Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE NHPP	\$4,875,000	\$2,000,000	\$1,880,188	-	-	-	\$8,755,188
PE STATE	\$1,125,000	\$500,000	\$470,047	-	\$1,000	-	\$2,096,047
<b>Total PE</b>	<b>\$6,000,000</b>	<b>\$2,500,000</b>	<b>\$2,350,235</b>	<b>-</b>	<b>\$1,000</b>	<b>-</b>	<b>\$10,851,235</b>
<b>Total Programmed</b>	<b>\$6,000,000</b>	<b>\$2,500,000</b>	<b>\$2,350,235</b>	<b>-</b>	<b>\$1,000</b>	<b>-</b>	<b>\$10,851,235</b>



### Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-21 Amendment 2021-2024	04/20/2021	N/A	N/A
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

### Current Change Reason

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

### Funding Change(s):

Total project cost increased from \$8,501,000 to \$10,851,235



TIP ID T6657  
 Project Name New York Ave NE Bridge over Anacostia River  
 Project Limits  
 Lead Agency District Department of Transportation  
 County Washington  
 Municipality  
 Agency Project ID

Project Type Bridge - Rehab  
 Total Cost \$5,265,294  
 Completion Date 2027

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

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	LOCAL	-	-	-	\$400,000	-	-	\$400,000
PE	NHPP	-	-	\$2,612,235	\$1,600,000	-	-	\$4,212,235
PE	STATE	-	-	\$653,059	-	-	-	\$653,059
<i>Total PE</i>		-	-	\$3,265,294	\$2,000,000	-	-	\$5,265,294
<i>Total Programmed</i>		-	-	\$3,265,294	\$2,000,000	-	-	\$5,265,294



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-06 Amendment 2021-2024	09/12/2020	4/8/2021	4/8/2021
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$2,000,000 to \$5,265,294

## ATTACHMENT B

**Summary Report for TIP Action 21-52: Formal Amendment  
FY 2021-2024 Transportation Improvement Program  
Requested by District Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6657	New York Ave NE Bridge over Anacostia River	\$2,000,000	\$5,265,294	\$3,265,294	163	Cost change(s), Schedule Change(s)	STATE ► Add funds in FFY 22 in PE for \$653,059 NHPP ► Add funds in FFY 22 in PE for \$2,612,235 <i>Total project cost increased from \$2,000,000 to \$5,265,294</i>
T6490	Southwest Freeway Bridge over South Capitol Street	\$8,501,000	\$10,851,235	\$2,350,235	28	Cost change(s), Schedule Change(s)	STATE ► Add funds in FFY 22 in PE for \$470,047 NHPP ► Add funds in FFY 22 in PE for \$1,880,188 <i>Total project cost increased from \$8,501,000 to \$10,851,235</i>
T6105	DC Circulator	\$25,337,103	\$34,261,103	\$8,924,000	35	Cost change(s)	STATE + Increase funds in FFY 22 in CON from \$16,328,790 to \$19,503,790 ► Add funds in FFY 23 in CON for \$250,000 SECT. 5339 + Increase funds in FFY 22 in CON from \$1,500,000 to \$5,999,000 ► Add funds in FFY 23 in CON for \$1,000,000 <i>Total project cost increased from \$25,337,103 to \$34,261,103</i>
T11603	Circulator Bus Depot - Claybrick Road	\$0	\$6,641,733	\$6,641,733	0	New project	LOCAL ► Add funds in FFY 22 in PE for \$6,641,733 <i>Total project cost \$6,641,733</i>

# Government of the District of Columbia

## Department of Transportation



April 20<sup>th</sup>, 2022

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

Dear Chair Sebesky,

The District Department of Transportation (DDOT) requests that the FY 2021-2024 Transportation Improvement Program (TIP) be amended for four projects as detailed below.

- 1. DC Circulator South Capitol Street Facility Improvements (TIP ID: T-6105c)**
  - a. Increase Sect. 5339 - Bus and Bus Facilities Formula funding for Construction in FY22 by \$4,499,000
  - b. Increase DCSTATE funding for Construction in FY22 by \$1,125,000
  - c. Increase Sect. 5339 - Bus and Bus Facilities Formula funding for Construction in FY23 by \$1,000,000
  - d. Increase DCSTATE funding for Construction in FY23 by \$250,000
  - e. Increase DCSTATE funding for Construction in FY22 by \$2,050,000
- 2. Circulator Bus Depot - Claybrick Road (TIP ID: T-11603)**
  - a. Add new project
  - b. Increase Local funding for PE by \$6,641,733 in FY22
- 3. New York Avenue NE Bridge over Anacostia River (TIP ID: T-6657)**
  - a. Increase NHPP funding for PE by \$3,265,294.06 in FY22
- 4. Southwest Freeway Bridge over South Capitol Street (TIP ID: T-6490)**
  - a. Increase NHPP funding for PE by \$2,350,235.1 in FY22

The proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its May 6<sup>th</sup> meeting.

