



## **TRANSPORTATION PLANNING BOARD**

Wednesday, January 22, 2025  
12:00 P.M. - 2:00 P.M.

**Meeting in-person/hybrid for members**

### **AGENDA**

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**  
*James Walkinshaw, TPB Chair*
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by registering to attend and speak in person, by emailing written comments to [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org) with the subject line "Item 1 Public Comment Opportunity", or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, January 21, 2025 to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE DECEMBER 18, 2024 MEETING MINUTES**  
*James Walkinshaw, TPB Chair*
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**  
*Victor Weissberg, TPB Technical Committee Chair*
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT**  
*Ra Amin, CAC Chair*
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kanti Srikanth, TPB Staff Director*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**  
*James Walkinshaw, TPB Chair*

## **ACTION ITEMS**

- 12:50 P.M.     7. APPROVAL OF 2025-2026 APPOINTMENTS TO THE TPB'S CAC**  
*James Walkinshaw, TPB Chair*  
*Laura Bachle, TPB Transportation Planner*
- Every two years, the TPB appoints residents of the Washington region to serve as members on the TPB's Community Advisory Committee (CAC) for the upcoming two years.
- Action: Appoint members to the 2025-2026 CAC.**
- 1:00 P.M.     8. FY 2025 AND FY 2026 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR THE DISTRICT OF COLUMBIA**  
*John Swanson, TPB Transportation Planner*
- A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in the District of Columbia. The board will be briefed on the recommended projects and asked to approve them.
- Action: Adopt Resolution R6-2025 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for the District of Columbia for FY 2025 and FY 2026.**
- 1:15 P.M.     9. ANNUAL TRIP PROJECT LIST APPROVAL AND AMENDING VISUALIZE 2045 TO INCLUDE THE TRIP WITH THE UPDATED LIST**  
*Katherine Rainone, TPB Transportation Planner*
- Staff will brief the board on the TPB's Transportation Resilience Improvement Plan (TRIP) prioritized project list and the annual update process. The Board will be asked to approve the updated list and to amend Visualize 2045 to incorporate both.
- Action: Adopt Resolution R7-2025 to approve the TRIP's list of prioritized projects and to amend Visualize 2045 to include the TRIP, including the updated project list.**

## **INFORMATION ITEMS**

- 1:25 P.M.     10. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2026 UPWP**  
*Lyn Erickson, TPB Plan Development and Coordination Program Director*
- The committee will be briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2026 (July 1, 2025 through June 30, 2026). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. A complete draft of the FY 2026 UPWP will be presented to the board for review at its February meeting.

**1:45 P.M.      11. PERFORMANCE BASED PLANNING AND PROGRAMMING: DRAFT 2025  
TRANSIT ASSET MANAGEMENT TARGETS**

*Pierre Gaunaud, TPB Transportation Planner*

The board will be briefed on the federal requirements for setting transit asset management targets by metropolitan planning organizations and a draft set of 2025 transit asset management targets for the National Capital Region will be presented. The board will be asked to approve final 2025 transit asset management targets at its February meeting.

**2:00 P.M.      12. ADJOURN**

The next meeting is scheduled for Wednesday, February 19, 2025.

**MEETING VIDEO**

Watch and listen to live video of TPB meetings and  
listen to the recorded video from past meetings at:

[www.mwcog.org/TPBmtg](http://www.mwcog.org/TPBmtg)



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Public Comment for the January 2025 TPB Meeting  
**DATE:** January 22, 2025

---

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

Between noon Tuesday December 17, 2024 and noon Tuesday January 21, 2025, the TPB received one letter. One person signed up to speak in person at the TPB meeting.

The comments are summarized below. All full comments are attached to this memo.

### IN-PERSON PUBLIC COMMENT SPEAKERS

One person signed up to speak during the Item 1 Public Comment item: **Sonya Breehey, Coalition for Smarter Growth.**

### PUBLIC COMMENTS - LETTER/EMAIL RECEIVED

#### **Katherine Garcia- Comments via Letter- January 21, 2025**

On behalf of the Sierra Club, Ms. Garcia urges the TPB to take action on the strategies outlined in the "Implementation Considerations for On-Road Greenhouse Gas (GHG) Emissions Reduction Strategies." released in October, 2024.

Key points include:

- Prioritizing GHG reduction strategies in the FY 2026 Unified Planning Work Program.
- Requiring regional accountability to achieve COG's and TPB's GHG reduction goals.
- To reduce vehicle miles traveled (VMT) while ensuring equity, pair strategies that reflect the true cost of driving with those that incentivize alternative transportation modes.
- Prioritize full funding of transit and other alternatives over continued highway expansion.





Written Comments for the  
Metropolitan Washington Council of Government (COG)  
Transportation Planning Board (TPB)  
Board Meeting

21 January 2025

---

Dear Transportation Planning Board Members,

Thank you for the opportunity to submit comments for your January board meeting on behalf of the Sierra Club District of Columbia, Maryland, and Virginia chapters. The Sierra Club is America's largest and most influential grassroots environmental organization, with millions of members and supporters. In the DMV area, we have over 30,000 dues-paying members, along with many tens of thousands of supporters.

We urge the TPB to take concrete steps toward advancing strategies outlined in [your study](#) published last October, which aim to reduce on-road transportation emissions. In addition to addressing climate change, reducing vehicle emissions will also help decrease harmful air pollution—a critical need, as the EPA has classified the Washington D.C. region as being in [non-attainment](#) of the National Ambient Air Quality Standards for ozone, the primary component of smog.

**We recommend the following:**

- With the strategies you [originally identified](#) for exploration in 2022 now thoroughly examined, it is time to take action. We recommend that your FY 2026 Unified Planning Work Program explicitly prioritize implementing greenhouse gas (GHG) reduction strategies to meet TPB's GHG reduction goals for the on-road transportation sector.
- In order to meet [COG's](#) and [TPB's](#) GHG reduction goals, many of the strategies in your report will require regional coordination and accountability.
- As your study highlights, one of the most effective ways to reduce vehicle miles traveled (VMT) while ensuring equity is to pair strategies that reflect the true cost of driving with those that incentivize the use of alternative transportation modes.
- This approach also means prioritizing the full funding of transit and other alternatives over continued highway expansion.

The Sierra Club looks forward to continued dialogue with TPB to ensure the DMV region becomes the most sustainable and accessible place to live and travel.

Thank you,

Katherine Garcia  
Clean Transportation for All Campaign Director  
Sierra Club

---

**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

December 18, 2024

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Christina Henderson, Chair – DC Council  
Charles Allen, DC Council  
Heather Edelman – DC Council  
Amanda Stout - DDOT  
Mark Rawlings - DDOT  
Drew Morrison – MDOT  
Takis Karantonis – Arlington County  
Pamela Sebesky – City of Manassas  
Allison Davis – WMATA

MEMBERS AND ALTERNATES PRESENT *ONLINE*

Matt Frumin – DC Council  
Leigh Catherine Miles – DC Council  
Rebecca Schwartzman – DC Office of Planning  
Reuben Collins – Charles County  
Kelly Russell – City of Frederick  
Mark Mishler – Frederick County  
David Edmondson – City of Frederick  
Neil Harris – Gaithersburg  
Kristen Weaver – City of Greenbelt  
Tim Miller - Laurel  
Corey Pitts – Montgomery County  
Victor Weissberg – Prince George’s County  
Oluseyi Olugbenle – Prince George’s County  
Monique Ashton – Rockville  
Cindy Dyballa – Takoma Park  
Canek Aguirre – City of Alexandria  
Dan Malouff – Arlington County  
Tom Ross – City Fairfax  
James Walkinshaw – Fairfax County  
David Snyder – Falls Church  
Mike Turner – Loudoun County  
Rob Donaldson - Loudoun County  
Jeanette Rishell – City of Manassas Park  
Deshundra Jefferson – Prince William County  
Meagan Landis – Prince William County  
Victor Angry – Prince William County  
Bill Cuttler - VDOT  
Maria Sinner – VDOT  
Jennifer Boysko – Virginia Senate  
Mark Phillips – WMATA  
Sandra Jackson – FHWA  
Michael Weil – NCPC  
Glen Warren - MWAA  
Laurel Hammig - NPS

---

---

#### MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth  
Clark Mercer  
Lyn Erickson  
Andrew Meese  
Mark Moran  
Tim Canan  
Dan Sheehan  
Leo Pineda  
Laura Bachle  
Sergio Ritacco  
Rachel Beyerle  
Deborah Etheridge  
Jamie Bufkin  
William Bacon  
Andrew Austin  
Pierre Gaunard  
Dusan Vuksan  
Amanda Lau  
Janie Nham  
Tom Webster - WMATA  
Ra Amin – CAC Chair  
Regina Moore - VDOT  
Stephen Kenny – Montgomery County  
Kari Snyder – MDOT  
Kevin O'Brien – WABA  
Nick Donohue  
Bill Orleans - public

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

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

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

Lyn Erickson said that, as posted, no comments were received via email and no one registered to provide in-person comments at the meeting.

### **2. APPROVAL OF THE NOVEMBER 20, 2024 MEETING MINUTES**

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

### **3. TECHNICAL COMMITTEE REPORT**

Referring to the posted report, Lyn Erickson gave the report on behalf of Technical Committee Chair Amy Garbarini. She said the Technical Committee met on December 6 and received briefings on several items on the TPB's agenda, including a presentation on the Performance Based Planning and Programming Targets for Transit and Highway Safety; a presentation on the DMVMoves community survey; and an update on the congestion management process,

---

Ms. Erickson said the committee received briefings on a couple of items that were presented for information and discussion, including an update on Visualize 2050 and the Transportation Improvement Program update; a presentation on the safety recommendations made at the recent safety forum; information from the climate change mitigation activities that COG and the TPB are working on; and the Transportation Resilience Improvement Plan project list update.

Chair Henderson said that Ms. Gabarini would be concluding her chairmanship of the technical committee at the end of the month. She presented a certificate to Ms. Gabarini in absentia and thanked her for her service.

#### **4. COMMUNITY ADVISORY COMMITTEE REPORT & ACCESS FOR ALL ADVISORY COMMITTEE REPORT**

Referring to the posted report, Ra Amin said the CAC met on December 12. He said the meeting was focused on state-based roundtables with TPB leadership. He said these sessions include conversations about safety, equity, public involvement, and congestion. He said the committee's "Act Locally" round robin session included information on the local initiatives of members, including updates to the Prince William County design manual for active transportation. He said that Chair Amin received a 2024 "Advocate of the Year Award" from the D.C. Highway Safety Office.

Chair Henderson said that Ra Amin would be concluding his chairmanship of the CAC at the end of the month. She presented a certificate of appreciation to Mr. Amin.

Referring to the posted report, Mr. Walkinshaw said the Access For All Advisory Committee met on November 22. He said the committee agenda included the following a presentation on the TPB staff recommendation to refresh the committee; a report from the AFA's liaison with WMATA's Access Advisory Committee; a recap of the TPB's fall activities; and an open member forum.

Chair Henderson said that James Walkinshaw would be concluding his chairmanship of the AFA committee at the end of the month. She presented a certificate of appreciation to him.

#### **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**

Referring to the posted material, Kanti Srikanth said that the TPB's Steering Committee met on December 6 and took the following actions:

- Approved updates made by the District Department of Transportation to the federal functional classification of the roadways in all eight wards are in the District.
- Approved a TIP amendment at the request of MDOT to add approximately \$95 million to five projects.
- Approved a TIP amendment at the request of the Northern Virginia Transportation Commission and the Prince William/Rappahannock Transportation Commission, to add approximately \$4.5 million dollars for VRE property acquisition for platform and easement projects.

Referring to the letters sent/received, Kanti Srikanth called attention to a letter sent on behalf of the Board to the U.S. Transportation Secretary, that commits the TPB as a partner in USDOT's Allies for Action Initiative.

Referring to the announcements and updates section, Kanti Srikanth called attention to the TPB meeting schedule for 2025. He highlighted the work plan proposed by staff to undertake a series of work activities to implement the recommendations that came out of the TPB's Regional Roadway Summit that was held in October. Finally he told the board about the forthcoming retirements of long-time staffers Andrew Meese and Jane Posey. He described their contributions as staff and thanked them for their service.

---

## **6. CHAIR'S REMARKS**

Chair Henderson said the meeting would conclude her term as TPB chair. She noted that Janette Rishell and Pamela Sebesky would be leaving the board. She presented them with certificates.

Janette Rishell thanked the board, colleagues, and staff, and expressed how she has learned a lot from the TPB.

Pamela Sebesky thanked the board. She said she believes in regionalism as it will help improve people travel across the region.

Chair Henderson thanked the board and expressed appreciation for the support of TPB staff. She said the board has accomplished a number of tasks this year, including developing and receiving a federal commendation for the first of its kind transportation resilience improvement plan, established a new resiliency subcommittee, developed a study to help reduce greenhouse gas emissions, developed a blueprint to install electric vehicle charging stations throughout the National Capital Region, and updated the National Capital Trail Network map and the long-range transportation plan.

## **7. NOMINATING COMMITTEE REPORT FOR THE 2025 TPB OFFICERS**

Reuben Collins said that this year's nominating committee was comprised of Charles Allen and Pamela Sebesky, and himself. He said that for TPB Chair, the committee recommends James Walkinshaw from Fairfax County Board of Supervisors; for first vice chair, the committee recommends Neil Harris from the City of Gaithersburg, and for second vice chair the committee recommends Matt Frumin from the District of Columbia.

Chair Henderson made a motion to approve the slate of candidates for 2025. The candidates were approved unanimously.

Pamela Sebesky presented a token of appreciation to Christina Henderson from the board in recognition of her regional leadership.

## **8. PBPP: ANNUAL TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY**

Pierre Gaunard reviewed the final draft of the National Capital Region Transit and Highway Safety Targets for 2024. He stated that these targets were discussed at its November 2024 meeting. He stated that the number of performance measures requiring targets has doubled from previous years due to an update this past April in federal regulations. He stated that local agencies' safety plans approved as of May 13 are required to feature targets for seven new measures related to transit worker safety and security, as well as more detail about collision incidents.

Pierre Gaunard said that some agency safety plans were adopted before May 13; in this case, the safety targets for the new performance measures were not available for this year. He said that vanpool data was not available as it is run by an outside service. He stated that next year's regional targets for other modes of transportation are expected to incorporate a full slate of targets from every applicable local provider.

Pierre Gaunard stated that some of the regional targets feature an increase over last year, which might be a response to past performance. He said that TPB believes that increases in ridership and service play a significant role; nevertheless, the demand response safety targets indicate a decrease compared to last year's targets. He thanked local transit agency staff for their collaboration in this process.

---

Christina Henderson made a motion to adopt Resolution R4-2025 to approve regional transit safety targets.

Takis Karantonis seconded the motion.

The motion to adopt Resolution R4-2025 to approve regional transit safety targets was unanimously approved.

Janie Nham reviewed the draft annual highway safety targets. She stated that the highway safety targets were presented to the board at its November 2024 meeting. She stated that no public comments were received on the proposed targets. She said that she has received the finalized data from localities and that there were no significant differences from the preliminary targets presented last month.

Janie Nham showed a table with the adjusted targets without any cap and one after the cap was applied. She recommended that the region keep the same target level as last year with the cap, but set the target for serious injuries at a more aggressive level.

Janie Nham said that TPB staff recommend that the TPB adopt Resolution R5-2025 to approve regional highway safety targets.

Christina Henderson made a motion to adopt Resolution R5-2025 to approve regional highway safety targets.

Pamela Sebesky seconded the motion.

Drew Morrison asked what the next steps are to formalize the TPB action plan.

Kanti Srikanth said that within a memo there is an outline of the schedule for following up on safety summit activities. He said the first has been realized, which is to be an ally in action, and the remaining five recommendations will be accomplished within an extended period of time. He provided an example of an activity that TPB staff will take to find the best strategies to help reduce fatalities and serious injuries in our region. He stated how there will be a series of ongoing briefings to the board on the strategies.

Drew Morrison asked the reason why TPB staff are capping the regional highway safety targets. He also questioned whether it's true that following last year's averages would result in several targets trending upward.

Janie Nham agreed to his statement and stated that TPB wouldn't want to recommend less aggressive targets than what was set last year.

Drew Morrison agreed and understood. He said that this is a required federal process and methodology, however it reinforced that these highway safety targets are unacceptable and looks forward to collaborating with localities to do better.

David Snyder said he agrees with Drew Morrison's comments and reinstated that localities have to work to address highway safety issues. He said that localities need to outline that no one is happy, satisfied, or anything other than disappointed and frustrated by these numbers.

David Snyder said that the TPB has to follow the federal methodology and that these are not goals and targets that all jurisdictions share, but we are following the federal mandate. He reiterated how the region needs to do better and work together to get the public's cooperation.

Christina Henderson echoed the comments that were made, as she said that she isn't satisfied with roadway and highway fatalities and injuries. She said that there is a lot of work to do next year, and by then, there will be some adjustments made to the targets.

---

Christina Henderson asked if there were any nays or abstentions.

David Snyder abstained.

The motion to adopt Resolution R5-2025 to approve regional highway safety targets was approved. David Snyder, City of Falls Church, abstained from the vote.

## **9. UPDATE ON DMVMOVES WORK ACTIVITIES**

Chair Henderson welcomed COG Executive Director Clark Mercer and DMVMoves facilitator Nick Donohue to present.

Clark Mercer said that DMVMoves has had a series of task force and working group meetings which are a subset of the COG board and the WMATA board which includes a government partners group that includes CAOs, CFOs, and transit operators and a group that includes chamber and business groups, environmental groups, labor, riders, and the disability community. He stated that all members of the two groups have the ability to weigh in, ask questions, get answers, and understand the current status of transit needs.

Clark Mercer said that COG wants to make sure that DMVMoves and related transit issues remain front and center and that there are opportunities to better coordinate and drive efficiencies with the bus operators, WMATA, VRE, and MARC such as through procurement and making sure riders feel like there is a seamless system to get from a bus line to a rail line and from city to suburb.

Clark Mercer said that signage is another area for understanding the bus system in the region. He stated that regarding funding, COG is working with state legislators so that they understand the issues in both Maryland and Virginia and is also working with transit partners like NVTC.

Clark Mercer introduced Nick Donohue as facilitator and said that Virginia, Maryland, and DC are on different timelines in terms of when they might arrive at solutions. He said that COG is trying to provide recommendations to use when they need to be able to address upcoming budgets. He stated that this is an iterative process over the next several months. He said that part of the process includes asking tough questions and getting answers from WMATA so that everyone in the region understands the issues.

Nick Donohue said that today's presentation is a check-in with initial findings. He stated that a starting point for the groups was thinking about what world class transit is and what that would mean for the region. He said that the groups and task force came up with "Transit is the backbone of an integrated world class mobility network that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equity."

Nick Donohue said that the next step was coming up with six goals that generally state that the region wants reliable, frequent transit service and a seamless, integrated experience across the various transit operators in the region. He said that the region wants to grow ridership through land use policies, achieve COG-adopted goals, and ensure long-term funding with corresponding accountability for transit operators. He stated that the region also needs to have transit workforce policies so that there is a workforce to deliver the transit to achieve the other five goals.

Nick Donohue stated that residents of the region were surveyed about challenges and priorities for transit, and respondent priorities are the same for bus and rail, which is more frequent off-peak and late-night service. He said that the main challenge on the bus side is not frequent enough service and on the rail side it is wishing a station was closer to home. He said that having 14 different transit providers means that work is needed on the policy side to figure out what can be done to make the experience more seamless and

---

integrated for customers. He said that TPB Community Advisory Committee members and Chair Ra Amin commented that one of the biggest things holding people back from using transit outside of their home jurisdiction is the signage and information is conveyed in a different way and it makes it hard and unfamiliar for people to be able to use those types of systems.

Nick Donohue said that larger discussions will take place on the funding side. He presented a chart on WMATA's state of good repair backlog and said that the backlog dropped from FY 2016 to today, but funding was not indexed for inflation. He said that WMATA will run out of the ability to sell new debt backed by dedicated funding in a few years, and the capital program will start to shrink after the FY 2029 period which sends state of good repair in the wrong direction.

Nick Donohue said that the task force has started talking about funding a world class transit system in the region and has worked on scenarios 1 and 2 with work still to be done on scenarios 3 and 4. He said that Scenario 1 includes fully funding the operating gap moving forward, addressing the state of good repair long-term needs and growing the capital budget with inflation. He said that WMATA signals were designed and first put into place in the 1970s, and the Silver Line system is out of date. He noted that WMATA is facing supply challenge because some of the parts are not made anymore. He said that there is also a backlog on escalator repair and replacement, and funding is needed to maintain existing service levels with local providers or offer increased service.

Nick Donohue said that scenario 2 starts with scenario 1 and includes discussion of running 100 percent 8-car trains, extending Metrorail, or building new bus rapid transit systems. He stated that part of the DMVMOVES system is having the discussion about priorities and what could be accomplished in the next 10 to 20 years. He stated that it is important that the funds that go to WMATA are provided in a manner that allows for bonding and that they grow over time with some sort of inflationary factor.

Nick Donohue said that the DMVMOVES initiative is about at the halfway point with work expected to be concluded in mid-2025.

Drew Morrison said that Maryland has done a lot in the last few years to try to put WMATA on stable footing through dedicated capital funding. He said that Maryland continues to face a challenging fiscal environment and has two transit systems that deserve to receive good attention along with the challenge of structural deficits that emerge as operating budgets and other costs outpace reasonable revenue source. He said that Maryland wants to reinforce its interest in a strong transit system with consideration of the fiscal challenge that Maryland and other jurisdictions face in thinking through the entirety of the transportation system.

Takis Karantonis asked if the Passenger Rail Investment and Improvement Act (PRIIA) is under attack again and whether there could be elaboration on PRIIA and the incoming administration. He asked for elaboration on how DMVMoves will work with different states having different pathways to move forward with dependable revenue sources.

Nick Donohue said that PRIIA has been in place since 2009 and has survived changes in Congressional party control. He said that PRIIA is authorized through 2029 or 2030. He stated that PRIIA could be at risk in the future, but it has been able to survive through past transitions. He said he thinks that the region will need to engage with Congress and the new administration on the topic. He noted that the federal transportation bill expires at the end of FY 2026, and there will be a healthy discussion regarding transportation in the next Congress as they look to reauthorize the Infrastructure Investment and Jobs Act.

Nick Donohue said that regarding funding from different states that it is understood that all states may be on a slightly different timeframe and timelines. He said what is important is that the funding provided be bondable. He said that the region is looking to create a sustainable program and is trying to stay within growth rates of available revenue streams.



---

Pamela Sebesky said that she represents an outer jurisdiction that does not have WMATA service but has a high need for public transportation being funded by the locality, and there is concern about unfunded mandates coming to regions where WMATA may not be physically located. She said it is a concern because the need is understood, but she hopes that part of the discussion is concern about unfunded mandates. She stated that localities have to balance their budgets every year, and federal and state funding amounts have been unknown in the last several years when passing the budget. She said that her biggest concern is that the message goes back that unfunded mandates coming to the regions is not the way to accomplish this problem.

Nick Donohue said that he understood, and all the local transit operators are in the advisory group with the CAOs. He said that local operators are extremely important and also important for WMATA because many of the local operators feed the VRE, MARC, and WMATA rail systems.

Allison Davis thanked the COG team for partnering on DMVMOVES. She said that WMATA wants to make sure that the message is getting across that with inauguration, Cherry Blossom, World Pride, and big events coming up and moving forward that WMATA is excited to serve the region but wants to highlight the needs. She said that it is not just Metro but it is also VRE, MARC, and local providers looking at funding challenges and ways to work together more efficiently.