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

Sincerely,

Saesha Carlile  
Chief Administrative Officer  
District Department of Transportation  
[Saesha.carlile@dc.gov](mailto:Saesha.carlile@dc.gov)

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY  
REQUIREMENT TO INCLUDE TIP ACTION 21-52 WHICH REPROGRAMS AND ADDS  
FUNDING IN FY 2023 FOR NINE TRANSIT PROJECT GROUPINGS, AS REQUESTED BY  
THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**

**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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

**WHEREAS**, WMATA has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-52 which reprograms and adds funding on 9 out of 13 transit project groupings, as described in the attached materials, for a net total increase of \$151.35 million from the five sources listed below, based on recently announced funding increases provided under the IIJA:

- State of Good Repair program (Sect. 5337) funding increases by \$76.31 million
- Urban Area Formula program (Sect. 5307) funding increases by \$41.52 million
- Bus and Bus Facilities Formula program (Sect. 5339) funding decreases by \$1.02 million
- Passenger Rail Investment and Improvement Act (PRIIA) increases by \$5 million
- Local funding increases by \$29.55 million; and

**WHEREAS**, the attached materials include: Attachment A) a Project Overview report showing how the 9 projects will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the changes in four-year program totals, reason for the amendments, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) a letter from WMATA dated April 21, 2022 requesting the amendment; and



**WHEREAS**, these projects have been updated in the TPB's Project InfoTrak database application under TIP Action 21-52, creating the 52<sup>nd</sup> version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, these project groupings are all 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 amendments to the FY 2021-2024 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 2021-2024 TIP to include TIP Action 21-52 which reprograms and adds funding on 9 out of 13 transit project groupings, for a net total increase of \$151.35 million based on recently announced funding increases provided under the IIJA, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, May 6, 2022.**

<i>TIP ID</i>	T5853	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Metrorail/Heavy Rail
<i>Project Name</i>	Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements	<i>County</i>		<i>Total Cost</i>	\$892,562,752
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* Provides funds for: a. Replacement of Rail Cars: replacement of the rail fleet cars. b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet. c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth. d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort. e. Preventative Maintenance for railcars

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	*Not Location Specific
OTHER	LOCAL	-	\$157,245,000	\$173,042,636	\$64,788,116	\$162,366,000	-	\$557,441,752	
OTHER	WIP	-	\$10,667,000	\$12,951,000	-	-	-	\$23,618,000	
OTHER	PRIIA	-	\$39,413,000	\$20,900,000	-	\$41,790,000	-	\$102,103,000	
OTHER	SECT. 5337- SGR	-	\$47,200,000	\$47,200,000	\$67,200,000	\$47,200,000	-	\$208,800,000	
OTHER	TID	-	\$600,000	-	-	-	-	\$600,000	
	<i>Total Other</i>	-	\$255,125,000	\$254,093,636	\$131,988,116	\$251,356,000	-	\$892,562,752	
	<i>Total Programmed</i>	-	\$255,125,000	\$254,093,636	\$131,988,116	\$251,356,000	-	\$892,562,752	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-18 Amendment 2021-2024	04/21/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, Fund changes

Funding Change(s):

Total project cost decreased from \$911,468,326 to \$892,562,752

<i>TIP ID</i>	T5854	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Buses - Replacement, Rehabilitation, Expansion, & Enhancements	<i>County</i>		<i>Total Cost</i>	\$672,166,759
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	Provides funds for Replacement of the bus fleet; Routine Bus Rehabilitation and Life Cycle Overhaul of the bus fleet; Bus enhancements or upgrade or replacement/repair of equipment (security, fare boxes, bike racks, ADA, etc.)				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	CMAQ	-	\$4,324,914	\$4,067,558	-	\$2,960,000	-	\$11,352,472
OTHER	LOCAL	-	\$49,703,547	\$65,693,695	\$109,924,129	\$50,411,000	-	\$275,732,371
OTHER	SECT. 5307	-	\$101,728,037	\$76,055,763	\$63,440,000	\$108,768,872	-	\$349,992,672
OTHER	SECT. 5339 (C)	-	\$4,162,472	-	-	-	-	\$4,162,472
OTHER	SECT. 5339	-	\$10,223,128	-	\$10,480,516	\$10,223,128	-	\$30,926,772
	<i>Total Other</i>	-	\$170,142,098	\$145,817,016	\$183,844,645	\$172,363,000	-	\$672,166,759
	<i>Total Programmed</i>	-	\$170,142,098	\$145,817,016	\$183,844,645	\$172,363,000	-	\$672,166,759

\*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-14	Amendment 2021-2024	01/06/2021	N/A	N/A
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
21-52	Amendment 2021-2024	05/18/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost decreased from \$705,246,114 to \$672,166,759

<i>TIP ID</i>	T5855	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	MetroAccess and Service Vehicles	<i>County</i>		<i>Total Cost</i>	\$33,500,000
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	Provides funds for a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles. b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$6,500,000	\$12,400,000	\$1,620,000	\$6,500,000	-	\$27,020,000
OTHER	SECT. 5307	-	-	-	\$6,480,000	-	-	\$6,480,000
	<i>Total Other</i>	-	\$6,500,000	\$12,400,000	\$8,100,000	\$6,500,000	-	\$33,500,000
	<i>Total Programmed</i>	-	\$6,500,000	\$12,400,000	\$8,100,000	\$6,500,000	-	\$33,500,000

\*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$29,000,000 to \$33,500,000



**National Capital Region  
Transportation Planning Board**

Project Overview Report for TIP Action 21-52: Formal Amendment to the  
FY 2021-2024 Transportation Improvement Program  
Requested by Washington Metropolitan Area Transit Authority  
Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T5856	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Rail Line Segment Rehabilitation	<i>County</i>		<i>Total Cost</i>	\$1,611,007,851
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	Funding supports: Rehabilitation and safety of Metrorail system including Platform Rehabilitation; Station Modernization; Replace/Rehab critical structures; Replace/Rehab rail systems; and Preventive Maintenance/Rehabilitation of rail system infrastructure.				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$348,622,630	\$524,986,944	\$254,592,750	\$110,675,078	-	\$1,238,877,402
OTHER	WIP	-	\$1,829,000	\$4,068,000	\$40,185,000	-	-	\$46,082,000
OTHER	PRIIA	-	\$86,412,000	\$97,270,000	\$102,400,000	\$5,601,500	-	\$291,683,500
OTHER	SECT. 5307	-	\$3,874,517	-	\$9,600,000	-	-	\$13,474,517
OTHER	SECT. 5337- SGR	-	-	-	-	\$20,890,432	-	\$20,890,432
<i>Total Other</i>		-	\$440,738,147	\$626,324,944	\$406,777,750	\$137,167,010	-	\$1,611,007,851
<i>Total Programmed</i>		-	\$440,738,147	\$626,324,944	\$406,777,750	\$137,167,010	-	\$1,611,007,851

\*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$1,599,007,851 to \$1,611,007,851



<i>TIP ID</i>	T5857	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	<i>County</i>		<i>Total Cost</i>	\$414,780,403
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* Provides funds for: Rehabilitation or replacement, expansion or redesign of bus garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet. Facility Modernization to update equipment, address safety and adapt to alternative bus fleet types (e.g. CNG, Zero emission/Electric Bus, etc.) (Bladensburg; Northern Bus Garage, Southern Avenue, 4 Mile Run, Royal Street (Cinder Bed Road), Shepard Parkway, etc).

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$4,354,000	\$41,380,001	\$66,478,481	\$132,770,000	-	\$244,982,482
OTHER	SECT. 5307	-	\$17,416,000	\$24,816,025	\$114,033,921	\$2,600,000	-	\$158,865,946
OTHER	SECT. 5339	-	-	\$10,931,975	-	-	-	\$10,931,975
<i>Total Other</i>		-	\$21,770,000	\$77,128,001	\$180,512,402	\$135,370,000	-	\$414,780,403
<i>Total Programmed</i>		-	\$21,770,000	\$77,128,001	\$180,512,402	\$135,370,000	-	\$414,780,403

\*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$351,708,355 to \$414,780,403



National Capital Region  
**Transportation Planning Board**

Project Overview Report for TIP Action 21-52: Formal Amendment to the  
 FY 2021-2024 Transportation Improvement Program  
 Requested by Washington Metropolitan Area Transit Authority  
 Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T5859	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Track and Structures	<i>County</i>		<i>Total Cost</i>	\$1,075,530,972
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* Provides funds for: a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures. b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system. c. Preventative Maintenance for track and structures

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$89,659,000	\$293,854,237	\$231,954,867	\$130,859,000	-	\$746,327,104
OTHER	PRIIA	-	-	-	\$13,600,000	-	-	\$13,600,000
OTHER	SECT. 5337- SGR	-	\$75,600,000	\$50,760,000	\$119,271,868	\$69,972,000	-	\$315,603,868
	<i>Total Other</i>	-	\$165,259,000	\$344,614,237	\$364,826,735	\$200,831,000	-	\$1,075,530,972
	<i>Total Programmed</i>	-	\$165,259,000	\$344,614,237	\$364,826,735	\$200,831,000	-	\$1,075,530,972



\*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$961,241,137 to \$1,075,530,972



National Capital Region  
**Transportation Planning Board**

Project Overview Report for TIP Action 21-52: Formal Amendment to the  
 FY 2021-2024 Transportation Improvement Program  
 Requested by Washington Metropolitan Area Transit Authority  
 Approved by the TPB Steering Committee on Friday, May 6, 2022

<b>TIP ID</b>	T5860	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Passenger Facilities	<b>County</b>		<b>Total Cost</b>	\$859,391,911
<b>Project Limits</b>		<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Provides funds for a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity. b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components. c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities. d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets. e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus. f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related. g. Preventative Maintenance for passenger facilities

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$62,844,752	\$82,647,493	\$90,601,184	\$67,754,300	-	\$303,847,729
OTHER	WIP	-	\$77,939,000	\$152,500,000	\$3,109,000	\$41,580,000	-	\$275,128,000
OTHER	PRIIA	-	\$22,675,000	\$30,330,000	\$24,300,000	\$26,858,500	-	\$104,163,500
OTHER	SECT. 5307	-	\$20,269,405	\$18,387,424	\$16,240,000	\$21,147,200	-	\$76,044,029
OTHER	SECT. 5337- SGR	-	\$25,797,600	\$28,652,000	-	\$18,564,000	-	\$73,013,600
<b>Total Other</b>		-	\$209,525,757	\$312,516,917	\$134,250,184	\$175,904,000	-	\$832,196,858
<b>Total Programmed</b>		-	\$209,525,757	\$312,516,917	\$134,250,184	\$175,904,000	-	\$832,196,858



\*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update. This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost decreased from \$845,890,675 to \$832,196,858



TIP ID T5863  
Project Name Project Management and Support  
Project Limits  
Lead Agency Washington Metropolitan Area Transit Authority  
County  
Municipality Region-wide  
Agency Project ID

Project Type Transit - Maintenance  
Total Cost \$103,329,300  
Completion Date

Description Provides funds for Project Planning, Management and Support

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$7,500,000	\$7,102,300	\$77,627,000	\$6,100,000	-	\$98,329,300
OTHER	PRIIA	-	-	-	\$5,000,000	-	-	\$5,000,000
<i>Total Other</i>		-	\$7,500,000	\$7,102,300	\$82,627,000	\$6,100,000	-	\$103,329,300
<i>Total Programmed</i>		-	\$7,500,000	\$7,102,300	\$82,627,000	\$6,100,000	-	\$103,329,300