Monique Ashton asked how much work from home and the pandemic has contributed to a budget perspective and is this plan considering potential more return to work in the ridership as well as the COG housing goals.

Nick Donohue said that the figures in the presentation are based upon current ridership and assumed changes that will take place in the future. He said that he does not think the model assumes that everyone will return to the office five days a week next year. He said that WMATA has experienced 43 months of consecutive ridership growth, and WMATA raised fares and the assumption that they had in their budget was that ridership year over year would go down. He said that in the first few months of this fiscal year since that fare increase, ridership continues to go up showing an increased demand for the system. He said that his understanding is that there is no assumption that there will be an increase in ridership but also no assumptions that the system will return back to how travel patterns used to be before the pandemic.

Allison Davis said that bus ridership is over 2019 ridership levels now. She said that rail ridership is not back at 2019 levels but is moving in the right direction. She said that a lot of places where WMATA has seen higher ridership than before is because WMATA has put out more midday, evening, and weekend services when in the pre-pandemic period the service levels running did not provide sufficient service for people who wanted to travel at those times.

Neil Harris said that he looked at the WMATA budget and noticed that ridership is up about 20 percent from 2023 to 2024, and it is up again this year. He said it is clear that public transit needs subsidies, and he is hoping that the funding formula can be revisited. He said that there is a significant fixed cost and variable cost component, so a fixed subsidy formula is probably not appropriate. He stated that he thinks that the states need to look at providing a fixed sum of money each year but also provide a variable piece depending on ridership and usage.

Neil Harris asked why the formula is as it is currently because Maryland's daily ridership is lower than Virginia and much of DC. He said his understanding is that the funding formula was designed many years ago, and things have probably changed.

Nick Donohue said that the fixed and variable costs are part of the discussion DMVMOVES is having as community partners have said to look on the cost side of the equation. He said that for Metrorail, close to 80 percent of the costs are fixed and related to directly operating and running trains.

---

Allison Davis said that the Metro board adopted new subsidy formulas in November. She said that the rail formula dated to 1977 and the bus formula dated to 1997, and the board recognized it was time to look at the formula. She said that she could send the updated subsidy offline, and she is happy to answer questions.

## **10. UPDATE ON CONGESTION MANAGEMENT PROCESS**

Andrew Meese stated that his presentation would provide an update on the TPB's congestion management process, remind the TPB of the federal congestion management process, and describe the variety of TPB and member agency activities that contribute to the region's compliance with this federal requirement. He stated that the information the TPB compiles for this requirement helps feed information that can be used by all agencies that propose projects for inclusion in the long-range Visualize 2050 plan and the Transportation Improvement Plan.

Andrew Meese said that the congestion management process dates to 1992 and is one of the ways that federal law and regulations promote the use of data and analysis to drive decisions on programming and calls for the management and operations of a system to emphasize alternatives to single-occupant vehicle travel and capacity increases. He stated that congestion is forecasted to increase based on population and economic growth, and CMP is a process by which the TPB adopts goals and actions to address congestion. He stated that the TPB receives project-associated congestion management through the technical input solicitation for the plan and the Transportation Improvement Program. He said that the TPB conducts analyses, reviews and identifies strategies in demand management and operations management and prepares technical reports.

Andrew Meese said that the region's premier demand management strategy is Commuter Connections which is the centerpiece of the region's transportation demand management efforts essential to satisfy CMP requirements. He stated that that there are almost 120 vehicle trips that would have happened without Commuter Connections' programs that are not taking place and over 2 million miles of travel every single day that is not taking place with its associated pollution and other impacts.

Andrew Meese stated that the region's premier operations management program is the Metropolitan Area Transportations Operations Coordination (MATOC) program which is a partnership between the three state DOTs and WMATA with TPB as an ex officio member. He said that MATOC's number one goal is situational awareness so that the operating and management entities can know if something is going on and can respond better.

Andrew Meese talked about how bus priority and BRT systems are ways of integrating congestion management strategies along with pedestrian and bicycle transportation. He said that micromobility is newer but has been shown to be helpful in underserved communities and to fill in gaps.

Andrew Meese said that integrated corridor management is another part of the process including adjusting traffic signal timing and using variable message signs along the highway to inform motorists. He said that land use that does not make people car dependent is another strategy to manage congestion.

Andrew Meese said that congestion has increased over the last ten years, but the TPB has looked at analyses completed, particularly with the Visualize plan, that show that the growth of alternatives is higher than the growth in single-occupant vehicles.

Andrew Meese said that CMP guidance and findings are very consistent and supportive of the TPB's travel demand reduction and management goals. He said that the TPB has information resources at member agencies along with reports and data sets.

---

Neil Harris asked if there is data in the report that will show which of the strategies are the most effective so that the region can do more of what works well. He said that it is great to see significant reductions where they are needed to provide congestions relief but in order to do more, it would be helpful to strategize and prioritize.

Andrew Meese said that the fact that Commuter Connections conducts an extensive evaluation and shows those benefits is one example. He stated that another example is that the region has seen more dramatic changes in some of the priced lanes. He said that looking at I-66 where lanes have been converted does not necessarily benefit every person, but the congestion is dramatically less, and it supports increased transit in the same corridor.

## **11. ADJOURN**

Chair Henderson stated that the next meeting would be January 22, 2025. There being no other business, the meeting was adjourned at 2:00 P.M.

## Meeting Highlights TPB Technical Committee – January 10, 2025

The Technical Committee met on Friday, January 10, 2025. Meeting materials can be found here:  
<https://www.mwcog.org/events/2025/1/10/tpb-technical-committee/>

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

### **TPB AGENDA ITEM 8 – FY 2025 AND FY 2026 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR THE DISTRICT OF COLUMBIA**

A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in the District of Columbia. The committee was briefed on the recommended projects and the Board will be asked to approve them at the January 22 meeting.

### **TPB AGENDA ITEM 9 – TRIP PROJECT LIST APPROVAL AND AMENDING VISUALIZE 2045 TO INCLUDE THE TRIP AND UPDATED LIST**

Staff briefed the committee on the updated Transportation Resilience Improvement Plan (TRIP) prioritized project list. The board will be briefed on the updated list and asked to approve it, along with a resolution to amend Visualize 2045 to incorporate the TRIP and the updated project list.

### **TPB AGENDA ITEM 10 – REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2026 UPWP**

The committee was briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2026 (July 1, 2025 through June 30, 2026). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. A complete draft of the FY 2026 UPWP will be presented to the board for review at its February meeting.

### **TPB AGENDA ITEM 11 – PBPP: DRAFT 2025 TRANSIT ASSET MANAGEMENT TARGETS**

The committee was briefed on the federal requirements for setting transit asset management targets by metropolitan planning organizations. A draft set of 2025 transit asset management targets for the National Capital Region will be presented. The board will be briefed on the draft targets and asked to approve the regional transit asset management targets in February.

The following items were presented for information and discussion:

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

TPB staff provided an update on the ongoing zero-based budgeting activities, preview the structure of Visualize 2050, and discuss next steps over the coming months for plan and TIP development.

### **SAFETY SUMMIT RECOMMENDATIONS WORK TIMELINE**

The committee was briefed on staff's anticipated timeline and initial thoughts for implementing the roadway safety recommendations proposed at the recent Regional Roadway Safety Summit and affirmed by the TPB in November.

## **TRANSPORTATION TECHNOLOGY INVENTORY SURVEY**

TPB staff reported on the results of a survey of technology in use by member transportation agencies across the region.

## **OTHER BUSINESS**

- 2025 TPB/Tech Committee/Steering Committee meeting dates
- 2025-2026 Community Advisory Committee recruitment update
- TLC/RRSP solicitation January 6
- Auto Show EV Forum Announcement
- Membership survey
- Staff Update

---

## 2024 END-OF-YEAR REPORT COMMUNITY ADVISORY COMMITTEE

*Ra Amin, 2024 CAC Chair Presented to the TPB, January 22, 2025*

For the last 30 years, the Transportation Planning Board (TPB)'s Community Advisory Committee (CAC) has been providing "region- oriented citizen advice" to the TPB, promoting public involvement in the regional transportation planning process. As required by the TPB's Public Participation Plan, this report summarizes the committee's activities and interests in 2024.

Much of the committee's attention in 2024 was focused on the update of Visualize 2050, the region's long-range transportation plan. We also focused on DMVMoves—the joint Metropolitan Washington Council of Governments (COG) and Washington Metropolitan Area Transit Authority (WMATA) initiative to unify, optimize, and deliver a world-class transit network. The TPB CAC served on the Community Partners Advisory Group, a working group of the DMVMoves Task Force, providing valuable input. We were also pleased to have opportunities throughout the year to interact with a variety of new and different programs in the TPB process. These included development of the new transportation resilience program and participation in workshops such as the Regional Curbside Management Forum.

### COMMENTS ON VISUALIZE 2050 AND THE 2023 AND 2024 PUBLIC COMMENT PERIODS

Throughout the year, the committee discussed the update of Visualize 2050. Some key themes emerged in our discussions and comments, as outlined below:

- 1. Clarify the purpose of the comment period and how the comments will be used.** Public comment outreach on project inputs to the plan held late in 2023 were appreciated, but the purpose and role of the comment period was confusing. It was unclear how the input received was related to later planning stages, the long-range plan in general, and how they would be considered, since so many comments were about individual projects.
- 2. Consider and communicate what portions of the plan benefit from public comment.** The project inputs and conformity public comment periods put the focus on individual projects. Although that may be helpful, there are other aspects of regional planning that may benefit from public comment that should get more attention.
- 3. Seek input from underserved communities.** Outreach overall was not programmed to specifically seek targeted input from traditionally marginalized communities. Future outreach should be expanded to explicitly seek input from these communities, such as the over-sampling done in Equity Emphasis Areas in other outreach projects/efforts.
- 4. Use the CAC to leverage comment opportunities.** Regarding outreach for air quality conformity held in the spring and summer, the CAC advised staff to be clear about the narrow focus of the topic and to use the CAC to communicate about the opportunity to their networks, which include local governments and active non-profits. Also consider continuing in-person sessions.

5. **Ensure the online forums are accessible.** The use of MetroQuest or any platform needs to be accessible to people using different browsers and software if it is the only way to provide feedback.
6. **Consider a “constrained” transit scenario.** Regarding the travel forecasts, the CAC advised that WMATA’s current funding challenges may amount to a “transit constraint” and should be considered in the modeling. This is not a new concept. The TPB has developed a transit constraint in the past.

## **DMVMOVES**

The CAC’s involvement with DMVMoves kicked off in May with a briefing from TPB staff on the initiative and the CAC’s role in it. The CAC was represented as part of the Community Partners Advisory Group (CPAG) with the chair, Ra Amin, as the official representative. Concerns raised included the transparency of the decision-making process, the swift-moving timeline, and management of the consensus-seeking process. After initial development of recommendations over the summer, the CAC provided feedback on the regional fare policy framework, regional fleet and stop design guidelines, and sources for dedicated transit funding.

Members also dove deeper into the six recommendations arising from discussions, noting that the four addressing customer service would be a good opportunity for the CAC to weigh in over the balance of the initiative. How best to provide this involvement was discussed at length over the course of three meetings. For the balance of the initiative, the CAC representative will continue to solicit questions and comments from the CAC to communicate to the advisory committee. TPB staff will continue to provide support in the CAC’s engagement with updates and information. Members of the CAC will also serve on the working groups set up around the four service-oriented initiatives.

A chief concern of the CAC was public involvement. Although there was the DMVMoves survey, this is feedback to the initiative. There needs to be a way for the public to provide comments about the ideas being developed. The CAC offered to be a forum for this engagement. Another concern raised was land value return, which was discussed at length.

## **OTHER 2024 INITIATIVES**

**TPB’s Transportation Resiliency and the Climate Mitigation Program.** The CAC provided several suggestions for clarifying the messages being conveyed by the new TRIP plan and its accompanying resources. There was also time spent discussing the greenhouse gas (GHG) mitigation strategies including the realities of what is possible in GHG reductions in the transportation sector, and what influence the TPB has over those reductions.

**“Act Locally” Round Robins.** An opportunity was added to each CAC agenda starting in June to hold some time for members to share something about the work they were doing in their communities. Several members have shared their activism on an array of transportation and land use topics, from serving on a planning commission, volunteering for school safety, to design charettes, CAC members are very engaged.

In addition to the items described above, the CAC discussed a range of topics throughout the year, including:

- The State of Public Transportation Report, January and June 2024, Pierre Gaunard
- The Regional Bus Stop Design Forum, May 2024, Pierre Gaunard
- TPB Resources and Application Page (TRAP), July 2024, Charlene Howard
- The 2023 Washington-Baltimore Air Passenger Survey, October 2024, Kenneth Joh
- The TPB Regional Roadway Safety Summit, October 2024, Janie Nham

- The FY2024 Street Smart Campaign, November 2024, Mike Farrell
- The TPB/CAC Leadership Roundtable, December 2024

For all these topics, committee members provided observations and comments and engaged the presenters in Q&A sessions. These discussions were reported to the TPB in the monthly CAC report. This is the last report for this CAC cohort. A new cohort will begin to meet in February 2025.

## LOOKING AHEAD

The CAC held its first meeting in December of 1992. Since that time, the committee has played an important role in questioning and commenting on regional-level transportation issues. The two years ahead will see the conclusion of Visualize 2050, the DMVMoves initiative, and implementation of new TPB plans and policies aimed at climate resilience and mitigation. The involvement of diverse voices such as the volunteers on the CAC is ever more critical. We look forward to continuing to provide the TPB with a sounding board and a conduit to the communities the TPB serves.

## MEMBERS 2023-2024 COMMUNITY ADVISORY COMMITTEE

Name	Jurisdiction	State
Ra Amin, Chair	DC Ward 5	DC
Ashley Huston	City of Manassas	VA
Richard Wallace	Charles County	MD
Gail Sullivan	DC Ward 6	DC
Kalli Krumpas	DC Ward 5	DC
Larkin Turman	DC Ward 3	DC
Rick Rybeck	DC Ward 1	DC
Zach Israel	DC Ward 4	DC
Dan Papiernik	Fairfax County	VA
Jeff Parnes	Fairfax County	VA
Lorena Rios	Loudoun County	VA
Christina Farver	Loudoun County	VA
Jason Stanford	Arlington	VA
Jeffrey Parnes	Fairfax County	VA
Mark Scheufler	Prince William County	VA
Noell Evans	Prince William County	VA
Tafadzwa Gwitira	Fairfax County	VA
Maribel Wong	Frederick City	MD
Nancy Abeles	Montgomery County	MD
Timothy Davis	Frederick County	MD
Vanessa Hercules	College Park	MD
Bernie LoCascio	Gaithersburg	MD
Felipe Millán	Prince Georges County	MD
Heather Gaona	Rockville	MD
Jacqueline Allen	Charles County	MD



---

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

January 22, 2025  
*Ra Amin, CAC Chair*

The January meeting of the CAC was held in person and virtually on Thursday, January 16. The meeting featured a presentation on the DMVMoves survey results, a presentation on the 2024 Regional Roadway Safety Summit, and review of the 2024 CAC Annual Report. This was the last meeting of the present CAC cohort. Members were recognized for their service.

**DMVMoves COMMUNITY SURVEY**

Kenneth Joh, Principal Statistical Survey Analyst, presented the findings of the survey, which indicate the top priorities for future planning and funding are reliable service, efficiently run transit, and expanded service across the region. Also, people are willing to pay for better transit.

Questions and comments included the following:

**Do you have statistics to ascertain whether the people who advocated for increased fees for private occupancy vehicle (POV) use own POVs?** How increased fees for POV use differed by vehicle ownership was not explicitly analyzed in this presentation. However, 21% of respondents did indicate they did not own a car, so some portion of the remaining percentage probably agreed to the idea.

**Was there any indication that if there was better transit, people may be able to reduce the number of cars they have?** That question was not included in the survey, but it would be an excellent follow-on question. If off-peak service was extended, it seems likely that people would have more choices. It's not just charging more, but how we reduce the number of vehicles in the whole system.

A member commented that we need to change the narrative around transit versus private vehicles. There are benefits to both, and both should be a choice, if we had better transit options. There's a lot of great transit planned, but no money to pay for it. This survey may be misleading because it is asking about transit exclusively. There is no plan to raise taxes in Maryland because people are already feeling stretched. Perhaps New York City's move to congestion pricing is worth watching.

**More people in Virginia took the survey than any place else. Did you wait until the survey was closed or did you monitor the data as it was coming in?** The data was compiled after the survey was completed, but overall, it's proportionate among the three states.

**Regarding the reliability of access for people with disabilities, it looks like 10% identified as having a disability, but 2% reported using MetroAccess. Also 18% said that transportation could be more accessible. Is it possible to get a breakdown of that part of transportation to understand the quality of paratransit better?** This survey didn't go into that layer, but it's a good suggestion.

**Can you tell us more about how these results are being used by DMVMoves?** The survey was constructed with a very specific and narrow focus to better understand the needs and desires of DMV residents for future public transportation in the region. Officials wanted to gauge the sentiment on how we might go about raising more funds for transit and how to invest those funds. The survey results were not unexpected, but it provides context for the actions underway now. Now there are six working groups from 13 transit systems tasked with identifying what actions each of them can take to advance these goals of better transit.

## 2024 REGIONAL ROADWAY SAFETY SUMMIT SUMMARY AND RECOMMENDATIONS

Janie Nham, TPB Planning Manager, briefed the committee on the outcomes from the TPB discussion of the summit and about recommendations for action the TPB and partners may pursue. Ms. Nham recapped the proposed actions, including joining the USDOT's Allies In Action campaign, inventorying safety activities, and researching automated enforcement.

Questions and comments included the following:

**Regarding automated enforcement, how is that enforcement if there is a delay in getting the citation?** The citation is considered the enforcement. With ticket reciprocity, there is an agreement between jurisdictions that allows them to take action against drivers with out-of-state licenses who violate laws in their jurisdiction, and currently we do not have that.

**What is the first priority that TPB is going to work on out of all of these?** There is a work plan for pursuing these priorities over this fiscal year and the next. The first action was joining the USDOT's Allies in Action campaign.

A member commented that emphasis should be on pushing for safer streets rather than focusing on an unattainable goal of zero fatalities. Vision Zero counts fatalities that cannot be prevented, which undermines the effectiveness of the initiative. The emphasis should be on safer streets, not on an unattainable goal. The best you can do is aim to decrease fatalities on the road.

**How can the CAC help to achieve these goals?** Continue to bring roadway safety to the attention of the TPB. Also advocate for federal regulations to improve roadway safety. Keep yourself informed about what is happening and look for opportunities to take action.

### CAC ANNUAL REPORT

Members discussed the draft report, including revisions made after circulation of the draft. The report was approved. Chair Amin will deliver the report and provide remarks at the January 22 TPB meeting.

### ATTENDANCE

#### CAC Members

Ra Amin, Chair  
Christina Farver  
Felipè Francisco Millàn  
Jeff Parnes  
Nancy Abeles  
Gail Sullivan  
Heather Gaona

Kalli Krumpas  
Mark Scheufler  
Lorena Rios  
Rick Rybeck  
Zach Israel  
  
**Staff**  
Leonardo Pineda

Rachel Beyerle  
Laura Bachle  
Amanda Lau  
Lyn Erickson  
John Swanson  
Kenneth Joh  
Kanti Srikanth  
Janie Nham



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** January 16, 2025

---

The attached materials include:

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** January 16, 2025

---

At its meeting on Friday, January 10, the TPB Steering Committee reviewed and took action to recommend that on January 22, the TPB approve Resolution R7-2025 which will update list of projects in the TPB's Transportation Resilience Improvement Plan (TRIP) and will add the TRIP as an appendix to Visualize 2045. The committee also approved six resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement and approved the January TPB agenda.

Katherine Rainone of TPB staff briefed the Steering Committee on the TPB's TRIP and prioritized project list and the annual update process. The committee reviewed TPB Resolution R7-2025 and recommends its approval when the TPB is asked to act on this matter under Item 9 of the January 22 meeting,

Next, the committee adopted the six resolutions listed below amending the FY 2023-2026 TIP at the request of the Maryland Department of Transportation (MDOT), City of Frederick, Montgomery County, the Virginia Department of Rail & Public Transportation (VDRPT), the Potomac & Rappahannock Transportation Commission (PRTC), and the Federal Highway Administration (FHWA). All of the projects included in these amendments are exempt from the air quality conformity requirement and are described in further detail in the bullets below and in the attached materials.

- **TPB SR25-2025**, requested by MDOT, consolidates two State Highway Administration (SHA) bridge replacement projects and adds funding to the Maryland Transit Administration's (MTA) Prince George's County Bus and Bus Facilities Competitive Lo-No Grant program as follows:
  - The MD 717 Western Branch Bridge Replacement project (T6654) TIP record was dissolved, and the associated scope of work and federal and state funding were consolidated into the MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement project (T6653). Additional National Highway Performance Program (NHPP) and state funding increased the total project cost of the newly combined record to \$50 million, the bulk of which will be programmed in FY 2027 and beyond, such that the current 4-year program total decreased from \$21.8 million to \$2.4 million. The completion year was updated from 2025 to 2031 to reflect the anticipated completion of the second project.
  - MTA added \$39.23 million formula and competitive grant funding from FTA along with local funds for the Prince George's County Bus and Bus Facilities Competitive Lo-No Grant program (T13566). The initial submission from MTA and draft of resolution SR25-2025 incorrectly identified the source for the addition of approximately \$8 million as being Metropolitan transportation planning funds (§ 5303). MTA confirmed that the source of this funding was FTA's Urbanized Area Formula Grants (§ 5307) and this correction is reflected in the attached approved resolution.

- **TPB SR26-2025**, adds \$500,000 in US DOT's Reconnecting Communities & Neighborhoods planning grant and local funding for the new Golden Mile Multimodal Connection Planning Project (T13664), as requested by the Cit of Frederick
- **TPB SR27-2025**, requested by Montgomery County, adds approximately \$87.4 million in FTA Capital Investment Grant, state, and local funding to the Veirs Mill Bus Rapid Transit project, raising the total project cost to \$169 million. The record ID for this project was also updated from CE3101 to T12005 to clarify its status as a project funded in the TIP.
- **TPB SR28-2025**, requested by VDRPT on behalf of the City of Alexandria, adds \$3.2 million in flexed CMAQ and RSTP funds for the new DASH Technology Phase II project (T13660).
- **TPB SR29-2025**, requested by PRTC on behalf of Virginia Railway Express to add funding for two new projects:
  - VRE Broad Run Corridor Lead Track Property Acquisition (T13662) - \$11.5 million in § 5307 and local funding
  - VRE Seminary Yard Property Acquisition (T13663) - \$91 million in State of Good Repair (§ 5339) and local funding
- **TPB SR30-2025**, adds 21 projects in the District of Columbia, 10 projects in suburban Maryland, and 7 projects in Northern Virginia from FHWA's Eastern Federal Lands Highway Division's (EFLHD) FY 2025-2028 TIP as an attachment to the TPB's TIP so that the region's three DOTs may include those projects as attachments to their individual Statewide Transportation Improvement Programs (STIPs).

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:

- January 10, 2025 TPB Steering Committee Attendance (Members and alternates only)
- The following adopted resolutions approving amendments to the TIP:
  - SR25-2025, requested by MDOT
  - SR26-2025, requested by the City of Frederick
  - SR27-2025, requested by Montgomery County
  - SR28-2025, requested by VDRPT
  - SR29-2025, requested by PRTC
  - SR30-2025, requested by FHWA

**TPB Steering Committee Attendance – January 10, 2025**  
(only voting members and alternates listed)

TPB Chair/VA Rep.:	James Walkinshaw
TPB Vice Chair/MD Rep.:	
TPB Vice Chair/DC Rep.:	Matthew Frumin
Previous TPB Chair:	Heather Edelman (Alt.)
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Regina Moore
WMATA:	Mark Phillips
Technical Committee Chair:	Victor Weissberg



## MEMORANDUM

**TO:** Transportation Planning Board Steering Committee  
**FROM:** Katherine Rainone, Transportation Resilience Planner  
**SUBJECT:** Regional Transportation Resilience Improvement Plan: Request for Project List Approval and incorporation into Visualize 2045  
**DATE:** January 10, 2025

---

The Transportation Planning Board (TPB) approved its Transportation Resilience Improvement Plan (TRIP) in June 2024. The TPB's TRIP was subsequently approved by FHWA in July 2024. The TRIP is now undergoing the annual project list update process. At its January 22, 2025 meeting, the TPB will be asked to approve Resolution R7-2025 which contains two actions: 1) Amend the TRIP project list with 5 new projects in time for the next grant application deadline; and 2) Amend the region's current plan of record called Visualize 2045 to include the approved TRIP with the updated project list as an appendix.

## BACKGROUND

In 2015, Congress enacted provisions in the Fixing America's Surface Transportation (FAST) Act requiring transportation agencies to consider resilience in their transportation planning process – specifically to “improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation.” At the end of 2021, FHWA and FTA jointly issued updated Planning Emphasis Areas (PEAs), areas of planning that MPOs should emphasize when identifying and developing tasks for the Unified Planning Work Program. And most recently, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program (PROTECT), which established formula and discretionary grant programs to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through both non-competitive and competitive grants.

This emphasis, paired with increasing importance of planning for improved resilience of regional transportation systems, has led to the creation of TPB's Transportation Resilience Planning Program. The first major products to come out of the program are the National Capital Region Transportation System Climate Vulnerability Assessment and the National Capital Region Transportation Resilience Improvement Plan (TRIP).

## REGIONAL TRANSPORTATION RESILIENCE IMPROVEMENT PLAN (TRIP) AND UPDATED PRIORITIZED PROJECT LIST

One major element of the PROTECT program is the Transportation Resilience Improvement Plan (TRIP), a comprehensive plan for state or regional transportation resilience with at least the major components of: a systematic approach to transportation system resilience, a risk-based vulnerability assessment, an investment plan, and a list of transportation resilience projects. Developing a TRIP

can lower the non-federal construction match for projects funded by the PROTECT program from 20% to 13% and integrating that TRIP into the LRTP can reduce the match to 10%.

Together with member jurisdictions and agencies, TPB developed a regional TRIP and a prioritized list of regional transportation resilience projects as part of the second phase of its transportation resiliency study, which the board reviewed and approved on June 20, 2024. The TRIP was subsequently formally approved by FHWA in July 2024.

As outlined in the final TRIP, an annual update of the prioritized project list is to occur, to have a comprehensive understanding of transportation resilience projects planned throughout the region and to ensure eligible projects access to a potential match reduction should they be funded via a PROTECT Discretionary Grant. TPB staff began the second round of project submission solicitation with announcements in November 2024 at TPB Technical Committee and Board meetings, and an email solicitation with a form to submit projects in December 2024, for project submissions due January 8, 2025. Review of the submitted projects was completed by TPB staff with consultant assistance, ensuring PROTECT and TRIP eligibility following the same methodology as the first round of project submissions.

The approved TRIP is the current plan of record for regional transportation resilience planning at TPB. As a reminder, stakeholder engagement was a major component of the plan – work was guided by a regional working group who primarily provided input and feedback on key milestones during the development of the TRIP through a series of meetings, in addition to convening a Resiliency Forum, which included a broad swath of regional participants, aimed at building knowledge of climate risks among the jurisdictions and collaborating to develop resilience solutions. The TRIP provides an overview of climate and resilience planning in the National Capital Region, outlines TPB's approach to understanding transportation vulnerabilities across the region, includes a two-phased vulnerability assessment of risks posed by natural hazards on generalized transportation assets and regional-specific assets, and a list of priority resilience projects submitted by member agencies that addresses the vulnerabilities previously identified. The plan concludes with the Future Enhancements section, which includes a list of future work TPB staff plan to take on to continue informing transportation resilience planning and investments in the region. One additional component of the study is an interactive map of major regional resilience hazards which includes climate hazard layers, transportation asset layers, and Equity Emphasis Areas, included in the Vulnerability Assessment and provided to member agencies and jurisdictions as a resource.

## **UPDATED PRIORITIZED PROJECT LIST AND RESOLUTION TO AMEND VISUALIZE 2045 TO INCLUDE TRIP FOR BOARD APPROVAL**

Attached is a draft updated TRIP Project List, highlighting the 2 additional projects for 2025 for board members to review and approve. The entire [TRIP](#) with the updated project list will be amended into Visualize 2045.

Please email any comments or questions on regional transportation resilience planning to Katherine Rainone, [krainone@mwkog.org](mailto:krainone@mwkog.org).



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

**RESOLUTION TO APPROVE UPDATED NATIONAL CAPITAL REGION TRANSPORTATION  
RESILIENCE IMPROVEMENT PLAN (TRIP) PROJECT LIST AND AMEND VISUALIZE 2045 TO  
ADD THE TPB TRANSPORTATION RESILIENCE IMPROVEMENT PLAN AS AN APPENDIX**

**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 began requiring transportation agencies to consider resilience in their transportation planning process – specifically to “improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation”; and

**WHEREAS**, several federal planning factors (23 CFR 450.306(b)) also reference the consideration of resilience: “protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns,” and “improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation”; and

**WHEREAS**, 23 U.S.C. 176 (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation, PROTECT program) allows for the development of a Resilience Improvement Plan (RIP) by a State or MPO, but does not require it; and,

**WHEREAS**, if developed, the RIP shall identify the immediate and long-range planning activities and investments with respect to the resilience of the surface transportation system within the MPO's metropolitan planning area; and,

**WHEREAS**, the RIP shall also demonstrate a systemic approach to surface transportation system resilience and be consistent with and complementary of State and local mitigation plans; and,

**WHEREAS**, the RIP shall further include a risk-based assessment of the vulnerabilities of transportation assets and systems to current and future weather events and natural disasters, such as severe storms, flooding, and extreme temperatures; and,

**WHEREAS**, the RIP may describe resilience improvement policies and strategies that will inform the transportation investment decisions of the MPO and its members, including a list of priority projects; and,

**WHEREAS**, the TPB followed national best practices in developing a RIP including a two-phased, risk-based assessment where the Phase 1 System-Level analysis assessed the sensitivity of the transportation system to climate hazards, and the Phase 2 Asset-Level analysis identified and mapped specific transportation assets and locations where the system is most vulnerable to the impacts of climate change and natural hazards; and

**WHEREAS**, in 2020 the TPB Board adopted the goal of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and

**WHEREAS**, the FY 2025 Unified Planning Work Program for Transportation Planning for the Washington Metropolitan Region was approved by the TPB on March 21, 2024, and established Task 1.6 Resiliency Planning; and,

**WHEREAS**, the National Capital Region Transportation Resilience Improvement Plan (TRIP), approved by the TPB Board on June 20, 2024, calls for continued coordination among TPB member agencies on the issue of regional transportation resilience planning; and

**WHEREAS**, the TPB completed the NCR TRIP to meet the requirements of 23 U.S.C. 176 (PROTECT), as outlined in the letter dated July 23, 2024 signed by FHWA District of Columbia Division Administrator; and

**WHEREAS**, the NCR TRIP Priority Project List will be updated annually based on the PROTECT funding schedule, and the next deadline is February 26, 2025, and the TPB engaged in a process to update the Priority Project List; and

**WHEREAS**, the projects in the NCR TRIP will be eligible for increased federal match funding if the TRIP is included in the TPB's federally approved metropolitan long range transportation plan, called Visualize 2045; and

**WHEREAS**, the TPB engaged stakeholders and the public throughout the development of the TRIP and updated Priority Project List via presentations at multiple TPB Technical Committee meetings, TPB Board meetings, Regional Transportation Resilience Subcommittee meeting, and postings on the TPB website.

**NOW, THEREFORE BE IT RESOLVED** that the National Capital Region Transportation Planning Board approves the following:

- 1) The addition of 5 projects to the approved Prioritized Project List included in the National Capital Region Transportation Resilience Improvement Plan (TRIP), as identified in the attached materials; and
- 2) The amendment of Visualize 2045 to formally include the National Capital Region Transportation Resilience Improvement Plan (TRIP) as an appendix to Visualize 2045.



# National Capital Region Transportation Resilience Improvement Plan

Updated January 2025



National Capital Region  
Transportation Planning Board



## CHAPTER 5

# Priority Project List

Updated January 2025



The following tables, grouped by asset type, summarize the projects identified by member agencies as highest priority projects to implement in the short term given known and projected asset vulnerabilities. This investment plan is not financially constrained. While some of the projects have identified funding, many of them will be seeking grant funds (e.g., PROTECT) to advance to implementation. This list of priority resilience projects will be updated on an annual basis as agencies are able to further refine and advance their resilience priorities. The project submission form will be sent to all relevant stakeholders each calendar year prior to the following PROTECT grant application due date. In addition, TPB will continually produce updated resilience plans and studies to better understand regional vulnerabilities and to support resilience efforts.

**Table 1: Climate Hazard Icon Definitions**

Climate Hazards	
	Extreme heat
	Temporary flooding (coastal and riverine)
	Permanent flooding (sea level rise)
	Extreme winter conditions
	Extreme wind <sup>1</sup>
	Rockfalls <sup>2</sup>



<sup>1</sup> Includes extreme storms with high winds, such as hurricanes and tropical storms

<sup>2</sup> Although rockfalls were not included in the 2024 Vulnerability Assessment, they are a regional hazard that can be addressed through resilience projects.



## Bridges


**Table 2: Bridge Resilience Investment Projects**

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Charles County Government (supported by the Resilience Authority of Charles County)	Cobb Island (MD-254) - Bridge Approach	MD-254 (Cobb Island Road) between MD-257 and the Cobb Island Bridge.	While the Cobb Island Bridge was recently replaced in 2020, the bridge approach and surrounding roadways still experience tidal flooding and inundation from sea level rise. There is ongoing planning for this project, and possible options include a range of nature-based and innovative interventions to address flood vulnerability from multiple hazards.	 	2024










## Public Transit Infrastructure

**Table 3: Public Transit Resilient Investment Projects**






Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Passenger Rail Authority	RF&P Track Infrastructure Heat Impacts and Mitigation Study	The Richmond, Fredericksburg and Potomac railroad line from Quantico, Prince William County, VA to Control Point VA in Washington, DC; Intercity (Amtrak) and Commuter (VRE) rail routes on the corridor.	When the region has high temperatures, host railroads (CSX and Norfolk Southern) issue slow orders as a safety precaution to limit/prevent derailments. As temperatures continue to rise and temperatures remain elevated for longer periods of time, railroads will issue more heat orders, slowing rail traffic in the region. The heat impacts study would identify existing conditions, assess adverse conditions based on historical data, recommend specific mitigation strategies, and translate these strategies into capital or operational improvements to limit slow orders during heat events and increase the reliability of the transportation system.		2024










Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Railway Express	VRE Stations Heat Vulnerability and Mitigation Strategies Analysis	Station assets located on VRE's Manassas and Fredericksburg Lines, as well as on the joint line between Alexandria and Union Station.	Increasing temperatures have the potential to cause significant passenger discomfort to VRE riders. This project will identify the appropriate mitigation strategies to address the adverse effects of heat in five VRE station facilities. The project will detail potential effects on passengers and facilities, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.		2024
Virginia Railway Express	VRE Manassas Line Track Heat Vulnerability and Mitigation Strategies Analysis	Track infrastructure on VRE's Manassas Line between the Broad Run station and "AF Interlocking".	Temperatures that continue to rise and temperatures that remain elevated for longer periods of time threaten the structural integrity of rail tracks. This project will identify the appropriate mitigation strategies to address the adverse effects of heat on track and ancillary facilities identified as high risk in the TPB vulnerability assessment. This study would detail potential effects of heat events on the track infrastructure and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.		2024
Virginia Railway Express	VRE Maintenance and Storage Facilities Heat Vulnerability and Mitigation Strategies Analysis	VRE-controlled property at the Broad Run and Crossroads Maintenance and Storage Facilities.	The TPB vulnerability assessment has identified these locations as highly vulnerable to extreme heat. The study aims to detail how exposure to extreme heat can affect VRE maintenance and storage facilities. The project will propose conceptual mitigation projects and review projected impacts on VRE service and yard personnel.		2024


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Railway Express	VRE Assets Flooding Vulnerability and Mitigation Strategies Analysis	L'Enfant and Quantico stations; Broad Run Maintenance and Storage Facility (excluding the passenger station platform, including the parking facilities).	The TPB vulnerability assessment has identified this area as having high vulnerability to inland flood. The study will analyze the proposed effects to this infrastructure from adverse future inland flooding events, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.		2024
WMATA	Systemwide Flood Resiliency Infrastructure Upgrades Implementation	Cleveland Park, Federal Triangle, Smithsonian, Archives/Navy Memorial, Rhode Island Ave/Brentwood, Capitol South, and Waterfront Stations (DC); Greenbelt Rail Yard (Greenbelt, MD).	All stations included in this project are either within the FEMA 100 year flood zone or are regularly impacted by interior flooding. The proposed upgrades address flood vulnerability in the MetroRail system and include measures such as new grading at station entrances, temporary flood barriers, raising vent shaft openings, and improving drainage capacity around stations. Improvements will lower the risk of adverse impacts to passenger service and system operations.		2024
WMATA	Drainage Pump Stations Rehabilitation Program	L'Enfant, Wheaton, Federal Triangle, Metro Center, and Glenmont Stations (DC); Noyes Road (Silver Springs, MD), Medical	Pumping stations remove water from WMATA's tunnels when aboveground rainfall or flood fills the tunnels. This equipment has exceeded its life cycle and needs replacement. The project would replace and improve the 59 drainage pumping stations located at low points in MetroRail tunnels to facilitate the removal of excess water from MetroRail tunnels and stations. The project would	 	2024



Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		Center (Bethesda, MD).	also replace and improve pumping equipment and tunnel piping systems that have exceeded their lifecycle throughout the MetroRail system. This program prioritizes the highest risk locations based on flooding and equipment need.		
WMATA	Comprehensive Stormwater System Program (Planning)	Systemwide.	WMATA systems experience flooding due to storms and other rainfall events. Current stormwater planning is piecemeal and based on the facility. A comprehensive stormwater system program would allow WMATA to evaluate existing assets and risks and would provide a basis for Metro's future decisions about how to design, construct, and rehabilitate stormwater infrastructure.	 	2024
WMATA	Stormwater System Rehabilitation	Carmen Turner Center; Branch Ave, Glenmont, and Greenbelt, New Carrollton and Shady Grove Rail Yards; Landover, Montgomery, and Southern Ave Bus Division (all in Maryland).	WMATA has identified many of these facilities as highly vulnerable to inland, sea-level, and riverine flooding. Flooding here and to nearby operational facilities can create significant time delays. The project will use green infrastructure to install or retrofit stormwater management systems.	 	2024
WMATA	Rehabilitation of Station Vault Pre-Cast Supports	Dupont Circle, Woodley Park, Cleveland Park, Van Ness, Tenleytown, Friendship Heights	In severe storms and flood events, rainwater can percolate through the ground, leak into MetroRail stations, and, on the Red Line, flow into the vaulted ceilings. The connecting supports for the vaulted ceilings at several stations have begun to deteriorate. The project will conduct a detailed inspection and condition report to		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		Stations in DC. Bethesda and Medical Center Stations in MD.	determine the extent and location of where repairs will be needed, and rehabilitation of the identified issues.		
WMATA	Tunnel Chilled Water Piping Assessment	Systemwide.	Increasing temperatures have the potential to cause significant passenger discomfort to MetroRail riders. Chilled water is used to cool stations and all designs are outdated due to increasing population, increased density, and more high heat days. The study would conduct a systemwide assessment of chilled water piping in tunnels to identify the need to improve this piping.		2024
WMATA	MetroBus Shelter Replacement	Systemwide.	As high heat and intense rain events occur, passengers will increasingly require shade and shelter at bus stops. The project would replace aging shelters, provide shade, and decrease unnecessary wait times at outdoor bus shelters by improving communication with customers.		2024
WMATA	Traction Power/Rectifier Replacement	33 traction power substations though DC, VA, and MD.	High heat has the potential to impact traction power substations and result in slow or interrupted MetroRail services. The project would answer this concern and decrease heat buildup in traction substations critical to the MetroRail train system and enhance power stability. Improvements would replace rectifiers in multiple traction substations across the service area to improve electrical efficiency. This not only increases resilience but also stabilizes the rail system and reduces electricity consumption.		2024


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
WMATA	Shaft Damper and Attenuator Replacement Program	221 shafts throughout the MetroRail system in DC, MD, and VA.	High heat weather will require better circulation of MetroRail tunnels and stations for comfort and operability. The project would address heat strain on fans, dampers, and attenuators that circulate air through shafts in the Metro system. These improvements would maintain customer comfort and equipment functionality as temperatures rise.		2024
WMATA	Non-Revenue Facility HVAC Replacement	L'Enfant, Wheaton, Federal Triangle, Metro Center, and Glenmont Stations (DC); Noyes Road (Silver Springs, MD), Medical Center (Bethesda, MD).	Multiple Metro non-revenue facilities were not built for projected future weather conditions and do not account for increased average temperatures or for the increase in heat-producing electric controls. These facilities often heats to an uncomfortable level. The project would replace aging and inefficient heating at these facilities and implement a Building Energy Management Control System that would allow for greater operational and maintenance efficiency. Facilities included in this project are crucial for the operation of the Metro system.		2024
WMATA	Faregate and Mezzanine Exposure to Water Intrusion at NoMa-Galludet Metrorail Station	No-Ma Galludet Metrorail Station (DC)	Currently the mezzanine at the 2nd Street entrance to the NoMA-Galludet U station is exposing riders and rail infrastructure to water. Due to climate change, there will be more frequent and intense rainstorms, making the problem worse. There is a gap between DDOT's Metropolitan Branch Trail and the upper station deck. While a temporary barrier has been installed, a more permanent, secure solution needs to be installed. This will benefit customer's comfort and expand the longevity of the rail infrastructure.		2025
WMATA	Water Leak Mitigation & Preservation -	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro		2025


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
	Rail Tunnels		infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		
WMATA	Water Leak Mitigation - Stations and Rooms Water Intrusion Remediation	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		2025

#### Public Transit & Stormwater Infrastructure



**Table 4: Public Transit and Stormwater Infrastructure Resilience Investment Projects**


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Passenger Rail Authority	Flooding Mitigation Study for Quantico and Pohick Creek Rail Bridges	RF&P Rail Corridor, owned by CSX/Virginia Passenger Rail Authority. Quantico Creek Rail Bridge and Pohick Creek Rail Bridge (38.526743, -77.288966 to 38.712765, -77.217392).	The two rail bridges associated with the project lie within the 100-year floodplain. Should flooding be significant or damage occur to these bridges, passenger and freight rail traffic within the entire region could be halted to make emergency repairs. The flood mitigation study would identify existing conditions, assess expected adverse conditions, recommend specific mitigation strategies, and translate these strategies into capital improvements for future rounds of funding to ensure the rail infrastructure will with stand future flooding or storm inundation.		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
WMATA	Comprehensive Stormwater Systems Construction and Rehabilitation Program	Systemwide.	This project represents Metro's comprehensive program to design, construct, and rehabilitate stormwater infrastructure to address increased intensity of rainfall and to maintain compliance with stormwater discharge permits and best management practices. The project will also procure new equipment or contract services. There is a prioritized list of 72 locations that need new or rehabilitated stormwater systems.		2025








## Roads and Highways

**Table 5: Road and Highway Resilience Investment Projects**

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
DDOT in partnership with District DOEE	Nannie Helen Burroughs Avenue DC-295 Underpass †	Nannie Helen Burroughs Avenue NE underpass beneath DC-295 in DC.	The Nannie Helen Burroughs Avenue experiences frequent flash flooding due to the impermeable surfaces in the nearby Watts Branch watershed. Flooding happens quickly, leaving disadvantaged neighborhoods with vulnerable populations between DC-295 and the Anacostia River isolated with very little warning. The proposed Engineering Feasibility Study would identify methods to improve the flood resilience of transportation infrastructure while creating additional greenspaces between the Anacostia River and Kenilworth Park and the Nannie Helen Burroughs Avenue Commercial Corridor.		2024

† This project received PROTECT funding in 2024.


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
DDOT in partnership with District DOEE	Watts Branch Flood Resilience Strategy Implementation	Nannie Helen Burroughs Ave, between the I-295 underpass, and Division Ave.	Nannie Helen Burroughs Ave lies within the FEMA 100-year floodplain within the Watts Branch watershed and already experiences regular flooding during storm events. Flooding risk will increase with climate change. Options to address flooding risk will be established in the Watts Branch Flood Resilience Strategy (expected publication date April 2025). This project would implement the results of that study and create blue, green, and gray infrastructure along the corridor to reduce flooding and improve mobility for residents during storms.		2024
Prince William County Department of Transportation	Fuller Road Flooding Mitigation	Fuller Road (VA Route 619) from the I-95 exit ramp to Mason Drive.	Fuller Road, which provides the only direct access to the main operating area of Quantico Marine Corps Base, is vulnerable to inland flooding and flooding at the gate. Flooding here has significant implications on operational readiness. The project will mitigate flooding of Fuller Road by increasing the capacity of the storm water facility near the National Museum of the Marine Corps and by restoring the Little Creek watershed.		2024
Prince William County Department of Transportation (supported by VDOT)	PWC Evacuation Operationalization Plan	Countywide.	Parts of Prince William County and its independent jurisdictions lack a countywide evacuation plan. The County seeks to fill these gaps and develop this plan. The completed plan would quantify the impact of catastrophic emergencies; describe how different hazards may call for different localized, neighborhood-level, town-level, or large-scale evacuations; and provide real-time data visualization tools to assist responding agencies in emergency scenarios. This plan will minimize disruptions and impacts on	    	2024


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
			transportation infrastructure during emergencies.		
Prince William County Department of Transportation	Implement Shoreline Protection and Nature-Based Solutions	Countywide.	Numerous major transportation corridors located along coastal areas of the County are vulnerable to shoreline erosion caused by rising sea levels. The project will develop guidance for Prince William County to develop nature-based solutions for shoreline protection. The project will mitigate shoreline erosion to improve the resiliency of the transportation network to flooding.		2024
Prince William County Department of Transportation	Restore Streams to Reduce Flooding	High risk roadways in Prince William County as identified by existing vulnerability assessments from the TPB and the County.	County and TPB Vulnerability Assessments have identified several roadways as having a high risk of flooding. This project to develop and implement stream restoration would reduce flooding impacts on roadways within the County. Restoring natural flood resilience would protect the county's transportation infrastructure.		2024
Prince William County Department of Transportation	Incorporating Green Infrastructure into a Multimodal Transportation Corridor	Richmond Highway / US-1 from West Russel Road (Southbound near the limit with Stafford County) to Annapolis Way (Northbound near Occoquan River Bridge and the limit with Fairfax	Route 1 (Richmond Highway / US-1) is a busy thoroughfare that crosses Prince William County from southwest to northeast and lies in a flood prone area in proximity to important water bodies and environmental protected areas. The area has historically experienced flooding, road closures, and swift water reports. This project would identify and design green infrastructure to detain stormwater flows, improve transportation resiliency, and improve the natural ecosystem by reducing stormwater runoff that could carry harmful pollutants left on roadways		2024



## Roads and Highways & Bridges

**Table 6: Road, Highway, and Bridge Resilience Investment Projects**

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		County).Includes bridge Asset Number 6228 Northbound / 6229 Southbound.	into protected natural areas. The project would provide an evaluation of possible projects, report on the prioritized list of projects, and create a Multimodal Corridor Green Infrastructure preliminary design with the respective Evaluation Memorandum.		
DDOT	Canal Road Rock Slope Stabilization Project	Section of Canal Road NW near Clark Place in DC.	An approximately 1,500-foot length of Canal Road NW near Clark Place has experienced periodic rockslides, with the most significant occurring in 2011 temporarily closing the westbound travel lane. Likewise, in April 2021, there was a similar incident of slope failure on the second section to the west of Georgetown University entrance and this section was incorporated into the project in June 2024 with the same scope of work. DDOT, in cooperation with the National Park Service (NPS), propose the following improvements to stabilize the rock slope: installation of rock and soil anchors; installation of the wire mesh drape over the slope face, and installation of proposed drainage system improvements and catch-basins along east side of Canal Road NW.		2025

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Prince William County Department of Transportation	Residency Road Flooding Mitigation	Residency Road (VA Route 782) from the current dead end of	Residency Road has a history of flooding but stands to be a primary access point to the soon-to-be expanding Broad Run VRE Station and a subsidiary access point to the Manassas Regional Airport. The airport is also planned for		2024






Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		Residency Road across the rail tracks to Broad Run Station parking lot.	expansion and all three current access points to the airport have moderate inland flooding risk. This project will design and construct a flood-resilient bridge to provide continuous access between Residency Road and the Station and airport.		