\*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$98,329,300 to \$103,329,300



<b>TIP ID</b>	T5866	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement	<b>County</b>		<b>Total Cost</b>	\$124,629,000
<b>Project Limits</b>		<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Provides funds for a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards. b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$2,700,000	\$2,140,000	\$49,849,000	\$28,500,000	-	\$83,189,000
OTHER	SECT. 5337- SGR	-	-	-	\$41,440,000	-	-	\$41,440,000
	<i>Total Other</i>	-	\$2,700,000	\$2,140,000	\$91,289,000	\$28,500,000	-	\$124,629,000
	<i>Total Programmed</i>	-	\$2,700,000	\$2,140,000	\$91,289,000	\$28,500,000	-	\$124,629,000



\*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$105,079,000 to \$124,629,000

ATTACHMENT B

Summary Report for TIP Action 21-52: Formal Amendment FY 2021-2024 Transportation Improvement Program Requested by Washington Metropolitan Area Transportation Authority							
TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5859	Track and Structures	\$961,241,137	\$1,075,530,972	\$114,289,835	12	Programming Update	LOCAL + Increase funds in FFY 23 in OTHER from \$209,096,900 to \$231,954,867 SECT. 5337-SGR + Increase funds in FFY 23 in OTHER from \$27,840,000 to \$119,271,868 <i>Total project cost increased from \$961,241,137 to \$1,075,530,972</i>
T5854	Buses - Replacement, Rehabilitation, Expansion, & Enhancements	\$705,246,114	\$672,166,759	(\$33,079,355)	-5	Programming Update	LOCAL - Decrease funds in FFY 23 in OTHER from \$116,540,000 to \$109,924,129 SECT. 5307 - Decrease funds in FFY 23 in OTHER from \$88,880,000 to \$63,440,000 SECT. 5339 - Decrease funds in FFY 23 in OTHER from \$11,504,000 to \$10,480,516 <i>Total project cost decreased from \$705,246,114 to \$672,166,759</i>
T5856	Rail Line Segment Rehabilitation	\$1,599,007,851	\$1,611,007,851	\$12,000,000	1	Programming Update	LOCAL + Increase funds in FFY 23 in OTHER from \$252,192,750 to \$254,592,750 SECT. 5307 ► Add funds in FFY 23 in OTHER for \$9,600,000 <i>Total project cost increased from \$1,599,007,851 to \$1,611,007,851</i>
T5866	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement	\$105,079,000	\$124,629,000	\$19,550,000	19	Programming Update	LOCAL + Increase funds in FFY 23 in OTHER from \$45,939,000 to \$49,849,000 SECT. 5337-SGR + Increase funds in FFY 23 in OTHER from \$25,800,000 to \$41,440,000 <i>Total project cost increased from \$105,079,000 to \$124,629,000</i>
T5860	Passenger Facilities	\$845,890,675	\$832,196,858	(\$13,693,817)	-2	Programming Update	LOCAL - Decrease funds in FFY 23 in OTHER from \$93,339,948 to \$90,601,184 SECT. 5337-SGR ► Delete funds in FFY 23 in SECT. 5307 + Increase funds in FFY 23 in OTHER from \$12,939,053 to \$16,240,000 <i>Total project cost decreased from \$845,890,675 to \$832,196,858</i>
T5857	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$351,708,355	\$414,780,403	\$63,072,048	18	Programming Update	LOCAL + Increase funds in FFY 23 in OTHER from \$53,864,071 to \$66,478,481 SECT. 5307 + Increase funds in FFY 23 in OTHER from \$63,576,283 to \$114,033,921 <i>Total project cost increased from \$351,708,355 to \$414,780,403</i>
T5855	MetroAccess and Service Vehicles	\$29,000,000	\$33,500,000	\$4,500,000	16	Programming Update	LOCAL + Increase funds in FFY 23 in OTHER from \$720,000 to \$1,620,000 SECT. 5307 + Increase funds in FFY 23 in OTHER from \$2,880,000 to \$6,480,000 <i>Total project cost increased from \$29,000,000 to \$33,500,000</i>

**Summary Report for TIP Action 21-52: Formal Amendment  
 FY 2021-2024 Transportation Improvement Program  
 Requested by Washington Metropolitan Area Transportation Authority**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5863	Project Management and Support	\$98,329,300	\$103,329,300	\$5,000,000	5	Programming Update	PRIIA ► Add funds in FFY 23 in OTHER for \$5,000,000 <i>Total project cost increased from \$98,329,300 to \$103,329,300</i>
T5853	Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements	\$911,468,326	\$892,562,752	(\$18,905,574)	-2	Programming Update	LOCAL - Decrease funds in FFY 23 in OTHER from \$68,569,231 to \$64,788,116 SECT. 5337-SGR - Decrease funds in FFY 23 in OTHER from \$82,324,459 to \$67,200,000 <i>Total project cost decreased from \$911,468,326 to \$892,562,752</i>
T5861	Maintenance Equipment	\$500,000	\$500,000	\$0	0	No change	<i>Total project cost stays the same \$500,000</i>
T5862	Other Support Facilities	\$606,790,490	\$606,790,490	\$0	0	No change	<i>Total project cost stays the same \$606,790,490</i>
T5858	Systems and Technology	\$757,078,973	\$757,078,973	\$0	0	No change	<i>Total project cost stays the same \$757,078,973</i>
T5867	Facilities Maintenance Support Systemwide Support Equipment, Environmental Compl Projects and Adm Support	\$504,936,641	\$504,936,641	\$0	0	No change	<i>Total project cost stays the same \$504,936,641</i>