## Roads and Highways & Stormwater Infrastructure



**Table 7: Road, Highway, and Stormwater Infrastructure Resilience Investment Projects**


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Charles County Government (supported by the Resilience Authority of Charles County)	MD 6 Port Tobacco Road Resilience Improvements	Seven miles of Liverpool Point Rd from its intersection with Port Tobacco Rd to its intersection with Riverside Rd. This includes Bridge 8015 over Nanjemoy Creek.	Increasingly, severe precipitation events cause flooding at this location. The flood events have created the need for pavement reconstruction/ resurfacing, and reinforcement of roadway shoulders, and drainage improvements to handle both average and significant storm event flows. The project to mitigate these flood issues is in its planning phase and funding will support the implementation of the chosen project. This rural area of Charles County is highly dependent on this roadway and has an average income that is below 65% of the county average.	 	2024
Charles County Government (supported by the Resilience Authority of Charles County)	Zekiah Watershed Roadway Improvements	Project 1: less than one mile of roadway improvements along Old Washington Rd upstream of Pembroke Sq.	Several locations within the Zekiah Swamp Watershed experience nuisance and urban flooding and require swale updates and stormwater redirection. The proposed project incorporates green infrastructure solutions such as vegetative infiltration interventions to decrease roadway flooding and to minimize the environmental impact of stormwater runoff. Project locations 1 and 2 are identified as EEAs while Project 3 is adjacent to an EEA and		2024



Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		Project 2: less than one mile of roadway near the intersection of Post Office Rd and Industrial Park Dr. Project 3: culvert at the low point in Poplar Hill road.	resilience improvements here can improve resilience for neighboring disadvantaged communities.		
District Department of Transportation	Soapstone Culvert Reconstruction	Soapstone stream from 250 ft upstream of where the stream passes under Broad branch Rd to 100 ft downstream of this point.	The single barrel stone masonry semicircular arch culvert is undersized to accommodate the current and modeled future rates of flows. Culvert overtopping can cause road closures during storms and has started compromising the integrity of the head walls and streambed downstream. This project aims to replace the soap stone culvert and stabilize the stream upstream and downstream stream banks to make the structure and the roadway more resilient to flooding and subsequent damage.		2024







## Stormwater Infrastructure

**Table 8: Stormwater Infrastructure Resilience Investment Projects**

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
City of Manassas	City of Manassas Flood Hazard	Citywide street network.	City of Manassas records show that various parts of the hydraulic conveyance system in the City regularly experience localized flooding. This study will identify areas of local flooding, evaluate potential remediation		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
	Assessment		measures, and provide a list of recommendations to address this flooding. A Final Project Summary Report will include potential flood mitigation projects and their approximate construction cost estimates. This information provides the foundation for the City to carry out flood resilience projects.		
Prince William County Department of Transportation	Manage Stormwater Flooding Outside of the Floodplain	All roadways in Prince William County adopted in the State maintained roadway system that are not in delineated FEMA floodplains.	Prince William County's existing vulnerability assessment has identified lack of knowledge about flooding outside the FEMA floodplains as a limitation to the County's understanding of roadway vulnerability. This study seeks to use modeling and/or historic flood records to enhance the County's understanding of flooding. Based on this data analysis, the study will identify appropriate resilience measures for implementation and make the most use of funding the County has set aside for adaptation projects.		2024
Prince William County Government Department of Transportation (supported by VDOT)	Flooded Roadway Mitigation Study	Valley View Drive (VA Route 611 sequences 50/60), structure no. 8: 000000000014300. Old Church Road (VA Route 649), structure no. 8: 000000000024232. Fleetwood Drive (VA Route 611 sequence 20), structure no. 8: 000000000014301.	These locations are prone to flooding and flash flooding that cause vehicular damage. The study will identify resilient improvements to the impacted streams and surface transportation assets to reduce the magnitude and duration of impacts of current and future weather events and natural disasters. The resilience measures can be deployed to reduce the risk to life and of vehicular damage.		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
District Department of Transportation	Cleveland Park Stormwater and Drainage Improvement	Porter-Ordway Sewershed in DC's Northwest quadrant Ward 3.	The area around Cleveland metro station (e.g., Connecticut Ave. NW) has flooded multiple times due to insufficient drainage infrastructure that creates ponding on the street surface. This project would carry out infiltration, detention, and capacity improvements to drainage conveyance structures, flood mitigation detention reservoirs, roads, and sidewalks. These improvements will aim to manage a 15-Year return period storm without impacting the rate and erodibility at the outfall into Rock Creek.		2024
DDOT (supported by the DOEE)	SW & Buzzard Point Blue-Green Infrastructure (BGI) Network	2nd St SW (Anacostia River to P St SW). 1st St SW (Anacostia to T St SW). Canal St (P St SW to N St SW). Delaware Avenue (Canal St to G St SW). M St SW (Maine Avenue to South Capitol Street). I Street SW (5th St SW to Delaware Ave). G St SW (5th St SW to Delaware Ave).	Inland flooding threatens Southwest and Buzzard Point. Right-of-way segments in this project will convey and detain excess stormwater in parks and on right-of-way so that it does not impact the adjacent roadways and local residential areas. This project will complete the Blue-Green Infrastructure Network to safeguard Southwest and Buzzard Point.	  	2024

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY  
REQUIREMENT TO INCLUDE TIP ACTION 23-53.2 WHICH CONSOLIDATES TWO STATE  
HIGHWAY ADMINISTRATION (SHA) BRIDGE REPLACEMENT PROJECTS INTO ONE AND ADDS  
FUNDING TO THE MARYLAND TRANSIT ADMINISTRATION'S (MTA) PRINCE GEORGE'S COUNTY  
BUS AND BUS FACILITIES COMPETITIVE LO-NO GRANT 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 June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.2, which dissolves the **MD 717 Western Branch Bridge Replacement project (T6654)** TIP record and deprograms its \$12,851,000 in Surface Transportation Block Grant (STBG) and state funding, and adds that project to TIP record **T6653**, now titled **MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement Project** and adds \$27,069,000 in National Highway Performance Program (NHPP) and state funding, increasing the total project cost to \$50,012,000 (+118%), while decreasing the 4-year program total from \$21,818,170 to \$2,406,000 (-89%), and changing the completion year from 2025 to 2031; and adds \$39,230,000 in FTA Urbanized Area Formula Grants (§ 5307), Grants for Buses and Bus Facilities Formula Program (§ 5339(B)), Low or No Emission Grant Program (§ 5339(C)), and local funds to MTA's **Prince George's County Bus and Bus Facilities Competitive Lo-No Grant program (T13566)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Letter from MDOT dated January 10, 2025, requesting the amendment, and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-53.2 creating the 53<sup>rd</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-53.2 which dissolves the **MD 717 Western Branch Bridge Replacement project (T6654)** TIP record and deprograms its \$12,851,000 in STBG and state funding, and adds that project to TIP record **T6653**, now titled **MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement Project** and adds \$27,069,000 in NHPP and state funding, increasing the total project cost to \$50,012,000 (+118%), while decreasing the 4-year program total from \$21,818,170 to \$2,406,000 (-89%), and changing the completion year from 2025 to 2031; and adds \$39,230,000 in FTA § 5307, § 5339(B), § 5339(C), and local funds to MTA's **Prince George's County Bus and Bus Facilities Competitive Lo-No Grant program (T13566)**, as described in the attached materials.

Approved by the TPB Steering Committee at its meeting on Friday, January 10, 2025.

ATTACHMENT A - AMENDMENT OVERVIEW REPORT

T6653 - MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement

Lead Agency

Maryland Department of Transportation - State Highway Administration

Project Type

Bridge - Replace

County

Prince Georges

From

MD 717

Agency Project ID

PG2582

Municipality

Upper Marlboro

To

Race Track Road

Completion Date

2031

Total Cost

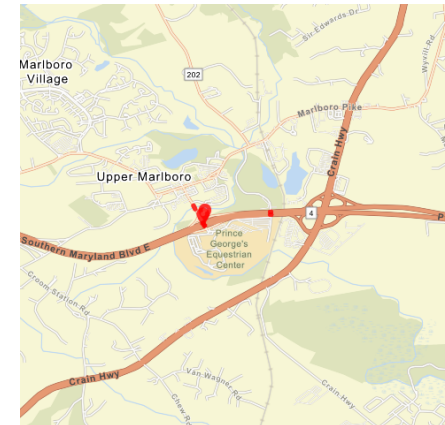
\$50,012,000

Project Description

Replacement of MD 4 bridges 1609903 and 1609904 over MD 717, MD 4 bridges 1610803 and 1610804 over Race Track Road, and MD 717 bridge 1610900 over Western Branch.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$500,000	-	-	\$29,000	\$42,000	\$31,000	\$602,000
Preliminary Engineering	NHPP	\$1,413,000	\$557,000	\$232,000	\$697,000	\$754,000	\$566,000	\$4,219,000
Total Preliminary Engineering		\$1,913,000	\$557,000	\$232,000	\$726,000	\$796,000	\$597,000	\$4,821,000
Right of Way	DC/STATE	-	-	-	\$9,000	\$7,000	\$21,000	\$37,000
Right of Way	NHPP	-	-	-	\$26,000	\$26,000	\$75,000	\$127,000
Total Right of Way		-	-	-	\$35,000	\$33,000	\$96,000	\$164,000
Construction	DC/STATE	-	-	-	-	-	\$2,250,000	\$2,250,000
Construction	NHPP	-	-	-	-	-	\$42,750,000	\$42,750,000
Total Construction		-	-	-	-	-	\$45,000,000	\$45,000,000
Utility	DC/STATE	-	-	\$3,000	\$3,000	-	-	\$6,000
Utility	NHPP	-	-	\$10,000	\$11,000	-	-	\$21,000
Total Utility		-	-	\$13,000	\$14,000	-	-	\$27,000
Total Prior Costs		\$1,913,000	-	-	-	-	-	\$1,913,000
Total Future Costs		-	-	-	-	-	\$45,893,000	\$45,893,000
Total Programmed		\$1,913,000	\$557,000	\$245,000	\$775,000	\$829,000	\$45,893,000	\$50,012,000

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Cost change(s) - Programming Update - Schedule Change(s) - Scope Change(s), Funds are being added to T6653. Also, funds for T6654 are being added to T6653 as T6654 will be dissolved as a project. due to This project, T6653 - MD 4 Bridges over MD 717 and Race Track Road is being updated to include the additional funding for T6653 and funding for T6654 - MD 717 Bridge replacement over Western Branch. T6654 will be combined with T6653 into one project with the TIP number T6653. T6654 - MD 717 Bridge replacement over Western Branch as a single project will be deleted from the TIP.
<b>PROJECT CHANGES</b>	<p>Title changed from "MD 4 Bridges over MD 717 and Race Track Road Replacement" to "MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement"</p> <p>Description changed from "Replacement of MD 4 bridges 1609903 and 1609904 over MD 717 and bridges 1610803 and 1610804 over Marlboro Race Track Road." to "Replacement of MD 4 bridges 1609903 and 1609904 over MD 717, MD 4 bridges 1610803 and 1610804 over Race Track Road, and MD 717 bridge 1610900 over Western Branch."</p> <p>Estimated Completion Date changed from "2025" to "2031"</p>



<b>FUNDING CHANGES</b>	<p><b>DC/STATE</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2021 in PE from \$4,000 to \$20,000</li> <li>- Decrease funds in FY 2022 in UT from \$200 to \$0</li> <li>- Decrease funds in FY 2023 in ROW from \$1,224 to \$0</li> <li>- Decrease funds in FY 2023 in CON from \$69,000 to \$0</li> <li>- Decrease funds in FY 2023 in UT from \$3,600 to \$0</li> <li>- Decrease funds in FY 2024 in ROW from \$2,475 to \$0</li> <li>- Decrease funds in FY 2024 in CON from \$135,000 to \$0</li> <li>+ Increase funds in FY 2024 in UT from \$1,600 to \$3,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$29,000</li> <li>+ Increase funds in FY 2025 in ROW from \$2,468 to \$9,000</li> <li>- Decrease funds in FY 2025 in CON from \$366,000 to \$0</li> <li>+ Increase funds in FY 2025 in UT from \$0 to \$3,000</li> <li>+ Increase funds in FY 2026 in PE from \$0 to \$42,000</li> <li>+ Increase funds in FY 2026 in ROW from \$2,468 to \$7,000</li> <li>- Decrease funds in FY 2026 in CON from \$208,000 to \$0</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$31,000</li> <li>+ Increase funds in FY 2027 in ROW from \$3,083 to \$7,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$132,000</li> <li>+ Increase funds in FY 2028 in ROW from \$3,083 to \$7,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$524,000</li> <li>+ Increase funds in FY 2029 in ROW from \$0 to \$7,000</li> <li>+ Increase funds in FY 2029 in CON from \$0 to \$607,000</li> <li>+ Increase funds in FY 2030 in CON from \$0 to \$565,000</li> <li>+ Increase funds in FY 2031 in CON from \$0 to \$422,000</li> </ul> <p><b>NHPP</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2021 in PE from \$163,000 to \$967,000</li> <li>- Decrease funds in FY 2022 in UT from \$800 to \$0</li> <li>- Decrease funds in FY 2023 in ROW from \$4,895 to \$0</li> <li>- Decrease funds in FY 2023 in CON from \$1,395,000 to \$0</li> <li>- Decrease funds in FY 2023 in UT from \$14,400 to \$0</li> <li>- Decrease funds in FY 2024 in ROW from \$9,898 to \$0</li> </ul>
----------------------------	--



**FUNDING  
CHANGES  
CONTINUED**

- Decrease funds in FY 2024 in CON from \$7,324,000 to \$0
- + Increase funds in FY 2024 in UT from \$6,400 to \$10,000
- + Increase funds in FY 2025 in PE from \$0 to \$697,000
- + Increase funds in FY 2025 in ROW from \$9,871 to \$26,000
- Decrease funds in FY 2025 in CON from \$7,294,000 to \$0
- + Increase funds in FY 2025 in UT from \$0 to \$11,000
- + Increase funds in FY 2026 in PE from \$0 to \$754,000
- + Increase funds in FY 2026 in ROW from \$9,871 to \$26,000
- Decrease funds in FY 2026 in CON from \$4,169,000 to \$0
- + Increase funds in FY 2027 in PE from \$0 to \$566,000
- + Increase funds in FY 2027 in ROW from \$12,332 to \$25,000
- + Increase funds in FY 2027 in CON from \$0 to \$2,513,000
- + Increase funds in FY 2028 in ROW from \$12,332 to \$25,000
- + Increase funds in FY 2028 in CON from \$0 to \$9,952,000
- + Increase funds in FY 2029 in ROW from \$0 to \$25,000
- + Increase funds in FY 2029 in CON from \$0 to \$11,527,000
- + Increase funds in FY 2030 in CON from \$0 to \$10,743,000
- + Increase funds in FY 2031 in CON from \$0 to \$8,015,000

---

**FEDERAL  
PROJECT  
COST**

Increased from \$21,660,799 to \$47,117,000 (117.52%)

---

**4-YEAR  
PROGRAM  
TOTAL**

Decreased from \$21,818,170 to \$2,406,000 (-88.97%)

---

**PRIOR &  
FUTURE  
FUNDING**

Prior funding increased from \$1,094,000 to \$1,913,000 (74.86%)

Future funding increased from \$30,830 to \$45,693,000 (209.28%)

---

**TOTAL  
PROJECT  
COST**

Increased from \$22,943,000 to \$50,012,000 (117.98%)

---

T6654 - MD 717 Western Branch Bridge Replacement

Lead Agency

Maryland Department of Transportation - State Highway Administration

Project Type

Bridge - Replace

County

Prince Georges

From

-

Agency Project ID

PG7201

Municipality

Upper Marlboro

To

-

Completion Date

2031

Total Cost

\$0

Project Description

Replacement of MD 717 bridge 16109 over Western Branch.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Total Programmed		■	■	■	■	■	■	■

CURRENT  
CHANGE  
REASON

Project Removed

FEDERAL  
PROJECT  
COST

Decreased from \$9,699,000 to \$0 (-100%)

TOTAL  
PROJECT  
COST

Decreased from \$12,851,000 to \$0 (-100%)



## T13566 - Prince George's County Bus and Bus Facilities Competitive Low-No

Lead Agency  
Maryland Department of Transportation - Maryland Transit Administration

Project Type  
Other - Alt Fuel Infrastructure

County  
Prince Georges

From  
-

Agency Project ID  
-

Municipality  
-

To  
-

Completion Date  
2026

Total Cost  
\$76,539,000

### Project Description

Prince George's County Government has received a total of 3 grants to support the purchase of zero emission buses, electric charging infrastructure, and a microgrid. This includes an FFY 22 Bus and Bus Facilities grant (\$25M), FY 21 Low No Grant (\$5.15M), and an FY 24 Low No (\$25.5M).

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Other	LOCAL	-	-	\$7,159,000	\$5,693,000	-	-	\$12,852,000
Other	S. 5307	-	-	-	\$8,061,000	-	-	\$8,061,000
Other	S. 5339 (C)	-	-	\$5,150,000	\$25,476,000	-	-	\$30,626,000
Other	S. 5339(B)	-	-	\$25,000,000	-	-	-	\$25,000,000
Total Other		-	-	\$37,309,000	\$39,230,000	-	-	\$76,539,000
<b>Total Programmed</b>		-	-	<b>\$37,309,000</b>	<b>\$39,230,000</b>	-	-	<b>\$76,539,000</b>

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Scope Change(s) - Cost change(s)
	<p><b><del>\$.</del> 5339(B)</b></p> <p>- Decrease funds in FY 2024 in CON from \$30,150,000 to \$0</p> <p>+ Increase funds in FY 2024 in OTHER from \$0 to \$25,000,000</p> <p><b>LOCAL</b></p> <p>- Decrease funds in FY 2024 in CON from \$7,159,000 to \$0</p> <p>+ Increase funds in FY 2024 in OTHER from \$0 to \$7,159,000</p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$5,693,000</p> <p><b><del>\$.</del> 5339 (C)</b></p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$25,476,000</p> <p>+ Increase funds in FY 2024 in OTHER from \$0 to \$5,150,000</p> <p><b><del>\$.</del> 5309</b></p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$8,061,000</p>
FUNDING CHANGES	
FEDERAL PROJECT COST	Increased from \$30,150,000 to \$63,687,000 (111.23%)
TOTAL PROJECT COST	Increased from \$37,309,000 to \$76,539,000 (105.15%)

January 10, 2025

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

Dear Chair Henderson:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for three existing projects on behalf of the State Highway Administration (SHA) and the Maryland Transit Administration (MTA) as described below and in the attached memo.

This action updates SHA's programmed program expenditures schedule in FY 2023-2026 and beyond. The amendment also reflects the combination of the MD 717 Western Branch Bridge Replacement (T6654) project with the MD 4 Bridges over MD 717 and Race Track Road Replacement (T6653). Both projects will be combined into one project with the TIP number T6653. This action also reflects an additional FY 24 Low-No grant that Prince George's County received to purchase an additional Buses. These projects are already included in and do not affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

<b>TIP ID</b>	<b>Project</b>	<b>Amount of New Funding (In 000s)</b>	<b>Comment</b>
6653	MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement	\$27,069	Adds new funds for preliminary engineering, right-of-way, utilities, and construction, absorbs former T6654 project.
6654	DELETE: MD 717 Western Branch Bridge Replacement	(\$8,096)	Remove project and funds.
13566	Prince George's County Bus and Bus Facilities Competitive Low-No	\$39,230	Adds new 5339, 5307 and local funds.

The Honorable Christina Henderson  
Page Two

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

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at [ksnyder3@mdot.maryland.gov](mailto:ksnyder3@mdot.maryland.gov). I will be happy to assist you.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

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

Attachment

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

## MEMORANDUM

**TO:** OFFICE OF PLANNING, PROGRAMMING AND PROJECT DELIVERY  
(OPPPD) DIRECTOR MICHELLE MARTIN  
**ATTN:** OPPPD REGIONAL PLANNER KARI SNYDER  
**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *NPE*  
CHIEF TARA PENDERS  
**SUBJECT:** REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL  
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
**DATE:** December 20, 2024  
**RESPONSE**  
**REQUESTED BY:** N/A

### PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) OPPPD approve and forward to TPB for its approval the following TIP amendment.

### SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T6653	MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement	PE	\$2,939,000
		RW	\$108,492
			(\$18,492)
		UT	\$19,000
			(\$18,600)
T6654	MD 717 Western Branch Bridge Replacement	CO	\$45,000,000
			(\$20,960,000)
T6654	MD 717 Western Branch Bridge Replacement	PE	(\$2,419,000)
		RW	(\$89,000)
		CO	(\$10,343,000)

### ANALYSIS

*MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement (T6653)* – This amendment reflects the addition of \$2,939,000 in funds to FY 2023-2026 TPB TIP preliminary engineering funding for TPB T6653. This amendment also reflects the addition of \$108,492 in funds for the right-of-way phase and a reduction of \$18,492, which is a net increase of \$90,000. This amendment also reflects the addition of \$19,000 in funds for utilities and a reduction of \$18,600, which is a net increase of \$400. The amendment reflects the addition of \$45,000,000 in funds for the construction phase and a reduction of \$20,960,000, which is a net increase of

\$24,040,000. The amendment also reflects the combination of the MD 717 Western Branch Bridge Replacement (T6654) project with the MD 4 Bridges over MD 717 and Race Track Road Replacement (T6653). The project will be combined into one project with the TIP number T6653.

This amendment reflects the renaming of project T6653 to *MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement* (T6653), to reflect all the bridge replacements in the new project. The costs in this amendment include updated preliminary engineering and construction costs from both subject projects, T6653 and T6654, for the combined project, T6653. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$22,943,000 to \$50,012,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

*MD 4 Bridges over MD 717 and Race Track Road Replacement (TPB 6653)* – This requested amendment reflects the removal of the project from the FY 2023-2026 TIP, which includes the removal of \$2,419,000 in funding for the preliminary engineering phase, \$89,000 in the right-of-way phase, and \$10,34,000 in funds for the construction phase, a total of \$12,851,000 in funds. These funds, which include funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP, has been removed from the FY 2023-2026 TPB TIP.

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

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 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA Regional and Intermodal Planning Division (RIPD), Office of Planning and Preliminary Engineering (OPPE), Regional Planner, Mr. David Rodgers, at 410-545-5670 or via email at [drodgers1@mdot.maryland.gov](mailto:drodgers1@mdot.maryland.gov).

## **ATTACHMENTS**

- FY 2023-2026 TPB TIP project T6653 report
- FY 2022-2025 Maryland STIP project TPB 6653 report
- FY 2023-2026 TPB TIP project T6654 report
- FY 2022-2025 Maryland STIP project TPB 6654 report



Ms. Michelle Martin  
Page Three

cc: Maurice Agostino, P.E., Director, Office of Structures (OOS), SHA  
Solomon Aragaw, P.E., Team Leader, OOS, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, OPPE, SHA  
Mr. Erich Florence, Deputy District Engineer, District 3, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Ms. Kelly Nash, P.E., Deputy Director, OOS, SHA  
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA

## T6653 - MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement

Lead Agency  
Maryland Department of Transportation - State Highway  
Administration

Project Type  
Bridge - Replace

County  
Prince Georges

From  
MD 717

Agency Project ID  
PG2582

Municipality  
Upper Marlboro

To  
Race Track Road

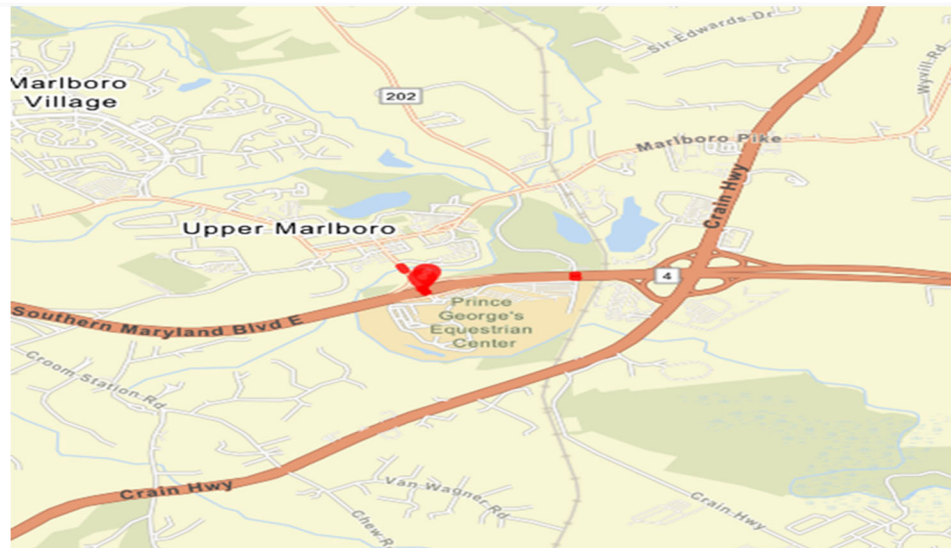
Completion Date  
2031

Total Cost  
\$50,012,000

### Project Description

Replacement of MD 4 bridges 1609903 and 1609904 over MD 717, MD 4 bridges 1610803 and 1610804 over Race Track Road, and MD 717 bridge 1610900 over Western Branch.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$500,000	-	-	\$29,000	\$42,000	\$31,000	\$602,000
Preliminary Engineering	NHPP	\$1,413,000	\$557,000	\$232,000	\$697,000	\$754,000	\$566,000	\$4,219,000
<b>Total Preliminary Engineering</b>		<b>\$1,913,000</b>	<b>\$557,000</b>	<b>\$232,000</b>	<b>\$726,000</b>	<b>\$796,000</b>	<b>\$597,000</b>	<b>\$4,821,000</b>
Right of Way	DC/STATE	-	-	-	\$9,000	\$7,000	\$21,000	\$37,000
Right of Way	NHPP	-	-	-	\$26,000	\$26,000	\$75,000	\$127,000
<b>Total Right of Way</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>\$35,000</b>	<b>\$33,000</b>	<b>\$96,000</b>	<b>\$164,000</b>
Construction	DC/STATE	-	-	-	-	-	\$2,250,000	\$2,250,000
Construction	NHPP	-	-	-	-	-	\$42,750,000	\$42,750,000
<b>Total Construction</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$45,000,000</b>	<b>\$45,000,000</b>
Utility	DC/STATE	-	-	\$3,000	\$3,000	-	-	\$6,000
Utility	NHPP	-	-	\$10,000	\$11,000	-	-	\$21,000
<b>Total Utility</b>		<b>-</b>	<b>-</b>	<b>\$13,000</b>	<b>\$14,000</b>	<b>-</b>	<b>-</b>	<b>\$27,000</b>
<b>Total Prior Costs</b>		<b>\$1,913,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,913,000</b>
<b>Total Future Costs</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$45,693,000</b>	<b>\$45,693,000</b>
<b>Total Programmed</b>		<b>\$1,913,000</b>	<b>\$557,000</b>	<b>\$245,000</b>	<b>\$775,000</b>	<b>\$829,000</b>	<b>\$45,693,000</b>	<b>\$50,012,000</b>




# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6653 MC# 22-110 Approved 3/23/2024

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement (PG2582)	B	TPB 1193	PCE approved 2017	\$ 17,232	\$ 581	\$ 17,813
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-PG-4 FY 2023	\$ (15,315)	\$ (537)	\$ (16,852)
Description	Replacement of MD 4 bridges 1609903 and 1609904 over MD 717, MD 4 bridges 1610803 and 1610804 over Race Track Road, and MD 717 bridge 1610900 over Western Branch.					
Justification	The existing structures are nearing the end of their useful service life.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 385	\$ 2,045	\$ 7,711	\$ 7,672	\$ 17,813
		Federal	\$ 385	\$ 1,971	\$ 7,572	\$ 7,304	\$ 17,232
		State/Local	\$ -	\$ 74	\$ 139	\$ 368	\$ 581
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed (000s)	Total	\$ 384	\$ 557	\$ 245	\$ 775	\$ 1,961
		Federal	\$ 384	\$ 557	\$ 242	\$ 734	\$ 1,917
		State/Local	\$ -	\$ -	\$ 3	\$ 41	\$ 44
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change (000s)	Total	\$ (1)	\$ (1,488)	\$ (7,466)	\$ (6,897)	\$ (16,852)
		Federal	\$ (1)	\$ (1,414)	\$ (7,330)	\$ (6,570)	\$ (15,315)
		State/Local	\$ -	\$ (74)	\$ (136)	\$ (327)	\$ (537)
<div> MARYLAND DEPARTMENT OF TRANSPORTATION</div>							

## 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
PE	NHPP	\$ 384	\$ -	\$ 557	\$ -	\$ 232	\$ -	\$ -	\$ -	\$ 1,173	\$ -	\$ 1,173
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ 5	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 25	\$ -	\$ 25
	State	\$ -	\$ -	\$ -	\$ 1	\$ -	\$ 2	\$ -	\$ 2	\$ -	\$ 5	\$ 5
UT	NHPP	\$ 1	\$ -	\$ 14	\$ -	\$ 6	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 21
	State	\$ -	\$ -	\$ -	\$ 4	\$ -	\$ 2	\$ -	\$ -	\$ -	\$ 6	\$ 6
CO	NHPP	\$ -	\$ -	\$ 1,395	\$ -	\$ 7,324	\$ -	\$ 7,294	\$ -	\$ 16,013	\$ -	\$ 16,013
	State	\$ -	\$ -	\$ -	\$ 69	\$ -	\$ 135	\$ -	\$ 366	\$ -	\$ 570	\$ 570
Total		\$ 385	\$ -	\$ 1,971	\$ 74	\$ 7,572	\$ 139	\$ 7,304	\$ 368	\$ 17,232	\$ 581	\$ 17,813
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
PE	NHPP	\$ 384	\$ -	\$ 557	\$ -	\$ 232	\$ -	\$ 697	\$ -	\$ 1,870	\$ -	\$ 1,870
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29	\$ -	\$ 29	\$ 29
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ -	\$ 26	\$ -	\$ 26
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9	\$ -	\$ 9	\$ 9
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 10	\$ -	\$ 11	\$ -	\$ 21	\$ -	\$ 21
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ 3	\$ -	\$ 6	\$ 6
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 384	\$ -	\$ 557	\$ -	\$ 242	\$ 3	\$ 734	\$ 41	\$ 1,917	\$ 44	\$ 1,961

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
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 697	\$ -	\$ 697	\$ -	\$ 697
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29	\$ -	\$ 29	\$ 29
RW	NHPP	\$ -	\$ -	\$ (5)	\$ -	\$ (10)	\$ -	\$ 16	\$ -	\$ 1	\$ -	\$ 1
	State	\$ -	\$ -	\$ -	\$ (1)	\$ -	\$ (2)	\$ -	\$ 7	\$ -	\$ 4	\$ 4
UT	NHPP	\$ (1)	\$ -	\$ (14)	\$ -	\$ 4	\$ -	\$ 11	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ (4)	\$ -	\$ 1	\$ -	\$ 3	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ (1,395)	\$ -	\$ (7,324)	\$ -	\$ (7,294)	\$ -	\$ (16,013)	\$ -	\$ (16,013)
	State	\$ -	\$ -	\$ -	\$ (69)	\$ -	\$ (135)	\$ -	\$ (366)	\$ -	\$ (570)	\$ (570)
Total		\$ (1)	\$ -	\$ (1,414)	\$ (74)	\$ (7,330)	\$ (136)	\$ (6,570)	\$ (327)	\$ (15,315)	\$ (537)	\$ (15,852)
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)			Total Project Cost		
Federal			\$ 1,029	Federal				\$ 1,917	Federal			\$ 47,117
State/Local			\$ 500	State/Local				\$ 44	State/Local			\$ 2,895
Total			\$ 1,529	Total				\$ 1,961	Total			\$ 50,012

## T6654 - MD 717 Western Branch Bridge Replacement

Lead Agency Maryland Department of Transportation - State Highway Administration	Project Type Bridge - Replace	County Prince Georges
From -	Agency Project ID PG7201	Municipality Upper Marlboro
To -	Completion Date 2031	Total Cost \$0

### Project Description

Replacement of MD 717 bridge 16109 over Western Branch.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Total Programmed		-	-	-	-	-	-	-




# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6654 MC# 22-162 Approved 6/11/2024

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 717 Western Branch Bridge Replacement (TPB 6654)	B	Nonattainment	PCE anticipated 2025	\$ 6,476	\$ 1,620	\$ 8,096
	Administration SHA	Area/MPO TPB	CTP Page SHA-PG-10 FY 2024	Net Funding Change (000s)		
				Federal	State/Local	Total
				\$ (6,476)	\$ (1,620)	\$ (8,096)
Description	Replacement of MD 717 bridge 16109 over Western Branch					
Justification	The existing structure is nearing the end of its useful service life.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input checked="" type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ 741	\$ 283	\$ 4,148	\$ 2,924	\$ 8,096
		Federal	\$ 593	\$ 226	\$ 3,318	\$ 2,339	\$ 6,476
		State/Local	\$ 148	\$ 57	\$ 830	\$ 585	\$ 1,620
	Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Change (000s)	Total	\$ (741)	\$ (283)	\$ (4,148)	\$ (2,924)	\$ (8,096)
		Federal	\$ (593)	\$ (226)	\$ (3,318)	\$ (2,339)	\$ (6,476)
		State/Local	\$ (148)	\$ (57)	\$ (830)	\$ (585)	\$ (1,620)

## 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
PE	STBG	\$ 593	\$ -	\$ 226	\$ -	\$ 110	\$ -	\$ 110	\$ -	\$ 1,039	\$ -	\$ 1,039
	State	\$ -	\$ 148	\$ -	\$ 57	\$ -	\$ 28	\$ -	\$ 28	\$ -	\$ 261	\$ 261
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ 9	\$ -	\$ 19	\$ -	\$ 28	\$ -	\$ 28
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2	\$ -	\$ 5	\$ -	\$ 7	\$ 7
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ 3,199	\$ -	\$ 2,210	\$ -	\$ 5,409	\$ -	\$ 5,409
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ 552	\$ -	\$ 1,352	\$ 1,352
Total		\$ 593	\$ 148	\$ 226	\$ 57	\$ 3,318	\$ 830	\$ 2,339	\$ 585	\$ 6,476	\$ 1,620	\$ 8,096
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
PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Change												
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
PE	STBG	\$ (593)	\$ -	\$ (226)	\$ -	\$ (110)	\$ -	\$ (110)	\$ -	\$ (1,039)	\$ -	\$ (1,039)
	State	\$ -	\$ (148)	\$ -	\$ (57)	\$ -	\$ (28)	\$ -	\$ (28)	\$ -	\$ (261)	\$ (261)
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ (9)	\$ -	\$ (19)	\$ -	\$ (28)	\$ -	\$ (28)
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2)	\$ -	\$ (5)	\$ -	\$ (7)	\$ (7)
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ (3,199)	\$ -	\$ (2,210)	\$ -	\$ (5,409)	\$ -	\$ (5,409)
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (800)	\$ -	\$ (552)	\$ -	\$ (1,352)	\$ (1,352)
Total		\$ (593)	\$ (148)	\$ (226)	\$ (57)	\$ (3,318)	\$ (830)	\$ (2,339)	\$ (585)	\$ (6,476)	\$ (1,620)	\$ (8,096)
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)			Total Project Cost		
Federal			\$ -	Federal			\$ -	Federal			\$ -	\$ -
State/Local			\$ -	State/Local			\$ -	State/Local			\$ -	\$ -
Total			\$ -	Total			\$ -	Total			\$ -	\$ -

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

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

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

**DATE:** DECEMBER 18, 2024

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

### **PURPOSE OF MEMORANDUM**

To request OPCP request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. This amendment will add \$25,476,000 in a FY 24 Low-No grant (5339), \$8,061,000 in 5307, and \$5,693,000 in local matching funds to FY 25.

### **SUMMARY**

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

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T13566	Prince George's County Bus and Bus Facilities Competitive Low-No	5339(B)	\$25,476,000
		5307	\$ 8,061,000
		Local	\$ 5,693,000



## **ANALYSIS**

This amendment adds an additional FY 24 Low-No grant that Prince George's County received to purchase an additional five 35' Battery Electric Buses, ten 40' Battery Electric buses, five E-Transit vans, phase II of the microgrid and associated workforce development and project management activities. Part of the match for the bus purchases includes some additional 5307 federal funds. This builds off the FY 22 Bus and Bus Facilities grant they received. This amendment will add \$25,476,000 in a FY 24 Low-No grant (5339), \$8,061,000 in 5307, and \$5,693,000 in local matching funds to FY 25

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

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

## **ATTACHMENTS**

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

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


# TPB TIP FY 2023-2026

MDOT TIP ID: T13566

## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Prince George's County Bus and Bus Facilities Competitive Low-No	B	Nonattainment	PCE anticipated (td)	\$ 30,150	\$ 7,159	\$ 37,309
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MDOT MTA	TPB		\$ 33,537	\$ 5,693	\$ 39,230
Description	Prince George's County Government has received a total of 3 grants to support the purchase of zero emission buses, electric vans, electric charging infrastructure, and a microgrid. This includes an FFY 22 Bus and Bus Facilities grant (\$25M), FY 21 Low No Grant (\$5.15M), and an FY 24 Low No (\$25.5M).					
Justification	The project will create good-paying jobs, reduce greenhouse gas emissions, and provide access to jobs, schools, and essential services, particularly for those in historically disadvantaged communities.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$	-	\$ 37,309	\$ -	\$ -	\$ 37,309
		Federal	\$	-	\$ 30,150	\$ -	\$ -	\$ 30,150
		State/Local	\$	-	\$ 7,159	\$ -	\$ -	\$ 7,159
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed (000s)	Total	\$	-	\$ 37,309	\$ 39,230	\$ -	\$ 76,539
		Federal	\$	-	\$ 30,150	\$ 33,537	\$ -	\$ 63,687
		State/Local	\$	-	\$ 7,159	\$ 5,693	\$ -	\$ 12,852
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change (000s)	Total	\$	-	\$ -	\$ 39,230	\$ -	\$ 39,230
		Federal	\$	-	\$ -	\$ 33,537	\$ -	\$ 33,537
		State/Local	\$	-	\$ -	\$ 5,693	\$ -	\$ 5,693
<input type="checkbox"/> D) Other								
 MARYLAND DEPARTMENT OF TRANSPORTATION								

## PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	\$ 5339(B) 5307	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 37,309
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 30,150	\$ 7,159	\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 37,309

Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
Other	\$ 5339(B) 5307	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 25,476	\$ 3,677	\$ -	\$ -	\$ 55,626	\$ 10,836	\$ 66,462
		\$ -	\$ -	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ 10,077
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 33,537	\$ 5,693	\$ -	\$ -	\$ 63,687	\$ 12,852	\$ 76,539

Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
Other	\$ 5339(B) 5307	\$ -	\$ -	\$ -	\$ -	\$ 25,476	\$ 3,677	\$ -	\$ -	\$ 25,476	\$ 3,677	\$ 29,153
		\$ -	\$ -	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ 10,077
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 33,537	\$ 5,693	\$ -	\$ -	\$ 33,537	\$ 5,693	\$ 39,230

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 63,687	Federal	\$ -	Federal	\$ 63,687
State/Local	\$ -	State/Local	\$ 12,852	State/Local	\$ -	State/Local	\$ 12,852
Total	\$ -	Total	\$ 76,539	Total	\$ -	Total	\$ 76,539

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T13566

## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Prince George's County Bus and Bus Facilities Competitive Low-No	B	Exempt		\$ 30,150	\$ 7,159	\$ 37,309
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	TPB	Multiple	\$ 33,537	\$ 5,693	\$ 39,230
Description: Prince George's County Government has received a total of 3 grants to support the purchase of zero emission buses, electric charging infrastructure, and a microgrid. This includes an FFY 22 Bus and Bus Facilities grant (\$25M), FY 21 Low No Grant (\$5.15M), and an FY 24 Low No (\$25.5M).						
Justification: The project will create good-paying jobs, reduce greenhouse gas emissions, and provide access to jobs, schools, and essential services, particularly for those in historically disadvantaged communities.						

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ 37,309	\$ -	\$ 37,309
		Federal	\$ -	\$ -	\$ 30,150	\$ -	\$ 30,150
		State/Local	\$ -	\$ -	\$ 7,159	\$ -	\$ 7,159
	Proposed (000s)	Total	\$ -	\$ -	\$ 37,309	\$ 39,230	\$ 76,539
		Federal	\$ -	\$ -	\$ 30,150	\$ 33,537	\$ 63,687
		State/Local	\$ -	\$ -	\$ 7,159	\$ 5,693	\$ 12,852
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ 39,230	\$ 39,230
		Federal	\$ -	\$ -	\$ -	\$ 33,537	\$ 33,537
		State/Local	\$ -	\$ -	\$ -	\$ 5,693	\$ 5,693



MARYLAND DEPARTMENT OF TRANSPORTATION

## PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 37,309
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 37,309

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 25,476	\$ 3,677	\$ 55,626	\$ 10,836	\$ 66,462
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ 8,061	\$ 2,016	\$ 10,077
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 33,537	\$ 5,693	\$ 63,687	\$ 12,852	\$ 76,539

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,476	\$ 3,677	\$ 25,476	\$ 3,677	\$ 29,153
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ 8,061	\$ 2,016	\$ 10,077
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,537	\$ 5,693	\$ 33,537	\$ 5,693	\$ 39,230

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 63,687	Federal	\$ -	Federal	\$ 63,687
State/Local	\$ -	State/Local	\$ 12,852	State/Local	\$ -	State/Local	\$ 12,852
Total	\$ -	Total	\$ 76,539	Total	\$ -	Total	\$ 76,539

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-53.2 WHICH ADDS  
A NEW PROJECT, GOLDEN MILE MULTIMODAL CONNECTION PLANNING PROJECT,  
AS REQUESTED BY THE CITY OF FREDERICK**

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

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

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

**WHEREAS**, The City of Frederick has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.2 which adds the **Golden Mile Multimodal Connection Planning Project (T13664)** with a total cost of \$500,000 using federal and local funds, as described in the attached materials; and

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Letter from the City of Frederick dated December 19, 2024, requesting the amendment; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-53.2, creating the 53<sup>rd</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-53.2 which adds the **Golden Mile Multimodal Connection Planning Project (T13664)** with a total cost of \$500,000 using federal and local funds, as described in the attached materials.

Approved by the TPB Steering Committee at its meeting on Friday, January 10, 2025.

ATTACHMENT A - AMENDMENT OVERVIEW REPORT

T13664 - Golden Mile Multimodal Connection Planning Project

Lead Agency City of Frederick	Project Type Bicycle/Pedestrian - Bike/Ped	County Frederick
From -	Agency Project ID -	Municipality City of Frederick
To -	Completion Date 2026	Total Cost \$500,000

Project Description  
Provide safe pedestrian and bicyclist connections between residential and commercial areas divided by West Patrick Street in Fredrick’s Golden Mile Corridor.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Planning	LOCAL	-	-	-	\$15,000	-	-	\$15,000
Planning	RCP	-	-	-	\$485,000	-	-	\$485,000
Total Planning		-	-	-	\$500,000	-	-	\$500,000
Total Programmed		-	-	-	\$500,000	-	-	\$500,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$485,000
TOTAL PROJECT COST	Stays the same \$500,000



Gabrielle Collard, AICP  
Deputy Director



Michael C. O'Connor  
Mayor

# FREDERICK

## PLANNING

December 19, 2024

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

Dear Chair Henderson:

The City of Frederick requests one new amendment to the Maryland portion of the MPO's (TPB) FY 2023-2026 Transportation Improvement Program (TIP) for one project, the Golden Mile Multimodal Connection Planning Project.

This project will include planning funding to provide safe pedestrian and bicyclist connections between residential and commercial areas divided by West Patrick Street in Frederick's Golden Mile Corridor. Car-centric design and sprawling commercial development create an unsafe and unpleasant living, work, and travel environment for residents living north and south of West Patrick. With USDOT Reconnecting Communities & Neighborhoods funds, the City of Frederick will engage surrounding neighborhoods to plan for people-centric crossing improvements that enable safe and efficient access within and through Golden Mile.

The City of Frederick will provide 3% of project cost while the Federal Highway Administration will administer the remaining 97% from its Reconnecting Communities and Neighborhoods (RCN) grant program, and the project is estimated to cost \$500,000 overall.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
	Golden Mile Multimodal Connection Planning Project	\$500,000	Adds new project and federal and local planning funds

This new project will not add vehicular capacity to the roadway, and it will not impact the air quality conformity analysis.