April 21, 2022

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

RE: Amendment Request to the FY2021-2024 TIP for the Washington Metropolitan Area Transit Authority (WMATA)

Dear Chairman Sebesky:

The Washington Metropolitan Area Transit Authority (WMATA) requests the FY 2021-2024 Transportation Improvement Program (TIP) be amended to support WMATA’s adopted FY2023 Capital Budget. The WMATA Board, at its March 24, 2022 meeting adopted the FY23 Capital Budget.

On April 6, 2022, the FTA published the full apportionment for federal fiscal year 2022, made available through the Infrastructure Investment and Jobs Act (IIJA). The apportionment resulted in approximately \$141 million additional federal assistance available to the Urbanized Area (UZA). WMATA, MTA and PRTC have since completed the split of federal funding. The IIJA funding increased WMATA’s FY23 TIP (federal and match) from \$210 million to \$262 million in Formula funding and State of Good Repair increased from \$187.8 million to \$284.9 million. The increased federal funding does not change the scope of WMATA’s FY23 Capital Program but does decrease the amount of funding for the program supported by debt issuance.

As noted in our February 2022 submission, WMATA would submit an amendment once Federal funding was appropriated and apportioned. The program of projects remains consistent with the February 2022 amendment and WMATA’s adopted budget.

WMATA’s program within the TIP is structured into nine major categories and thirteen separate capital programs (13 individual TIP IDs). The summary by TIP ID below and Attachment A for this amendment include the required local match for Federal funds. The requested amendment addresses the following:

**TIP 5853 - Railcars Replacement and Rehabilitations and Enhancements.** The amendment reduces the program by approximately \$18

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, D.C. 20001  
202/962-1234

*By Metrorail:  
Judiciary Square-Red Line  
Gallery Place-Chinatown  
Red, Green and  
Yellow Lines*

*A District of Columbia  
Maryland and Virginia  
Transit Partnership*

million in State of Good repair funds resulting in a two percent reduction to this TIP program.

**TIP 5854 – Bus Replacement, Rehabilitation, Expansion, & Enhancements.** The amendment has a net reduction of approximately \$33 million resulting in a five percent reduction to this TIP program. The amendment includes an adjustment to Section 5339 funds to reflect the actual apportionment for the fiscal year, a reallocation of Formula funds to TIP 5855, and reallocation to critical bus facility rehabilitation projects.

**TIP 5855 – Metro Access and Service Vehicles.** The amendment correctly aligns funds to the TIP resulting in an increase of approximately \$4.5 million in Formula funding resulting in a 16% percent increase in this TIP program.

**TIP 5856 - Rail System Infrastructure Rehabilitation.** The amendment allocates approximately \$12 million in Formula funding to support the continuation of existing federally funded project resulting in a one percent increase in this TIP program.

**TIP 5857 - Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement.** This amendment increases this program by approximately \$63 million in Formula funding resulting in an 18% increase in this TIP program. This allocation supports reconstruction of Bladensburg and Northern Bus Garages.

**TIP 5859 – Track and Structures.** This amendment increases this program by approximately \$114 million resulting in 12% increase in this TIP program. The additional state of good repair funding will support systemwide tunnel water mitigation and the advancement of the structural track and pedestrian bridges rehabilitation program.

**TIP 5860 – Passenger Facilities.** The amendment includes a net reduction of \$13.6 million resulting in a two percent reduction in this TIP program. Formula funds in this TIP program were increased to support ongoing federally funded projects, and State of Good repair funds were reallocated to the support track and structures program.

**TIP 5863 – Program Management and Support.** The amendment increases this program by \$5 million in PRIIA funding resulting in a five percent increase in this TIP program.

**TIP 5866 - Rail Yards.** The amendment increases this program by approximately \$19.5 million in State of Good Repair funding resulting in a 19%

increase in this TIP program. These funds support for the ongoing construction of the Heavy Rail Overhaul (HRO) facility

This letter also serves to notify the Transportation Planning Board that these adjustments reflecting the full apportionment of IIJA funding must be incorporated into the draft 2023 TIP Update currently out for public comment and interagency review.

The proposed amendment does not add additional capacity for motorized vehicles and does not require air quality conformity analysis. WMATA continues to focus its federal assistance to advance capital investments and represents our commitment to improve safety and reliability of the public transit system for the Nation's Capital.

WMATA hereby requests the Transportation Planning Board Steering Committee consider this amendment for approval at its May 4<sup>th</sup>, 2022 meeting. Upon final approval of the amendment, WMATA will submit its request for inclusion in the District of Columbia's STIP and 2023 Update. Thank you for your continued support of WMATA.

Sincerely,

Patrick W. Bailey  
Director, Funds and Grants Management  
Office of Capital and Financial Management  
Department of Strategy, Planning and Program Management  
Washington Metropolitan Area Transit Authority

#### Attachments

- 1) Attachment A – Revised WMATA TIP Amendment Request



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** May 12, 2022

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





National Capital Region  
**Transportation Planning Board**

April 26, 2022

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

Re: MPDG Program Grant Application for Route 123 Corridor Improvements by Prince William County, Virginia

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince William County for a Multimodal Project Discretionary Grant (MPDG) to improve an adjoining set of three intersections along the Route 123 corridor.