The City of Frederick requests that this amendment be approved by the TPB at its upcoming Steering Committee at its January 10 meeting and forwarded to the Maryland Department of Transportation (MDOT) for adoption into the FY 2022-2025 Statewide Transportation Improvement Program (STIP).

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact David Edmondson at (301) 600-1884 or via email at [dedmondson@cityoffrederickmd.gov](mailto:dedmondson@cityoffrederickmd.gov). Of course, please feel free to contact me directly.

Sincerely,

Gabrielle Collard  
Deputy Director for Planning

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-53.2 WHICH ADDS FUNDING FOR THE VEIRS MILL BUS RAPID TRANSIT, AS REQUESTED BY THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)**

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

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

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

**WHEREAS**, MCDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.2 which revises and adds \$87,357,000 in FTA Capital Investment Grant (§ 5309), state, and local funding totaling \$169,035,000 for the Veirs Mill Bus Rapid Transit **project** and changes the project ID from CE3103 to T12005, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Amendment Overview report showing how the new record will appear in the TIP following approval, along with a complete documentation of every change made for this newest approved version of the record.

ATTACHMENT B) Letter from MCDOT dated January 3, 2025, requesting the amendment; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-53.2, creating the 53<sup>rd</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-53.2 which revises and adds \$87,357,000 in § 5309, state, and local funding totaling \$169,035,000 for the Veirs Mill Bus Rapid Transit **project** and changes the project ID from CE3103 to T12005, as described in the attached materials.

Approved by the TPB Steering Committee at its meeting on Friday, January 10, 2025.



## ATTACHMENT A - AMENDMENT OVERVIEW REPORT

### T12005 - Veirs Mill Bus Rapid Transit

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

#### Project Description

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations. The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019).

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	\$650,000	\$6,170,000	\$3,950,000	-	-	\$10,770,000
Preliminary Engineering	LOCAL	\$500,000	\$3,763,000	\$1,266,000	\$922,000	-	\$5,171,000	\$11,622,000
Preliminary Engineering	S. 5309	-	-	-	\$8,134,600	\$2,832,400	-	\$10,967,000
Total Preliminary Engineering		\$500,000	\$4,413,000	\$7,436,000	\$13,006,600	\$2,832,400	\$5,171,000	\$33,359,000
Right of Way	DC/STATE	-	-	-	\$3,000,000	-	\$2,284,364	\$5,284,364
Right of Way	LOCAL	-	-	\$645,000	-	-	\$3,716,000	\$4,361,000
Right of Way	S. 5309	-	-	-	-	\$5,944,000	-	\$5,944,000
Total Right of Way		-	-	\$645,000	\$3,000,000	\$5,944,000	\$6,000,364	\$15,589,364
Construction	DC/STATE	-	-	-	\$1,739,000	-	-	\$1,739,000
Construction	LOCAL	-	-	-	-	\$937,000	-	\$937,000
Construction	S. 5309	-	-	-	-	\$103,272,636	-	\$103,272,636
Total Construction		-	-	-	\$1,739,000	\$104,209,636	-	\$105,948,636
Utility	DC/STATE	-	-	-	\$2,000,000	-	-	\$2,000,000
Utility	S. 5309	-	-	-	-	\$12,138,000	-	\$12,138,000
Total Utility		-	-	-	\$2,000,000	\$12,138,000	-	\$14,138,000
<b>Total Prior Costs</b>		<b>\$500,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$500,000</b>
<b>Total Future Costs</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$11,171,364</b>	<b>\$11,171,364</b>
<b>Total Programmed</b>		<b>\$500,000</b>	<b>\$4,413,000</b>	<b>\$8,081,000</b>	<b>\$18,745,600</b>	<b>\$125,124,036</b>	<b>\$11,171,364</b>	<b>\$168,035,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Programming Update - Cost change(s)
<b>PROJECT CHANGES</b>	<p>Description changed from "This project provides funds for the planning and design of a Bus Rapid Transit system along Veirs Mill Road from the Wheaton Metrorail Station to the Rockville Metrorail Station." to "This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations. The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety. Plans &amp; Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019)."</p> <p>ID changed from "CE3103" to "T12005"</p>
<b>FUNDING CHANGES</b>	<p><b>LOCAL</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2023 in PE from \$2,000,000 to \$0</li> <li>+ Increase funds in FY 2022 in PE from \$0 to \$500,000</li> <li>+ Increase funds in FY 2023 in PE from \$0 to \$3,763,000</li> <li>+ Increase funds in FY 2024 in PE from \$0 to \$1,266,000</li> <li>+ Increase funds in FY 2024 in ROW from \$0 to \$645,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$922,000</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$937,000</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$5,171,000</li> <li>+ Increase funds in FY 2027 in ROW from \$0 to \$3,716,000</li> <li>+ Decrease funds in FY 2027 in OTHER from \$8,250,000 to \$0</li> <li>+</li> </ul>

+ Increase funds in FY 2022 in PE from \$0 to \$500,000

**FUNDING  
CHANGES**

**DC/STATE**

- Decrease funds in FY 2026 in PE from \$799,000 to \$0
- Decrease funds in FY 2026 in CON from \$13,193,000 to \$0
- Decrease funds in FY 2023 in PE from \$1,500,000 to \$650,000
- + Increase funds in FY 2024 in PE from \$0 to \$6,170,000
- Decrease funds in FY 2024 in ROW from \$350,000 to \$0
- + Increase funds in FY 2025 in PE from \$872,000 to \$3,950,000
- + Increase funds in FY 2025 in ROW from \$0 to \$3,000,000
- Decrease funds in FY 2025 in CON from \$8,326,000 to \$1,739,000
- + Increase funds in FY 2025 in UT from \$400,000 to \$2,000,000
- Decrease funds in FY 2027 in PE from \$378,000 to \$0
- + Increase funds in FY 2027 in ROW from \$0 to \$2,284,364
- Decrease funds in FY 2027 in OTHER from \$8,250,000 to \$0

**S. 5309**

- Decrease funds in FY 2024 in PE from \$160,000 to \$0
- Decrease funds in FY 2024 in ROW from \$200,000 to \$0
- Decrease funds in FY 2027 in UT from \$6,978,000 to \$0
- + Increase funds in FY 2025 in PE from \$0 to \$8,134,600
- Decrease funds in FY 2025 in CON from \$12,215,000 to \$0
- + Increase funds in FY 2026 in PE from \$0 to \$2,832,400
- + Increase funds in FY 2026 in ROW from \$0 to \$5,944,000
- + Increase funds in FY 2026 in CON from \$17,807,000 to \$103,272,636
- + Increase funds in FY 2026 in UT from \$0 to \$12,138,000

<b>FEDERAL PROJECT COST</b>	Increased from \$37,360,000 to \$132,321,636 (254.18%)
<b>TOTAL PROJECT COST</b>	Increased from \$81,678,000 to \$169,035,000 (106.95%)
<b>CONFORMITY INFORMATION CHANGES</b>	<p><b>485</b></p> <p>Conformity Route has changed from None to MD 586</p> <p>Conformity Implementation Status has changed from None to Active</p> <p>RSAQ has changed from None to Yes-RSAQ</p>



## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
County Executive

Christopher R. Conklin  
Director

January 3, 2024

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

Dear Chair Walkinshaw:

The Montgomery County Department of Transportation (MCDOT) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP) for Veirs Mill Bus Rapid Transit (T12005). Revisions to the Veirs Mill Bus Rapid Transit project reflect the most up to date programmatic and federal funding schedule, in particular revising Sec. 5309 funding through the Capital Investment Grant. Overall project costs have been revised from \$81,678,000 to \$169,035,000 to reflect the increase in federal, state and local funding secured for the project through FY2027. There are no programmatic changes proposed.

Montgomery County requests this amendment be approved by the TPB Steering Committee at its January 10, 2025 meeting. Following approval of this TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin to obligate the federal funding.

We appreciate your cooperation in this matter. If you have any comments or questions, please do not hesitate to contact Christopher Van Alstyne at [chris.vanalstyne@montgomerycountymd.gov](mailto:chris.vanalstyne@montgomerycountymd.gov) or Corey Pitts [corey.pitts@montgomerycountymd.gov](mailto:corey.pitts@montgomerycountymd.gov).

Sincerely,

Haley Peckett  
Deputy Director of Transportation Policy

cc: Kanti Srikanth, Director of Transportation, MWCOG  
Kari Snyder, Regional Planner, Maryland Department of Transportation  
Corey Pitts, MCDOT  
Chris Van Alstyne, MCDOT

## Office of the Director

101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

[www.montgomerycountymd.gov/mcdot](http://www.montgomerycountymd.gov/mcdot)

*Located one block west of the Rockville Metro Station*

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-53.3 WHICH ADDS A NEW PROJECT, DASH TECHNOLOGY PHASE II, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL & PUBLIC TRANSPORTATION (VDRPT) ON BEHALF OF THE CITY OF ALEXANDRIA**

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

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

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

**WHEREAS**, on behalf of the City of Alexandria, VDRPT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.3 which adds a new project for DASH Technology Phase II (T13660) totaling \$3,220,869 with Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality program (CMAQ) funds, as described in the attached materials; and

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Letter from VDRPT dated January 9, 2025, requesting the amendment; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-53.3, creating the 53<sup>rd</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-53.3 which adds a new project for DASH Technology Phase II (T13660) totaling \$3,220,869 with RSTP and CMAQ funds, as described in the attached materials.

ATTACHMENT A - AMENDMENT OVERVIEW REPORT

T13660 - DASH Technology Phase II

Lead Agency  
VDRPT

Project Type  
Bus/BRT - Capital/SGR

County  
-

From  
-

Agency Project ID  
-

Municipality  
City of Alexandria

To  
-

Completion Date  
2026

Total Cost  
\$3,220,869

Project Description

The main goal of this project is to implement a new Computer-aided Dispatch/Automatic Vehicle Location (CAD/AVL) platform and supporting modules for DASH. DASH has conducted internal employee surveys to identify weaknesses with the current system and potential needs that a new system could address. Staff are also completing due diligence on various CAD/AVL vendors and peer agencies to better understand what new CAD/AVL solutions are available, and how other providers are using CAD/AVL to improve daily operations.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Preliminary Engineering	STBG	-	-	-	\$50,000	-	-	\$50,000
Total Preliminary Engineering		-	-	-	\$50,000	-	-	\$50,000
Construction	CMAQ	-	-	-	\$1,515,124	-	-	\$1,515,124
Construction	STBG	-	-	-	\$1,655,745	-	-	\$1,655,745
Total Construction		-	-	-	\$3,170,869	-	-	\$3,170,869
Total Programmed		=	=	=	\$3,220,869	=	=	\$3,220,869

CURRENT CHANGE REASON

New Project

FEDERAL PROJECT COST

Stays the same \$3,220,869

TOTAL PROJECT COST

Stays the same \$3,220,869



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES  
P.O. Box 178 - City Hall  
Alexandria, Virginia 22313**

**alexandriava.gov**

**703.746.4025**

December 03, 2024

Ms. Amy Garbarini  
NOVA Transit Planning Manager  
Virginia Department of Rail and Public Transportation  
1725 Duke Street, Suite 675  
Alexandria, VA 22314

Dear Ms. Garbarini,

The City of Alexandria requests a new project to be added to the FY 2023-2026 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to reflect project funding updates. The changes to be made to the FY2023-2026 TIP are for the City's commencement of project UPC T21999, DASH Technology Phase II, as outlined below:

- Amendment to add DASH Technology Phase II (UPC T21999) as a new project.

The main goal of this project is to implement a new CAD/AVL platform and supporting modules for DASH. DASH has conducted internal employee surveys to identify weaknesses with the current system and potential needs that a new system could address. Staff are also completing due diligence on various CAD/AVL vendors and peer agencies to better understand what new CAD/AVL solutions are available, and how other providers are using CAD/AVL to improve daily operations. The DASH Technology Phase II project consists of \$3.2 million in funding from Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds that were reallocated from other City projects. Please see below for breakdown of fiscal year and phase:

FY25 – (PE) - \$50,000 (Federal/RSTP)

FY25 - (CN) - \$1,655,745 (Federal/RSTP)

FY25 – (CN) - \$1,515,124 (Federal/CMAQ)

The City requests that the Transportation Planning Board's (TPB) 2023-2026 TIP and DRPT's FY2024-2027 STIP be amended to reflect the changes, as project funds must be included in an approved TIP and STIP before the City can access these funds.



Amy Garbarini, NOVA Transit Planning Manager

December 03, 2024

Page 2

Thank you for your assistance with the City of Alexandria's project amendments. Should you have questions, please contact me at (703-476-4081) or [adriana.castaneda@alexandriava.gov](mailto:adriana.castaneda@alexandriava.gov)

Sincerely,

*Adriana Castañeda*  
Adriana Castañeda (Dec 6, 2024 11:02 EST)

Adriana Castañeda

Director, Transportation and Environmental Services

CC: James F. Parajon, City Manager  
Emily A. Baker, Deputy City Manager  
Hillary Orr, Deputy Director, Transportation Planning and Mobility, T&ES  
Edward Ryder, CFO, DASH  
Martin Barna, Director of Planning and Marketing, DASH

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-53.3 WHICH ADDS TWO NEW PROJECTS, VRE BROAD RUN CORRIDOR LEAD TRACK PROPERTY ACQUISITION AND VRE PROPERTY ACQUISITION FOR SEMINARY YARD RIGHT-OF-WAY, AS REQUESTED BY VIRGINIA RAILWAY EXPRESS (VRE)**

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

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

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

**WHEREAS**, VRE has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.3 which adds the VRE Broad Run Corridor Lead Track Property Acquisition (T13662) totaling \$11,500,000 using FTA Urbanized Area Formula Grant program (§ 5307) and local funds and VRE Seminary Yard Property Acquisition (T13663) totaling \$90,950,000 using State of Good Repair Grant Program (§ 5337) and local funds, as described in the attached materials; and

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Letter from VRE dated December 19, 2024, requesting the amendments; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-53.3, creating the 53<sup>rd</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-53.3 which adds the VRE Broad Run Corridor Lead Track Property Acquisition (T13662) totaling \$11,500,000 using § 5307 and local funds and VRE Seminary Yard Property Acquisition (T13663) totaling \$90,950,000 using § 5337 and local funds, as described in the attached materials.

Approved by the TPB Steering Committee at its meeting on Friday, January 10, 2025.

ATTACHMENT A - AMENDMENT OVERVIEW REPORT

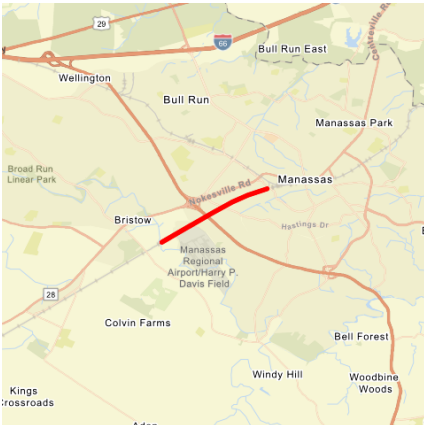
T13662 - VRE Broad Run Corridor Lead Track Property Acquisition

Lead Agency VRE	Project Type Other	County Prince William
From -	Agency Project ID -	Municipality City of Manassas
To -	Completion Date 2025	Total Cost \$11,500,000

Project Description  
VRE will acquire 10.93 acres of railroad right-of-way (ROW) from the Virginia Passenger Rail Authority (VPRA) from a point east of the railroad bridge over Piper Lane at Milepost (MP) 36.23 to MP 33.6 in Prince William County and City of Manassas, VA. The ROW will be used for future construction of an extended lead track from the VRE Broad Run Station and Maintenance and Storage Facility (MSF) to the main railroad corridor. Acquisition of the property will enable VRE maintenance and continuing control once a new track is constructed. This project is for property acquisition only and does not include track construction.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Right of Way	LOCAL	-	-	-	\$1,063,230	\$579,883	\$656,887	\$2,300,000
Right of Way	S. 5307	-	-	-	\$4,252,924	\$2,319,531	\$2,627,545	\$9,200,000
Total Right of Way		-	-	-	\$5,316,154	\$2,899,414	\$3,284,432	\$11,500,000
Total Future Costs		-	-	-	-	-	\$3,284,432	\$3,284,432
Total Programmed		-	-	-	\$5,316,154	\$2,899,414	\$3,284,432	\$11,500,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$9,200,000
TOTAL PROJECT COST	Stays the same \$11,500,000



T13663 - VRE Seminary Yard Property Acquisition

Lead Agency  
VRE

Project Type  
Other

County  
-

From  
-

Agency Project ID  
-

Municipality  
City of Alexandria

To  
-

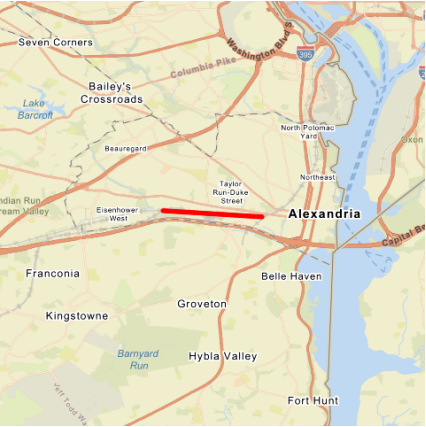
Completion Date  
2025

Total Cost  
\$90,950,000

Project Description  
VRE will acquire about 34 acres of railroad right-of-way (ROW) in the City of Alexandria from the Virginia Passenger Rail Authority (VPRA) from a point near Cameron Run stream at or about Milepost (MP) 10.76 to a point at or about MP 9.25 and a quarter mile west of Telegraph Road where the main Manassas Line merges with the Fredericksburg Line. This ROW supports the future use of the property for VRE midday equipment storage. Acquisition of this “Seminary Yard” property will enable VRE maintenance and continuing control once the midday storage facility is constructed. This project is for property acquisition only and does not include construction.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Right of Way	LOCAL	-	-	-	\$8,408,769	\$4,586,117	\$5,195,113	\$18,189,999
Right of Way	S. 5337-SGR	-	-	-	\$33,635,077	\$18,344,469	\$20,780,455	\$72,760,001
Total Right of Way		-	-	-	\$42,043,846	\$22,930,586	\$25,975,568	\$90,950,000
Total Future Costs		-	-	-	-	-	<del>\$25,975,568</del>	<del>\$25,975,568</del>
Total Programmed		-	-	-	<del>\$42,043,846</del>	<del>\$22,930,586</del>	<del>\$25,975,568</del>	<del>\$90,950,000</del>

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$72,760,001
TOTAL PROJECT COST	Stays the same \$90,950,000





December 19, 2024

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

Dear Chair Henderson:

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

The proposed amendments are provided below:

**VRE Broad Run Corridor Lead Track Property Acquisition (TIP ID: 13662)**

- Add \$ 9,200,000 (Section 5307) FFY25 for ROW Phase
- Add \$ 2,300,000 (Local Match) FFY25 for ROW Phase
- \$11,500,000 total project cost

**VRE Property Acquisition for Seminary Yard Right-of-Way (TIP ID: 13663)**

- Add \$ 72,760,000 (Section 5337) FFY25 for ROW Phase
- Add \$ 18,190,000 (Local Match) FFY25 for ROW Phase
- \$90,950,000 total project cost

The proposed amendments are requested to acquire new property interests to support VRE operations resulting from the Virginia Passenger Rail Authority (VPRA) acquisition of the Manassas Line from Norfolk Southern Railway Company (NS) in August 2024. No construction is included as part of the projects.

The Draft VRE System Plan 2050 identifies the need for expanded infrastructure and facilities to accommodate forecast growth in passenger boardings, rail station parking demand, and equipment storage systemwide. The need for additional track capacity between the VRE Broad Run and Manassas Stations was identified to support planned VRE service expansion, improve operational efficiency, and minimize the potential for conflicts between VRE, Amtrak, and freight trains. Plans have been developed to increase capacity through the addition of a new track in this “Broad Run Corridor” that will connect the VRE Broad Run Station and Maintenance and Storage Facility to the main Manassas Line railroad corridor. About 10.93 acres of railroad ROW is required to construct this new lead track.

Letter to Ms. Christina Henderson  
December 19, 2024  
Page 2 of 2


Additional equipment storage capacity is also required outside of VRE's end-of-line Virginia storage facilities to satisfy mid- to long-term midday equipment storage needs. VRE currently pays storage fees to Amtrak to store VRE trains at Amtrak's Washington Union Terminal (WUT) between the morning and afternoon peak service periods, as outlined in an Agreement for Commuter Rail Passenger Service Access and Storage of Commuter Rail Passenger Equipment with Amtrak. That agreement provides that Amtrak may reduce VRE's storage rights at WUT up to and including reduction of all storage at WUT. Amtrak has indicated its intention to exercise that provision and begin reducing VRE storage at WUT. VRE has been developing a design for an alternative location adjacent to WUT and New York Avenue, NE in the District of Columbia, to meet its current and future midday storage needs. The VPRA Manassas Line acquisition provides an opportunity for VRE to instead acquire fee simple interest in about 34 acres of Manassas Line ROW in Alexandria, Virginia for future construction of a VRE midday storage facility. The acquisition and future storage facility will reduce VRE operating costs by eliminating the equipment storage fee payments to Amtrak, provide capacity for long-term VRE storage needs, and provide VRE with long-term continuing control over the facility.

PRTC requests approval of these projects to the TIP by the Transportation Planning Board's Steering Committee at its meeting on January 10, 2025. PRTC and VRE representatives will be available to answer any questions about this amendment request.

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

Thank you for your consideration of this matter.

Sincerely,

Signed by:  
  
F9217C0F6103428...  
Robert A. Schneider, PhD  
Executive Director

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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE PROJECTS IN THE DISTRICT OF COLUMBIA, SUBURBAN MARYLAND, AND NORTHERN VIRGINIA FROM THE EASTERN FEDERAL LANDS HIGHWAY DIVISION'S (EFLHD) FY 2025-2028 TIP, AS REQUESTED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)**

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

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

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

**WHEREAS**, FHWA has requested that relevant projects from the EFLHD's FY 2025-2028 TIP be included as an attachment to each state Department of Transportation's Statewide Transportation Improvement Program (STIP) and to the TIPs of applicable MPOs for those states, as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Selected and edited pages from the FHWA/EFLHD FY 2025-2028 TIP for projects in the District of Columbia, suburban Maryland, and northern Virginia,
- ATTACHMENT B) Letter from FHWA dated December 9, 2024, requesting state DOTs and MPOs to include the relevant pages from its FY 2025-2028 TIP in their STIPs and TIPs as an appendix; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to update the EFLHD projects in the District of Columbia, suburban Maryland, and northern Virginia with the selected and edited pages from EFLHD's FY 2025-2028 TIP, as described in the attached materials.

**Approval by the TPB Steering Committee at its meeting on Friday, January 10, 2025.**





FY2025-FY2028 Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 11/21/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
District of Columbia													
DC FLAP 10	2025	DC	Washington	Anacostia Park	Anacostia Riverwalk Trail (ART)	Trail	FLAP - EFL	\$1,100,000.00	Title 23	State	Construction	DC-AL	NPS-NCR
DC FLAP 11	2025	DC	Washington	Anacostia Park	Anacostia Riverwalk Trail (ART) Kenilworth Southern Section	Trail	FLAP - EFL	\$2,000,000.00	Title 23	State	Construction	DC-AL	NPS-NCR
DC FLAP 12	2026	DC	Washington	Rock Creek Park	Military Road Trail Construction	Trail	FLAP - EFL	\$1,800,000.00	Title 23	State	In Design	DC-AL	NPS-NCR
DC FLAP DOT GALWY(1)	2025	DC	Washington	Rock Creek Park	Galloway Street Trail	Trail	FLAP - EFL	\$808,408.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC NP CHOH TRL(1)	2026	DC	Washington	Chesapeake and Ohio Canal National Historical Park	Rehabilitation of Capital Crescent Trail	Trail	FLTP - NPS	\$2,854,348.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP NAMA 21(2)	2025	DC	Washington	National Mall and Memorial Parks	15th Street	3R	FLTP - NPS	\$5,905,000.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC NP NAMA 25(1) 500(3) 504(	2027	DC	Washington	National Mall and Memorial Parks	Lincoln Circle, Jefferson and Madison Drive, Maine Avenue and 12th Street	3R	FLTP - NPS	\$27,116,520.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP NAMA 26(1)	2027	DC	Washington	National Mall and Memorial Parks	Rehabilitate Hains Point	3R	FLTP - NPS	\$6,833,020.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP NAMA 337696	2029	DC	Washington	National Mall and Memorial Parks	Preserve Pavement and Bridges at National Mall and Memorial Parks	BR3R	FLTP - NPS	\$2,762,213.00	Title 23	NPS	Planned	DC-AL	NPS-NCR
DC NP ROCR 1(1) 2(3)	2027	DC	Washington	Rock Creek Park	Rehabilitate Rock Creek and Potomac Parkway Trail	Trail	FLTP - NPS	\$5,355,279.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 1(1), 2(3)	2026	DC	Washington	Rock Creek Park	Rock Creek and Potomac Parkway	3R	FLTP - NPS	\$13,220,560.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 15(3)	2027	DC	Washington	Rock Creek Park	Rehabilitate Joyce Road	1R	FLTP - NPS	\$1,250,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 15(3) TRL(1)	2026	DC	Washington	Rock Creek Park	Joyce Road Rehab; Joyce Road and Beach Drive Trail	3R	FLTP - NPS	\$220,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 326756(2)	2027	DC	Washington	Rock Creek Park	Improve Transportation Safety at Rock Creek Park	Other	FLTP - NPS	\$1,000,000.00	Title 23	NPS	Planned	DC-AL	NPS-NCR
DC NP ROCR BMS(1)	2025	DC	Washington	Rock Creek Park	Bridge Management Project Rock Creek Park	BR1R	FLTP - NPS	\$1,805,000.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC NP ROCR BR 3450-035P(1)	2026	DC	Washington	Rock Creek Park	Repair Thompson Boat House Center Bridge	BR	FLTP - NPS	\$200,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR MULTI(1)	2025	DC	Washington	Rock Creek Park	Rehabilitate Multiple Routes at Rock Creek Park	3R	FLTP - NPS	\$4,075,000.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC NP ROCR TBD(1)	2027	DC	Washington	Rock Creek Park	Preserve Pavement and Bridges at Rock Creek Park	BR3R	FLTP - NPS	\$2,270,000.00	Title 23	NPS	Planned	DC-AL	NPS-NCR





FY2025-FY2028 Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 11/21/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
DC ST REV ANA PRK(1)	2025	DC	Washington	Anacostia Park	Revitalization of Anacostia Park	4R	Reimbursable Authority - Non-Federal Agreements (advances)	\$2,000,000.00	Other	EFL	Planned	DC-AL	NPS-NCR
NCA FTNP BMS TBD	2025	DC	Various	Various	Scope and Plan Pavement and Bridge Preservation Projects in National Capital Region	3R	FLTP - NPS	\$50,000.00	Title 23	NPS	Construction	Various	NPS-NCR
NP NAMA 11(6)	2029	DC	Washington	National Mall and Memorial Parks	Inlet Bridge Rehabilitation	BR1R	FLTP - NPS	\$800,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR



FY2025-FY2028 Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 11/21/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Maryland													
MD FLTP NP CHOH 336822	2025	MD	Various	Chesapeake & Ohio Canal	NCR Pavement and Bridge Preservation Program (Chesapeake and Ohio Canal National Historical Park)	3R	FLTP - NPS	\$2,966,221.00	Title 23	NPS	Construction	MD-06	NPS-NCR
MD NP CATO 331578	2029	MD	Frederick	Catoctin Mountain Park	Preserve Bridges at Catoctin Mountain Park	BR	FLTP - NPS	\$1,136,080.00	Title 23	NPS	In Design	MD-06	NPS-NCR
MD NP CHOH 907(1)	2028	MD	Montgomery	Chesapeake & Ohio Canal	Rehabilitate Great Falls Entrance Road and Parking Area	3R	FLTP - NPS	\$3,000,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP CHOH BRG(1)	2028	MD	Various	Chesapeake & Ohio Canal	Repair or Replace 9 Pedestrian Bridges	3R	FLTP - NPS	\$7,009,000.00	Title 23	EFL	In Design	Various	NPS-NCR
MD NP FOWA 10(2)	2027	MD	Prince George's	Fort Washington Park	Rehabilitate Fort Washington Roads and Parking	3R	FLTP - NPS	\$1,100,000.00	Title 23	EFL	In Design	MD-05	NPS-NCR
MD NP FOWA 342624	2029	MD	Prince George's	Fort Washington Park	Preserve Pavement at Fort Washington Park	1R	FLTP - NPS	\$850,000.00	Title 23	NPS	Planned	MD-04	NPS-NCR
MD NP GWMP 6(2)	2026	MD	Montgomery County	George Washington Memorial Parkway	Clara Barton Cantilevered Bridge	BR1R	FLTP - NPS	\$19,000,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP MONO TBD(1)	2028	MD	Frederick	Monocacy National Battlefield	Preserve Pavement and Bridges at Monocacy National Battlefield	BR3R	FLTP - NPS	\$217,853.00	Title 23	NPS	Planned	MD-06	NPS-NCR
MD NP SUIT 254778	2025	MD	Prince George's	Suitland Parkway	Suitland Parkway Trail	Trail	FLTP - NPS	\$700,000.00	Title 23	NPS	Construction	MD-04	NPS-NCR
NP BAWA 1(12), 2(12)	2025	MD	Anne Arundel, Prince George's	Baltimore Washington National Parkway	Bridge Railing and Capstone	BR3R	FLTP - NPS	\$2,980,000.00	Title 23	EFL	Construction	MD-04	NPS-NCR



# FY2025-FY2028 Transportation Improvement Program

Federal Highway Administration

Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
VIRGINIA													
VA NP GWMP 207(2) 918(1)	2027	VA	Fairfax	George Washington Memorial Parkway	Rehabilitate Fort Hunt Roads and Parking	3R	FLTP - NPS	\$2,369,367.00	Title 23	EFL	In Design	VA-08	NPS-NCR
VA NP GWMP 327533	2025	VA	Fairfax	George Washington Memorial Parkway	Design and Construct Accessible Hiking Trails at South Turkey Run Park	Trail	FLTP - NPS	\$150,000.00	Title 23	NPS	Construction	VA-08	NPS-NCR
VA NP GWMP 4(3)	2027	VA	Arlington	George Washington Memorial Parkway	Repair Slope Failures on Spout Run	3R	FLTP - NPS	\$3,565,207.00	Title 23	EFL	In Design	VA-08	NPS-NCR
VA NP GWMP MVT(7)	2028	VA	Fairfax	George Washington Memorial Parkway	Mount Vernon Trail South Rehabilitation	Trail	FLTP - NPS	\$5,355,279.00	Title 23	EFL	In Design	VA-08	NPS-NCR
VA NP PWRI 342775	2029	VA	Prince William	Prince William Forest Park	Preserve Bridges at Prince William Forest Parkway	BR	FLTP - NPS	\$1.00	Title 23	NPS	Planned	VA-07	NPS-NCR
VA ST FB KNGMNWLKR GT	2026	VA	Fairfax	Fort Belvoir	Add Left Turn Lane from Southbound Fairfax County Parkway to Kingman Road, Extend Northbound Vernon Highway Left Turn Lane at Walker ACP	4R	Reimbursable Authority - Non-Federal Agreements (advances)	\$5,720,000.00	Other	EFL	In Design	VA-11	No-Reg
VA ST JBMHH HTFLD GT	2026	VA	Arlington	Joint Base Myer Henderson Hall	Construct Ramp and Two Additional Exit Lanes for Access to Hatfield Gate from Northbound Washington Boulevard	4R	Reimbursable Authority - Non-Federal Agreements (advances)	\$7,800,000.00	Other	EFL	In Design	VA-08	No-Reg



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Memorandum

Subject: Fiscal Year (FY) 2025 – FY 2028 Transportation  
Improvement Program (TIP) Update

Date: 12/09/2024

From: Holly E. Bell  
Chief of Business Operations

In Reply Refer To: HFPP-15

To: Division Administrator

The Eastern Federal Lands Highway Division (EFLHD) has developed the attached FY 2025 – FY 2028 Transportation Improvement Program (TIP) Annual Update to describe those transportation projects that will be primarily implemented within the boundaries of the Federal Land Management Agency (FLMA) units located in your state. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for all Federal Lands projects.

The attached spreadsheet contains an overall list of the projects in your State that are currently programmed to be funded through the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP), or funds directly managed by the various FLMA partners. This list is also placed on the EFLHD website (<https://flh.fhwa.dot.gov/programs/flpp/tip/efl.htm>) to provide an easily accessible reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's FY 2025 – FY 2028 TIP Annual Update to your State Department of Transportation for inclusion (preferably as an appendix) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO) for inclusion into their respective Transportation Improvement Programs (TIPs). If you have any questions or comments regarding the contents of this EFLHD TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or [Lewis.Grimm@dot.gov](mailto:Lewis.Grimm@dot.gov).

Attachment

cc:  
State Transportation Planner



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** January 16, 2025

---

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



National Capital Region  
**Transportation Planning Board**

January 8, 2025

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

Re Regional Infrastructure Accelerator (RIA) Grant Application by the District Department of Transportation to advance the Southeast Boulevard and Barney Circle Project.

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a grant application by the District Department of Transportation (DDOT) under the FY 2024 Regional Infrastructure Accelerator (RIA) Program to advance the Southeast Boulevard and Barney Circle project.

The former Southeast Freeway, between the new 11th Street Bridges and Barney Circle, is planned to be converted to an urban boulevard for local traffic. While no longer part of the freeway system, the facility retains its freeway design, which acts as a barrier between the residences of Capitol Hill and those of the Anacostia Riverfront. The Southeast Boulevard and Barney Circle project will remove this barrier, reestablish the street grid, create new pedestrian/bicycle connections to the Anacostia River along the boulevard, make four acres of land available for development, and deliver an underground bus storage facility. This project is a cooperative effort between DDOT, the District of Columbia Deputy Mayor for Planning and Economic Development (DMPED), the District of Columbia Office of Planning (OP), and CSX Transportation. To advance this significant project, DDOT is requesting \$2 million in RIA grant funds to develop a financial vision strategy and finalize concepts and feasibility for implementing this important project.

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 metropolitan transportation plan, Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure to provide a broad range of transportation choices for our region.

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

Sincerely,

A handwritten signature in blue ink, reading "James W.", is located below the "Sincerely," text.

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** January 16, 2025

---

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



## MEMORANDUM

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

---

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

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

\* One week later due to 2024 December holidays



TPB NEWS

## TPB joins Allies in Action to advance regional roadway safety priorities

Jan 16, 2025



13th Street NW, Washington, DC (Elvert Barnes/[Flickr](#))

This week, the National Capital Region Transportation Planning Board (TPB) continued to advance a regional approach to improving roadway safety and decreasing road-related injuries and fatalities. On January 15, the TPB officially joined the nearly 200 organizations around the country who have pledged to be Allies in Action.

Allies in Action are recognized by the U.S. Department of Transportation as agencies dedicated to supporting the National Roadway Safety Strategy and actively reducing the number of deaths and serious injuries on America's streets as well as expanding adoption of USDOT's Safe System Approach (SSA) and Zero Fatalities vision. By becoming an ally in action, the TPB joins corporations, private and public health and safety advocates, national associations, state and territorial agencies, fellow metropolitan planning organizations (MPOs), municipal and law enforcement organizations, and others who are taking specific actions to improve roadway safety awareness, education, and practices—all with the goal of saving lives.

In 2023, 392 lives were lost on regional roadways due to traffic crashes, and pedestrians and bicyclists accounted for approximately 30 percent of these fatalities. The TPB has voiced that these outcomes are unacceptable and must be urgently addressed. In October 2024, the TPB hosted a Regional Roadway Safety Summit to examine recent fatality and injury data and discuss the federal Safe System Approach (SSA), which takes a proactive, shared responsibility approach to safer driving, safer infrastructure, safer vehicles, safe speeds, and post-crash care, and to develop potential actions the board could undertake to address regional roadway safety. Supporting the SSA by becoming a part of the USDOT Allies in Action initiative was one of several recommendations that stemmed from the summit.

The TPB will coordinate with the District DOT, Maryland DOT, Virginia DOT, and TPB member cities and counties in suburban Maryland and Northern Virginia on safety activities. The following initiatives supplement potential future TPB safety activities, as well as various programs and actions taken by TPB members at the local level. As a member of Allies in Action, the TPB is committed to:

- Increasing safety in the District of Columbia, suburban Maryland, and Northern Virginia.
- Providing \$480,000 in technical assistance in 2025 to six local planning and engineering safety-related projects aimed at improving roadway safety across the region. Projects include preliminary engineering designs for safety improvements along high injury networks and high crash corridors and a study of methods for collecting, analyzing, and using data related to near miss crashes.
- Continuing to sponsor and implement Street Smart, a safety education campaign aimed at reducing the number of pedestrian and bicyclist injuries and deaths in the region. Street Smart activities include outreach events, enforcement activities, press events at high crash locations, and an annual workshop on best practices in pedestrian enforcement.

Read the USDOT news release about the 2025 National Roadway Safety Strategy Progress Report and the new Allies in Action.

For more information on the TPB's role in the Allies in Action initiative, contact Janie Nham, TPB Planning Manager, at [jnham@mwccog.org](mailto:jnham@mwccog.org) or (202) 962-3226.

### **About the National Roadway Safety Strategy and Allies in Action**

In early January 2023, the U.S. Department of Transportation launched a Call to Action Campaign in support of its National Roadway Safety Strategy (NRSS), inviting partners to share how they are embracing a common goal of eliminating roadway fatalities. The NRSS outlines the Department's comprehensive approach to reversing the rise in traffic fatalities and serious injuries on the nation's highways, roads, and streets. The NRSS follows through on the Department's commitment to safety through priority actions that target the most significant and urgent problems in roadway safety. The NRSS's Call to Action invites every organization to participate in taking part and sharing how they will actively reduce deaths and injuries on America's Roadways, expand adoption of the NRSS's 5-pronged Safe System Approach and a zero fatalities vision, and transform how we as a nation think about road safety. More information on the NRSS and voluntary commitments from current Allies in Action can be found on the NRSS [webpage](#).

Contact: **Rachel Beyerle**  
Phone: (202) 962-3237  
Email: [rbeyerle@mwccog.org](mailto:rbeyerle@mwccog.org)

## National Capital Region Transportation Planning Board (TPB) **NEW**

The TPB is committed to increasing safety in the District of Columbia, suburban Maryland, and Northern Virginia. Throughout 2025, TPB will provide \$480,000 to six local planning and engineering safety-related projects aimed at improving roadway safety across the region. Projects include preliminary engineering designs for safety improvements along high-injury networks and high-crash corridors and a study of methods for collecting, analyzing, and using data related to near miss crashes. Additionally, the TPB will continue to sponsor and implement Street Smart, a safety education campaign aimed at reducing the number of pedestrian and bicyclist injuries and deaths in the region. Street Smart activities include outreach events, enforcement activities, press events at high crash locations, and a webinar on best practices in pedestrian enforcement to name a few.

## USDOT Publishes National Roadway Safety Strategy Progress Report; Welcomes New Allies in Action

Wednesday, January 15, 2025

<https://www.transportation.gov/briefing-room/usdot-publishes-national-roadway-safety-strategy-progress-report-welcomes-new-allies>

**WASHINGTON**– Following the announcement of 10 consecutive quarters of [declining roadway fatalities](#) across America, the U.S. Department of Transportation (USDOT) announced today its 2025 [National Roadway Safety Strategy \(NRSS\) Progress Report](#), along with an additional 15 new commitments from businesses and organizations to support the NRSS and take action to reverse the crisis on America's roads.

The report provides an update on the Department's efforts to address serious and fatal injuries on our roadways, details the Department's accomplishments related to addressing the NRSS actions in 2024. The actions highlighted in this report include:

- Awarded an additional \$1.2 billion in funding to improve roadway safety at the local, regional, and Tribal levels through the [Safe Streets and Roads for All](#) discretionary grant program. In the life of the program to date, more than 1,600 communities received \$2.9 billion in funding, representing 75 percent of the nation's population.
- Advanced roadway safety by [standardizing light vehicle automatic emergency braking](#) (AEB)—including pedestrian AEB. It is projected that this new standard will save at least 360 lives a year and prevent at least 24,000 injuries annually.
- Integrated the Safe System Approach into the Highway Safety Improvement Program and [published](#) a notice of proposed rulemaking to update the National Safety Performance Measures.
- Launched a national distracted driving campaign in April 2024 and convened stakeholders for a Distraction Action Forum in August 2024 to raise awareness of the dangers of distracted driving and gather input to a research roadmap to address new distracted driving challenges.
- Released the [USDOT Vehicle-to-Everything \(V2X\) Deployment Plan](#) in August 2024 to guide the implementation of V2X technologies across the nation and support the Department's commitment to a comprehensive approach for reducing the number of roadway fatalities to zero.
- Enhanced work zone safety through issuing key updates to regulations on safety and mobility performance, data-driven programmatic reviews, and the use of positive protection, as well as disseminating an informational guide and desktop reference on the use of proven safety measures in work zones.
- USDOT continued its NRSS [Call to Action campaign](#), initially launched in February 2023 which invites stakeholders to commit to taking specific, tangible steps to actively reduce the number of deaths and serious injuries on America's roads and streets, expand the adoption of a Safe System Approach and vision for zero fatalities across the nation, and transform how we as a nation think about safety. The Department welcomed 123 NRSS

Allies in Action (NRSS Allies) in 2023. Throughout 2024, the Department announced 73 new NRSS Allies with commitments to reach a total of 196.

All NRSS Allies have committed to taking specific, tangible steps to actively reduce the number of deaths and serious injuries on America's roads and streets, expand the adoption of a Safe System Approach and vision for zero fatalities vision across the nation, and transform how we as a nation think about road safety. Allies in Action span multiple sectors and include health and safety advocates, nonprofit organizations, the private sector, state and regional entities, and more.

Some of the new voluntary commitments from "NRSS Allies" include:

- **International Academies of Emergency Dispatch (IAED)** is the standard-setting and accrediting body for public safety emergency dispatch worldwide. In 2024-2025, IAED is working with the National 911 Program to evaluate data from specific crash-related protocols and share this data with USDOT to inform analysis and policy. They will conduct a study of 911 center data to identify the actual percentage of 911 calls related to the nation's roads and the areas related to the Safe Systems Approach.
- **Milwaukee County Department of Transportation (MCDOT)** has launched the [Complete Communities Transportation Planning Project](#), an effort to increase multimodal safety and address reckless driving across all 19 municipalities in Milwaukee County. Milwaukee County is working collaboratively with municipal leaders and community stakeholders across the County to develop a comprehensive, data-driven, countywide Comprehensive Safety Action Plan. Additionally, all 19 of Milwaukee County's municipalities are at various stages of developing their own Comprehensive Safety Action Plans in conjunction with Milwaukee County's Action Plan.
- **Verizon** is reaffirming its commitment to connected technology that can help keep roadways safer. Verizon supports the deployment of Cellular-Vehicle-to-Everything (C-V2X) technologies, using 5G and mobile edge computing to facilitate the transmission of time-sensitive safety information between vehicles on our roadways and expedite timely traffic information to drivers. Verizon also supports safe driving through Verizon Connect's Intelligent AI Dashcam. Verizon Connect's advanced commercial GPS fleet-



tracking solution, in tandem with its Intelligent AI Dashcam, helps protect drivers in real time, reduce incidents and unsafe driving events—such as distracted driving, tailgating, or drowsiness—and allows fleet managers to review and provide feedback and safe driving instruction.

See the full list of NRSS Allies in Action and watch a message from U.S. Transportation Secretary Buttigieg [here](#).

###

### **Background:**

Led by U.S. Transportation Secretary Pete Buttigieg, the Department launched the **National Roadway Safety Strategy** (NRSS) in early 2022 in response to the crisis of roadway deaths in America, which spiked in recent years but has recently started to steadily decline. To continue toward the ultimate goal

of zero deaths on our roadways, the NRSS outlines a concrete set of actions the Department has committed to and adopts the five-pronged, [Safe System Approach](#) that includes:

- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Roads, and
- Better Post-Crash Care.



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

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

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

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

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

### Anticipated Solicitation Schedule for FY 2026

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

### Application Process

Any local jurisdiction in the National Capital Region that is a member of the Transportation Planning Board is eligible to apply for either or both programs. Projects are eligible to receive up to \$80,000 in assistance for planning projects and up to \$100,000 for design. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2026 application period is open between January 6 and March 7, 2025. Potential applicants may also submit an optional abstract by January 22, 2025. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal.

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

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

## TLC Program

The Transportation Land Use Connections (TLC) Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Projects are eligible to receive up to \$80,000 in technical assistance for planning projects and up to \$100,000 for design projects. TLC projects typically last 6-8 months.

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

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

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

## Regional Roadway Safety Program

The Regional Roadway Safety Program (RRSP) provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety in the National Capital Region. Any local jurisdiction in the region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Similar to the TLC Program, all projects are eligible to receive up to \$80,000 in technical assistance for planning and up to \$100,000 for design projects.

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

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



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

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

## About the TPB

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

## Questions?

For more information:

- John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org))
- Janie Nham ([jnham@mwkog.org](mailto:jnham@mwkog.org))
- Victoria Caudullo ([vcadullo@mwkog.org](mailto:vcadullo@mwkog.org))

Or visit our website at [www.mwkog.org](http://www.mwkog.org).

**ITEM 7 – Action**  
**January 22, 2025**

Approval of 2025-2026 Appointments to the TPB's CAC

**Action:** Appoint members to the 2025-2026 CAC.

**Background:** Every two years, the TPB appoints residents of the Washington region to serve as members on the TPB's Community Advisory Committee (CAC) for the upcoming two years.



National Capital Region  
**Transportation Planning Board**

**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Laura Bachle, TPB Transportation Planner  
**SUBJECT:** Appointment of 2025 – 2026 Community Advisory Committee Members  
**DATE:** January 16, 2025

---

This memorandum presents the TPB officer nominations for membership on the TPB Community Advisory Committee (CAC) for the Board's consideration and approval. The term begins in February 2025 and ends in January 2027.

According to the CAC operating procedures approved by the TPB in November 2020, the CAC comprises 24 members. A minimum of five members must be designated from each state-level jurisdiction (District of Columbia, Maryland, and Virginia) and nine additional members are designated to incorporate a variety of perspectives from communities in TPB member jurisdictions. The committee's membership is intended to reflect the region's racial and ethnic diversity, as well as different ages, life experiences, and travel patterns found among various communities throughout the TPB's member jurisdictions.

From October 4 to December 2, 2024, TPB staff received 66 completed applications from 14 member jurisdictions. TPB Staff advertised the application period widely through blast emails, the TPB News, the TPB website, targeted outreach to individual jurisdictions, and social media, including boosted posts. In addition to TPB-led recruitment efforts, member jurisdictions participated by sharing the call through their own communication methods.