This project will improve Route 123's intersections with Interstate 95, U.S. Route 1, and Old Bridge Road. The three intersections are the focus of a Virginia DOT Strategically Targeted Affordable Roadway Solutions (STARS) study to develop an innovative, cost effective design solution that will work holistically with the Route 123 intersections at I-95 and Route 1 to improve operations along the corridor. Improvements to these intersections will eliminate dangerous weaving movements and would reduce congestion on Route 123 and at I-95 Exit 160: consistently ranked one of the top bottlenecks in the region. The project includes pedestrian and bicycle facilities on Route 123 and Old Bridge Road and would reconfigure the Old Bridge Commuter Lot to enhance access between the Commuter Lot and the I-95 Express Lanes for transit vehicles. The MPDG grant will provide funding to improve the intersections and to implement the recommended accessibility improvements of the solutions study.

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

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

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



National Capital Region  
**Transportation Planning Board**

April 26, 2022

Senators Kaine and Warner  
Washington, D.C. 20510

Re: Funding for the City of Manassas Park, Virginia for the Route 28 – Centreville Road Innovative Intersections Project

Dear Senators Kaine and Warner:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by City of Manassas Park for dedicated funding for engineering design to improve intersections along the Route 28 corridor.

The Route 28 – Centreville Road Innovative Intersections project will improve safety and optimize traffic by installing innovative intersections at key locations along this mile-plus long corridor between Manassas Drive and the Bull Run Bridge. Planned improvements include installing innovative intersections at key locations, the addition of a continuous raised median along Route 28 for access management/control and implementing a continuous five to six-foot-wide sidewalk along the east side of Route 28 - Centreville Road from Manassas Drive to Orchard Bridge Drive. This project was the focus of a Virginia DOT Strategically Targeted Affordable Roadway Solutions (STARS) study to develop an innovative, cost effective design solution to improve safety and operations along the corridor. The dedicated funding will enable the completion of engineering design to advance this project towards implementation.

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

The TPB requests your favorable consideration of this request by the City of Manassas Park. I anticipate that upon successful dedication of the funding, the region's transportation improvement program (TIP) will be amended to include the federal funding for this project.

Sincerely,

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Calvin O'Dell, Director, City of Manassas Park Division of Public Works



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** May 12, 2022

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



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Erin Morrow and Dusan Vuksan, TPB Transportation Engineers  
**SUBJECT:** Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks: Final Rule  
**DATE:** May 12, 2022

After reviewing public comments on proposed rulemaking, the National Highway Traffic Safety Administration (NHTSA) published a revised and final rule, entitled “Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks,” in the Federal Register on May 2, 2022.<sup>1</sup> The rule will become effective on July 1, 2022. The final rule increases the stringency of the Corporate Average Fuel Economy (CAFE) standards established in the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule in April 2020. The TPB submitted a joint comment letter with COG’s Climate, Energy, and Environment Policy Committee (CEEPC) and the Metropolitan Washington Air Quality Committee (MWAQC) in support of NHTSA’s proposed rule on October 18, 2021.<sup>2</sup>

Table 1 shows the estimated average of CAFE levels (in miles per gallon or mpg) required under the final rule.

**Table 1: Estimated Average of CAFE Levels (mpg) Required Under Final Rule<sup>3</sup>**

<b>Fleet</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
Passenger Cars	49.2	53.4	59.4	59.4	59.3	59.3
Light Trucks	35.1	38.2	42.4	42.4	42.4	42.4
Overall Fleet	40.6	44.2	49.1	49.1	49.2	49.3

<sup>1</sup> Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks, 87 FR 25710, National Highway Traffic Safety Administration, May 2, 2022.

<https://www.govinfo.gov/content/pkg/FR-2022-05-02/pdf/2022-07200.pdf>

<sup>2</sup> Day, Robert, Chair, Metropolitan Washington Air Quality Committee (MWAQC), Deni Taveras, Chair, Climate, Energy and Environment Policy Committee (CEEPC), and Charles Allen, Chair, National Capital Region Transportation Planning Board (TPB). Letter to Steven Cliff, Acting Administrator, U.S. National Highway Traffic Safety Administration. “Support for the Proposed Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks; Docket ID No. NHTSA-2021-0053.” Letter, October 18, 2021.

<sup>3</sup> Table II-4 from Final Rule

NHTSA's final rule increasing the CAFE standards follows rulemaking from the Environmental Protection Agency (EPA) increasing greenhouse gas emissions (GHG) standards for model year (MY) 2023 and later light-duty vehicles, which took effect on February 28, 2022.<sup>4</sup> According to the "Final Regulatory Impact Analysis (FRIA): Final Rulemaking for Model Years 2024-2026 Light-Duty Vehicle Corporate Average Fuel Economy Standards":

NHTSA is setting amended CAFE standards that increase at 8 percent, 8 percent, and 10 percent per year during MYs 2024, 2025, and 2026, respectively, because that is what NHTSA has concluded is maximum feasible in those model years, under the [Energy Policy and Conversation Act] (EPCA) factors. Although NHTSA and EPA took separate actions in this round of rulemaking for a variety of reasons, NHTSA sought to coordinate its action with EPA's to the greatest extent possible given our statutory and programmatic differences. NHTSA finds that the amended CAFE and GHG standards for MY 2026 represent roughly equivalent levels of stringency and may serve as a coordinated starting point for subsequent standards.<sup>5</sup>

Although the impact of this rule on the GHG forecasts for the region's Long-Range Transportation Plan cannot be estimated until the EPA's MOTO Vehicle Emission Simulator (MOVES) model is updated with the new standards, the region is, nonetheless, expected to benefit from the new standards. In the "Final Supplemental Environmental Impact Statement for Model Year 2024-2026 Corporate Average Fuel Economy Standards,"<sup>6</sup> NHTSA estimates that total GHG emissions will decrease 8% in 2040 and 10% in 2060 nationally compared to the current SAFE Vehicles rule standards.<sup>7</sup> The rule will likely have minimal impact on our region's ability to realize the reductions in NOx emissions needed to comply with the 2015 Ozone National Ambient Air Quality Standards (NAAQS). However, in the long term, strengthening GHG emissions standards is expected to reduce NOx and PM2.5 emissions as shown by NHTSA's forecasts in Figures V-10 and V-12 of the Federal Register notice. As noted in the Metropolitan Washington 2030 Climate and Energy Action Plan, underserved communities have been disproportionately affected by environmental exposures, such as ambient air pollution and climate-change-related health impacts; therefore, more stringent universal GHG emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

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<sup>4</sup> Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards." 86 Fed. Reg., pp. 74434-74526. U.S. Environmental Protection Agency, December 30, 2021. <https://www.federalregister.gov/documents/2021/12/30/2021-27854/revised-2023-and-later-model-year-light-duty-vehicle-greenhouse-gas-emissions-standards>.

<sup>5</sup> National Highway Traffic Safety Administration, "Final Regulatory Impact Analysis: Final Rulemaking for Model Years 2024-2026 Light-Duty Vehicle Corporate Average Fuel Economy Standards." March 2022.

<sup>6</sup> National Highway Traffic Safety Administration, "Final Supplemental Environmental Impact Statement for Model Year 2024-2026 Corporate Average Fuel Economy Standards," Docket No. NHTSA-2021-0054, March 2022.

<sup>7</sup> GHG reductions in 2040 and 2060 were calculated from Table 5.5.1-2 in the "Final Supplemental Environmental Impact Analysis for Model Year 2024-2026 Corporate Average Fuel Economy Standards"



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner, and  
Leo Pineda, TPB Transportation Planner  
**SUBJECT:** TPB Transportation Resiliency Webinars  
**DATE:** May 12, 2022

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## BACKGROUND

In 2022, the TPB conducted a Transportation Resiliency Study that produced a memorandum and white paper, now available online on the [Visualize 2045](#) and [COG websites](#). One of the recommendations of the study was to continue building the capacity of technical staff in this planning area. To this end, the TPB is conducting a 4-part webinar series on transportation resiliency.

### Transportation Resiliency Webinar Series

On April 8, the National Capital Region Transportation Planning Board (TPB) kicked off a new Transportation Resiliency Webinar Series. See details on each event below. Register online at: <https://www.mwcog.org/transportation/planning-areas/air-quality-and-environment/resiliency/>

Transportation agencies, metropolitan planning organizations (MPOs), and local governments across the country are assessing ways to ensure that transportation infrastructure is resilient in the face of natural disasters and preparing for the effects of climate change. One aspect of that preparation is capacity building and information sharing.

Through its planning priorities, the TPB supports resiliency research, development of data and mapping tools, professional capacity building, and local and regional collaboration to develop an integrated approach to resilience planning. The webinar series will bolster capacity by providing an introductory webinar on how resilience is approached in the region, along with three in-depth webinars focusing on planning for and technical application of climate integration into vulnerability assessments, resilience planning, and project development and design.

*Resiliency is*  
“the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.”  
[Federal Highway Administration](#)

A resiliency webinar will be held once a month this April, May, June, and July. Planners, engineers, transportation, environmental services, community development, and policy professionals are invited to participate in one or more of the sessions.

## Webinar Topics and Schedule

The four webinars will build on one another, covering how climate is changing in the region, how climate change affects the transportation system, and the funding opportunities available for transportation resilience. As listed, all webinars will be held on Fridays at 2:00 – 3:30 P.M.

**April 8**

**2:00 – 3:30 P.M.**

### **Webinar 1: Transportation Resilience in the Region: What Next?**

Provides an overview of transportation resilience to set the stage for the rest of the series

#### **Learning objectives:**

- Define key terms
- Understand COG and TPB resilience and equity work to date and available resources
- Understand climate impacts in the region
- Understand how traditionally marginalized populations may be particularly vulnerable to climate impacts
- Understand federal resilience requirements and funding opportunities

**May 13**

**2:00 – 3:30 P.M.**

### **Webinar 2: Get Started: Climate Vulnerability Assessments**

Increases understanding of approaches to conducting a vulnerability assessment and why these assessments are valuable to decision makers

#### **Learning objectives:**

- Understand the benefits and common challenges of a vulnerability assessment
- Understand different approaches to conducting a vulnerability assessment
- Understand your role in conducting or supporting a vulnerability assessment

**June 10\***

**2:00 – 3:30 P.M.**

### **Webinar 3: Break Down Barriers: Integrating Climate Resilience into Planning & Programming**

Illustrates the value of and process for integrating resilience into planning and programming

#### **Learning objectives:**

- Identify opportunities for integrating resilience into planning and programming
- Increase familiarity with new Federal Highway Administration (FHWA) resources
- Gain knowledge and lessons learned from peer organizations

July 15\*

2:00 – 3:30 P.M.

#### Webinar 4. Break Down Barriers: Integrating Climate Resilience into Project Development & Design

Illustrates the value of and process for integrating resilience into project development and design

#### Learning objectives:

- Identify opportunities for integrating resilience into project development and design
- Increase familiarity with FHWA [Synthesis of Approaches for Addressing Resilience in Project Development](#)
- Gain knowledge and lessons learned from peer organizations

\*Due to speaker availability, the order of the June and July webinars is subject to change.

#### TPB Climate and Resiliency Resources

In preparation for the webinar series, learn more about TPB resiliency and climate change studies by visiting COG's [Transportation Resilience page](#).

Recent COG and TPB reports:

[2030 Climate and Energy Action Plan](#) (2020)

[TPB Climate Mitigation Study of 2021](#)

[TPB Resiliency Study](#) (2021)

For more information on the webinar series:

Contact: **Stacy Cook or Leonardo Pineda**

Email: [scook@mwkog.org](mailto:scook@mwkog.org), [lpineda@mwkog.org](mailto:lpineda@mwkog.org)





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Michael Farrell, TPB Senior Transportation Planner  
**SUBJECT:** Street Smart Spring Press Event  
**DATE:** May 12, 2022

On April 26, local and state officials from the District of Columbia, Maryland, and Virginia launched the spring campaign of the [Street Smart](#) public safety program by the Metropolitan Washington Council of Governments (COG). The campaign educates drivers, pedestrians, and bicyclists on how to better share the road and promotes ways to make sure everyone stays safe. The campaign runs through May 22 and aligns with a four-week window of increased law enforcement efforts targeting drivers who speed and/or fail to stop for pedestrians in a crosswalk.



## THE PRESS EVENT

The event took place in Rosslyn, Arlington, Virginia. The following officials and guests spoke:

- Christian Dorsey, Arlington County Board Vice Chair, COG Board Chair;
- Takis Karantonis, Arlington County Board Member;
- Benjamin Gates, Professional Cellist and Crash Survivor;
- Andy Penn, Arlington County Police Department Chief;
- John Saunders, DMV's Virginia Highway Safety Office Director;
- Sharon Kershbaum, District Department of Transportation Deputy Director;
- Dennis Leach, Arlington County Transportation Director



Photos: Sherry Matthews Marketing

The event featured a cello performance by Benjamin Gates. Mr. Gates spoke about his recovery.

Media were invited to cover law enforcement activities nearby, immediately following the press conference, at Fort Myer Drive at Fairfax Drive, and Langston Boulevard at North Moore Street.

Media who attended the event and/or were anticipated to do stories on Street Smart included WJLA-TV (ABC); WTTG-TV (Fox); WDMV; Rudaw Media Network; Telemudo; and Univision.

# CLIMATE & ENERGY LEADERSHIP AWARDS

RECOGNIZING INNOVATIVE SOLUTIONS TO KEY CLIMATE AND ENERGY ISSUES IN METROPOLITAN WASHINGTON.



Metropolitan Washington  
Council of Governments



## ACCEPTING APPLICATIONS APRIL 22 - JUNE 30, 2022

### PURPOSE

The Metropolitan Washington Council of Governments' (COG) Climate and Energy Leadership Awards recognize organizations that develop climate stewardship projects and programs that engage and serve the region's underserved communities. The awards program highlights a broad range of climate solutions for their unique engagement practices as well as their results, creativity, and replicability.

### RECOGNITION

Climate and Energy Leadership awardees will be recognized in front of local, regional, and national officials. COG will showcase awardees to bring recognition to their successes and to serve as a role model for metropolitan Washington. This type of public acknowledgment can encourage continued and enhanced efforts of communities and organizations. Awardees will also be presented with a unique, environmentally-friendly award that is hand-crafted by a local artist.

### ELIGIBILITY

Three applicants from metropolitan Washington will be recognized with a Climate and Energy Leadership Award for leading practices in climate mitigation and/or resiliency including greenhouse gas reduction, built environment and infrastructure, renewable energy, transportation, land use, or sustainability programs. Scoring places an emphasis on creative, impactful projects that engage and support underserved communities. COG will provide awards to one organization (or partnership) in each of the following categories:

- **Government Agency** (local, state, regional, quasi-govt, utilities, or authorities)
- **Non-Governmental Organization** (non-profit, citizen, or community-based groups)
- **Educational Institution** (K-12, public, private, or higher education)

### HOW TO APPLY

Applications can be submitted at [www.mwco.org/climateawards](http://www.mwco.org/climateawards) or emailed to [lboggs@mwco.org](mailto:lboggs@mwco.org) no later than June 30, 2022. **Applications must include a 1-3 page project summary file that gives clear description on how it meets the four judging criteria listed below.** Engagement will be weighed more heavily and account for 40% of the total score and the other categories will account for 20% each.

- **Engagement** (engage underserved communities) - 40%
- **Results** (results, achievements, measured outcomes like cost-effectiveness) - 20%
- **Creativity** (innovative, resourceful or unique aspects) - 20%
- **Model** (replicability to other communities/organizations) - 20%

Full details on judging criteria, judging process, and application requirements are available in the Procedures and Guidelines on the awards website.

## RECOGNIZE

Environmental Achievement

## ENCOURAGE

Advancement of Regional Goals

## FOSTER

Healthy Competition

## LEARN

From Each Other

[WWW.MWCOG.ORG/CLIMATEAWARDS](http://WWW.MWCOG.ORG/CLIMATEAWARDS)