In December 2024, the TPB officers received a memorandum including all completed applications and staff recommendations for membership on the 2025 – 2026 CAC. The officers reviewed the applications and concurred with staff recommendations, which are attached. Staff considered regional criteria, including jurisdiction and state, leadership and other experiences, past service on the CAC or completion of the TPB's Community Leadership Institute (CLI), demographics, and more.

At the TPB meeting on January 22, the board is requested to consider the nominations and approve, with or without changes, the 24 members. Following the board's action, TPB Chair James Walkinshaw will announce the appointment of the CAC chair.

The new committee will convene its first meeting on February 13. A list of the 24 nominees and excerpts from their applications are attached.

## Nominations for the 2025 – 2026 Community Advisory Committee

### District of Columbia

Ra Amin	Ward 5
Juanita Beltran	Ward 8
Martha Fedorowicz	Ward 4
Cooper Lohr	Ward 3
Mónica Martínez López	Ward 5
Rick Rybeck	Ward 1
Gail Sullivan	Ward 6

### Maryland

Keba Baldwin	Prince Georges County
Felicia Brannon	Montgomery County
Timothy (Tim) Davis	Frederick County
Kyle Dunn	Montgomery County
Heather Gaona	Rockville
Madeline Kaba	Charles County
Jenene Lee	Prince Georges County
Dorothy Menelas	Frederick City
Felipe Millan	Prince Georges County

### Virginia

Dan Hardy	Fairfax County
Kevin Jiang	Arlington County
Asa Orrin-Brown	Alexandria
Daniel Papiernik	Fairfax County
Jeffrey Parnes	Fairfax County
Lorena Rios	Loudoun County
Mark Scheufler	Prince William County
Connor Young	Manassas

**Ra Amin**

**District of Columbia, Ward 5**

**CAC – 2020 to 2024**

**Why are you interested in serving on the TPB's CAC?**

If accepted, this will be my 3rd term as a TPC/CAC member which will make me the longest and most consistent member of the DC jurisdiction. It has been an honor to be a member and I have nearly a perfect attendance record. I only had to miss one meeting last term to attend an ANC meeting when a vote on a Plan Unit Development (PUD) was necessary. I'm interested in housing, Zoning, land use and environmental justice and how it all intersects with transportation planning. Transportation access is a key factor to achieving an equitable society and a thriving DMV region where every citizen has choices and opportunities. Also, having a vision with an attainable plan will assure that planet is safe and cared for the future generations. Meeting and working with others from around the DMV region has expanded my awareness of "Think Regionally, Act Locally" and has definitely made me a better elected official.

**Affiliations**

Advisory Neighborhood Commission 5B-04

ANC Vision Zero Caucus

ANC Rainbow Caucus

Fifth District MPD CAC

DC Bicycle Advisory Committee (DC BAC)

DC PAC

DC MAAC

**Juanita Beltran**

**District of Columbia, Ward 8**

**Why are you interested in serving on the CAC?**

As an ANC Commissioner, I am baffled by the city's and Metro plan to remove the circulator with no real plan in place. Our residents are going from 10 minutes waiting for a bus to over 20 to 30 minutes.

**Affiliations:**

ANC Commissioner

**Martha Fedorowicz**  
**District of Columbia, Ward 5**

**Why are you interested in serving on the CAC?**

I've been a longtime public transit rider and advocate—dating back to my childhood in Michigan where my father worked as a Transportation Planner for our local transit authority. Today, I commute to work using Metrorail, take buses and metro to get to appointments and fun activities, use regional transportation like the MARC, Amtrak, and VRE to visit friends and family in other cities, and also ride a Capital Bikeshare e-bike to work once a week. Not only do I frequently ride public transportation, but I have also contacted WMATA to report issues, I regularly fill out public opinion surveys, and I've engaged in transportation plan development by submitting comments and feedback. The main reason I want to serve on the CAC is because I believe in the value of transportation and know how it can promote thriving communities and promote the health, wealth, and safety of our residents and our environment. In my role at the Urban Institute, I regularly provide technical assistance and capacity building to local governments all over the country hoping to create better communities for their residents. I would love to apply my passion for supporting the greater good here in the DC region too. In particular, I'm interested in bringing a deep focus on equity and serving marginalized communities to the CAC and ensuring that our region's services prioritize those who need them most.

**Affiliations**

Urban Institute  
Big Brothers Big Sisters of the National Capital region  
Washington English Center  
Project Soapbox  
Returned Peace Corps Volunteers of Washington, DC.

## **Cooper Lohr**

**District of Columbia, Ward 3**

### **Why are you interested in serving on the CAC?**

I'm interested in serving on TBP's Community Advisory Committee because I am deeply committed to ensuring transportation solutions are safe, accessible, and equitable for everyone in the DMV. As a bike commuter living on Connecticut Ave. in Northwest DC, I have a personal stake in making our transportation network safer and more inclusive. Every day, navigating this major corridor highlights the challenges of biking alongside dense vehicular traffic that often leaves me and my fellow cyclists feeling exposed and vulnerable. This has deepened my resolve to advocate for streets that prioritize safety for all users. Additionally, my years of experience working in and around transportation policy have equipped me with a deep understanding of safety and equity issues in transportation. Currently, as a Transportation Policy Analyst with Consumer Reports, I work to advocate for policies that protect all road users. I've led initiatives to push for stronger vehicle safety standards, championed crash avoidance technologies, and advocated for comprehensive pedestrian and cyclist protections. As a member of the advisory committee I would bring both my personal and professional experiences to amplify community voices, advocate for safety improvements, and ensure that the region's transportation system is equitable and forward-thinking.

### **Affiliations:**

Coalition for Smarter Growth



## **Mónica Martínez López**

**District of Columbia, Ward- 5**

### **Why are you interested in serving on the TPB's CAC?**

I would like to engage with our regional transportation planning board as someone who 1) lives and travels throughout the region without a private car; 2) has experienced life in the region with reduced mobility/a mobility device; 3) aims to encourage others to use mass transit/walk/bike as means of transportation. Learning from and collaborating with residents across jurisdictions and planners alike as we all plan for the future of our region sounds like an amazing opportunity. I would love to serve on the TPB CAC and contribute to having a wide range of voices represented in this community body.

### **Affiliations**

ANC Commissioner, Northeast DC, 2025-2026.

**Rick Rybeck**

District of Columbia, Ward 1

CAC – 2020 to 2024

**Why are you interested in serving on the TPB's CAC?**

To offer expertise in solving transportation problems through land use and funding mechanisms that promote better transportation decision-making

**Affiliations**

Coalition for Smarter Growth

Former Deputy Associate Director for Policy and Planning at DDOT

Former legislative assistant to WMATA Board Member, Hilda Mason

**Gail Sullivan**

District of Columbia, Ward 6

CAC – 2023 to 2024

**Why are you interested in serving on the TPB's CAC?**

I realized there are so many neighborhoods and sectors of people that are not aware of the transportation issues.

**Affiliations**

Community organization Committee (Ward 6).

Ward 6 Public School Organization

Senior Medicare Patrol under the Legal Counsel for the Elderly

**Keba Baldwin**  
**Prince Georges County, MD**

**Why are you interested in serving on the CAC?**

As the Transportation Director for Prince George's County Public Schools it is important to understand our community needs and work to align services to better fit our community.

**Affiliations**

National Association Pupil Transportation  
Virginia Association Pupil Transportation  
World Resources Institute (WRI) Ambassador

**Felicia Brannon**

**Montgomery County, MD**

**Why are you interested in serving on the CAC?**

I am very interested in the work of the Community Advisory Committee, which provides input to decision-makers. As a retired Government relations professional with a background in transportation/land-use planning, now living with a disability, I understand the importance of community involvement in regional planning.

**Affiliations**

Maryland Rare Disease Advisory Council

Montgomery County Council on People with Disabilities

Maryland Health and Wellness Advisory Council

Southern California Association of Governments

Westside Cities COG, South Bay Cities COG

Los Angeles Dept. of Building and Safety

**Tim Davis**

Frederick County, Maryland

CAC 2022-2024

**Why are you interested in serving on the CAC?**

I am the Chair of the Frederick County Planning Commission and want to deliver back to the County the activities of TPB and how more people can get involved and stay informed.

**Affiliations**

TPB (many committees)

TSAC of Frederick County

City Bike and Pedestrian Advisory Committee

County Planning Commission Member

Staff for the City of Frederick

MDOT Committees / Advisory work in AQ Attainment, Bike/Ped Safety, multiple safety and capacity highway projects.

**Kyle Dunn**  
**Montgomery County, MD**

**Why are you interested in serving on the CAC?**

As a graduating senior of a university in the TPB region, I want to advocate for other students and young people who rely on public transit to complete daily activities from going to class to getting groceries

**Affiliations**

Sigma Alpha Mu - Delta Beta (social chair, wellness chair, current alumni)

**Heather Gaona**

City of Rockville, Maryland

CAC 2023 to 2024

**Why are you interested in serving on the CAC?**

I make an effort to walk/bus/Metro more than I drive, and I think we can make a lot of improvements to our region's transportation systems. We should have accessible and available transit for everyone in our National Capital region, but we still have places and times when driving is the best (or only) option. I would love to help get us to a place where our commuter rail services function as regional rail (trains in both directions 7 days a week) and we can get anywhere without needing to drive.

**Affiliations**

Action Committee for Transit

Bread for the City



**Madeline Kaba**

**Charles County, MD**

**Why are you interested in serving on the CAC?**

Transportation equity is very important to me. My county is extremely car dependent, and is therefore mostly hostile to anyone walking or biking. I try to walk and bike to as many of my daily errands as I can, and so I have experienced many times the danger of navigating these roads outside of a car. I believe that everyone should be able to access all of their day to day needs without being forced to drive, whether in a large city or a small town, and so I have already been getting involved at the local level to influence policy and overall development practices to be more people-oriented and less car-oriented. Serving on the CAC would allow me the privilege of representing the people in my community who are nondrivers in a car-dependent area either by necessity or by choice, and to continue advocating for better transportation services and transit oriented development in my county at a more regional level. I am also interested in hearing about the experiences of other people in the region, sharing ideas, and working with the TPB to improve our transportation infrastructure and connectivity in the greater DC Metro area.

**Affiliations**

Strong Towns Charles County, leader/co-founder

**Jenene Lee**  
**Prince Georges County, MD**

**Why are you interested in serving on the CAC?**

I would like to join the Community Advisory Committee and represent Prince Georges County because the county is often overlooked when it comes to renewing transportation initiatives. There are limited bus routes for the suburbs of Prince Georges County, which is an economic disservice to those who work, live, and play here. Traffic is often backed up for those who commute to DC and or Virginia, which takes away from a healthy work-life balance. I want to advocate for short rail lines from PG to DC and PG to VA.

**Affiliations**

Zeta Phi Beta Sorority, Inc.,  
Junior League of Prince Georges County

**Dorothy Menelas**

**Frederick, MD**

**Why are you interested in serving on the CAC?**

As a Planning Commissioner for the City of Frederick, currently serving my second five-year term, I recognize the vital role transportation decisions play in shaping urban planning, economic development, and overall quality of life. I am eager to deepen my understanding of the regional perspective on transportation, particularly in relation to the following:

- The processes involved in making transportation decisions.
- The ways various factors, such as environmental concerns, accessibility, and public safety, influence those decisions.
- The key considerations for balancing short-term and long-term transportation goals.
- Points of intersection between the multiple elements involved in regional planning.
- How transportation decisions are implemented and translated into tangible, actionable outcomes.
- The integration of local projects within the broader framework of regional planning.

**Affiliations**

City of Frederick Planning Commission

**Felipe Francisco Millán**  
Prince George's County, Maryland  
CAC – 2023 to 2024

**Why are you interested in serving on the CAC?**

I find it is a great opportunity to dive into the details of transportation funding, programming, review, and planning. It has also been a good opportunity to see the complexity of something like transportation (which needs to account for environmental, equity, economic development, land use and other demands and constraints) intersects with the complex DC/VA/MD jurisdictions and the various levels of government - from the local to the federal. Finally, I believe my continued focus on accessibility for individuals with disabilities from the get-go, and not as a retrofitted afterthought will continue to add value to our conversations.

**Affiliations**

Every-Mind (formerly Mental Health Association of Montgomery County)  
Spina Bifida Association of America  
TPB Community Advisory Committee

**Dan Hardy**  
**Fairfax County, VA**

**Why are you interested in serving on the CAC?**

I am fortunate that my vocation has also been an avocation. As part of my transition into retirement, I'm seeking to continue helping the transportation planning community through opportunities such as the Community Advisory Committee. My career has also been focused on the intersection of elements of relevance to the CAC: how to balance science, data, policy, community, and commentary to seek consensus.

**Affiliations**

Institute of Transportation Engineers (ITE): Washington DC  
Transportation Research Board (TRB)  
ULI Technical Assistance Panels  
Guest panelist on the MWCOG TAP  
Braver Angels  
Democratic National Committee

**Kevin Jiang**  
**Arlington County**

**Why are you interested in serving on the CAC?**

During some of my youth summer vacations spent abroad in China, I distinctly recall scouring the Shanghai transportation map exploring the abundance of options in every area within a short bus, subway, or bike ride—my first experience living in a 15-minute city experience. As I gained education and experience, seeking to understand the effects of transportation planning has continued to be a personal focus, albeit not my primary area of study or work. While in college, I took advantage of an open-ended project in my topological data analysis course to learn about the Simulation of Urban Mobility (SUMO) package. During a months-long period living in Fort Worth, I was able to spectate and participate in the large-scale feedback programs included in the DARTzoom New Bus Network Plan (Dallas/Fort Worth area). Similarly, through old friends, I closely followed community feedback offered during the NEXT GEN RTA project in my hometown of Cleveland, OH. More recently, I've challenged myself to learn more about urban design and car-centrism by reading Wade Graham's Dream Cities and Henry Grabar's Paved Paradise: How Parking Explains the World. And of course, during the past year plus, WMATA's Better Bus Network initiative has been a project I followed closely, despite not having the opportunity to participate because I was completing my university studies. By applying to the TPB's Community Advisory Committee, I seek to take the next step in actively contributing to building a more equitable and sustainable community, while developing a more well-rounded perspective by hearing a diverse range of informed opinions on our region's transportation now and in the future. In my more formative years, I was substantively involved in local politics, but gradually moved away from that type of work, and my current area of employment is very quantitative. Because of my passion for transportation planning, I see the TPB CAC as a fantastic opportunity to re-engage, while potentially being a distinctive source of ideas and feedback. While I do not have the same innate familiarity with the DMV as a native, I believe my experience seeing community-influenced transportation planning across the country combined with my knack for approaching transportation questions from a quantitative, network perspective, make me a great fit for the CAC.

**Affiliations**

Head Coach in Arlington Little League  
Site Coordinator (VP) for the Academic Competition Federation

**Asa Orrin-Brown**  
Alexandria, VA

**Why are you interested in serving on the CAC?**

I grew up in the Detroit suburbs, where car travel was the default. In the last few years my whole family has taken to using multi-modal transit more regularly for a variety of reasons. From those experiences, as well as efforts to support local T&ES projects here in Alexandria, I have become very aware of how important funding is in shaping the future of infrastructure in our community. I am happy to serve in the advisory group if it helps to ensure that the needs of families with neurodivergent kids and environmental concerns for the future get a voice in shaping the future of transportation in our region.

**Affiliations**

Friends of the Mount Vernon Trail  
Alexandria Bicycle and Pedestrian Advisory Committee  
Tahirih Justice Center  
Food Gatherers Food Bank

**Daniel Papiernik**  
**Fairfax County, Virginia**  
**CAC – 2017 to 2024**

**Why are you interested in serving on the CAC?**

I continue to have a strong interest in supporting greater regional interoperability of our transportation systems and sustainable methods of funding the operations and maintenance of our transportation infrastructure.

**Affiliations**

Transportation Research Board, Data subcommittee  
International Bridge, Tunnel, and Turnpike Association  
ITS Virginia  
Pine Ridge Civic Association



**Jeff Parnes**  
**Fairfax County, Virginia**  
**CAC – 2010 to 2024**

**Why are you interested in serving on the CAC?**

I believe the transportation network of any community can make or break that community. The system provides the residents opportunities to commute for jobs, pursue their education, explore their surroundings and the freedom to grow. Communities without adequate transportation networks are at a disadvantage compared to other communities and provide a disservice to their residents. I have been active in land use and transportation matters for ~45 years in Fairfax County and the Greater Washington Area. I have watched both the Orange line being built in the I-66 median in the mid-80s and watched with satisfaction the Silver line inch its way up the Dulles Road median in Fairfax County. I remember the completion of the Green line and extension of the Blue lines into Prince George's counties. What is needed now is connectivity between neighboring communities without necessarily traveling through the region's core. I can only see that resulting from a regional approach, and the only body capable of making that happen is the Metropolitan Washington Council of Government's Transportation Planning Board. Therefore I wish to continue to participate on and serve that body.

**Affiliations**

Fairfax County Transportation Advisory Commission  
Fairfax County Federation of Citizens Associations  
Sully District Council of Citizens Associations  
Chantilly Highlands Homes Association  
Land Use Committee Chair of the Greenbriar Civic Association  
Fairfax County Citizen representative to the Dulles Area Transportation Association  
Sully District Transportation Advisory Commissioner, Vice Chair, and Chair.  
MWCOC Greater Washington 2050 Coalition

## **Lorena Rios**

**Loudoun County, Virginia**

**CAC – 2012 to 2024**

### **Why are you interested in serving on the CAC?**

It is important to have inclusivity in regional committees, not only racially diverse but different incomes, with different modes of transportation and a range of opinions to promote discourse among the members. Listening to different points of view, opinion and knowledge enhances members' learning and allows them to provide comprehensive solutions.

### **Affiliations**

Hispanic Chamber of Commerce

Hispanic American Freethinkers

Loudoun County Housing Advisory Board member

APA Transportation Committee

TPB Access for All committee member

National Council of Architectural Registration Boards (NCARB)

Virginia Board for Architects, Professional Engineers, Land Surveyors, Certified Interior Designers and Landscape Architects (APELSCIDLA)

## **Mark Scheufler**

**Prince William County, Virginia**

**CAC 2023-2024**

### **Why are you interested in serving on the CAC?**

- Promote public involvement in transportation planning in Greater Prince William County Area
- Collaborate with other jurisdiction members on regional planning efforts

### **Affiliations**

Active Prince William

Prince William County Planning Commission

**Connor Young**  
**Manassas, VA**

**Why are you interested in serving on the CAC?**

As we enter the second quarter of the 21st century, we're faced with challenges like the affordability and climate crises. I believe transportation infrastructure and services is a powerful tool for addressing those challenges and want to be a part of transitioning our communities from legacy solutions addressing the problems of the last century to those that address the problems of this century.

**Affiliations**

FIRST Technical Challenge Team 6540 in Philadelphia  
Active Prince William

# COMMUNITY ADVISORY COMMITTEE (CAC)

---

## Nominations for the 2025-2026 CAC

Laura Bachle  
TPB Transportation Planner

Transportation Planning Board  
January 22, 2025



# Applications Received

---

- Application period open from October 4 to December 2, 2024
  - Advertised via the TPB website, COG & TPB newsletters, targeted e-mail, and social media
- 66 completed applications were received
- Residents from 14 TPB member jurisdictions have submitted applications
- 55 applications are from people who have not previously served on the CAC



# Applications Selected

---

- 24 total members, with at least five members from the District of Columbia, Maryland, and Virginia
  - Seven selected applications from DC, nine selected applications from Maryland, eight selected applications from Virginia
  - 13 member jurisdictions represented
  - All age categories represented except “Under 18”
  - 10 selected applications have previously served on the CAC



# TPB Officer Nominations

Name	Jurisdiction	State
Ra Amin	Ward 5	DC
Juanita Beltran	Ward 8	DC
Martha Fedorowicz	Ward 4	DC
Cooper Lohr	Ward 3	DC
Mónica Martínez López	Ward 5	DC
Rick Rybeck	Ward 1	DC
Gail Sullivan	Ward 6	DC
Keba Baldwin	Prince Georges County	MD
Felicia Brannon	Montgomery County	MD
Tim Davis	Frederick County	MD
Kyle Dunn	Montgomery County	MD
Heather Gaona	Rockville	MD

Name	Jurisdiction	State
Madeline Kaba	Charles County	MD
Jenene Lee	Prince Georges County	MD
Dorothy Meneles	Frederick City	MD
Felipe Francisco Millán	Prince Georges County`	MD
Dan Hardy	Fairfax County	VA
Kevin Jiang	Arlington County	VA
Asa Orrin-Brown	Alexandria	VA
Daniel Papiernik	Fairfax County	VA
Jeff Parnes	Fairfax County	MD
Lorena Rios	Loudoun County	VA
Mark Scheufler	Prince William County	VA
Connor Young	Manassas	VA





# Next Steps

---

- **Approval:** The board will be asked to approve or make changes and then approve the nominations for the 2025-2026 CAC
- **CAC Chair:** After approval, the TPB Chair will announce the CAC Chair for 2025
- **First meeting:** The 2025-2026 CAC meets for the first time on February 13, 2025



## Laura Bachle

TPB Transportation Planner

(202) 962-3273

[lbachle@mwkog.org](mailto:lbachle@mwkog.org)

[mwkog.org/tpb](http://mwkog.org/tpb)

---

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
**Transportation Planning Board**

**ITEM 8 – Action**  
**January 22, 2025**

**FY 2025 and FY 2026 Transportation Alternatives Set Aside Program  
for the District of Columbia**

**Action:** Adopt Resolution R6-2025 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for the District of Columbia for FY 2025 and FY 2026.

**Background:** A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in the District of Columbia. The board will be briefed on the recommended projects and asked to approve them.

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

**RESOLUTION TO APPROVE PROJECTS IN THE DISTRICT OF COLUMBIA FOR  
TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TAP)  
FUNDING UNDER THE SURFACE  
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2025-2026**

**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**, a solicitation for TA Set-Aside applications for FY 2025 and FY 2026 was conducted by the District of Columbia Department of Transportation (DDOT) between September 16 and November 22, 2022; and

**WHEREAS**, the TPB's TA Set-Aside Selection Panel for D.C. met on January 8 2025, and recommended projects for funding based on project readiness and eligibility and alignment with regional selection criteria; and

**WHEREAS**, on January 10, 2025, the TPB Technical Committee was briefed on the recommended projects.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the projects for funding under the Transportation Alternatives Set-Aside Program for FY 2025-2026 in the District of Columbia, as described in the attached materials and as listed below:

• Capital Crescent Trail Rehabilitation	\$2,139,574
• Repaving the Anacostia Trail East Bank (Design) (funding to be added to FY 2023-24 grant award)	\$58,443
• Green Infrastructure Pilot Project Part 2 (Construction) (funding to be added to FY 2023-24 grant award)	\$90,183
• Joyce Road and Beach Drive (Design) (funding to be added to FY 2023-24 grant award)	\$663,000
Total	\$2,951,200



# National Capital Region Transportation Planning Board

## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, TPB Transportation Planner  
**SUBJECT:** Project recommended for funding in FY 2025-2026 in the District of Columbia under the Transportation Alternatives Set-Aside Program (TAP)  
**DATE:** January 16, 2025

## SUMMARY

Under the federal Transportation Alternatives Set-Aside Program (TAP), the TPB is responsible for selecting projects using sub-allocated funding for the District of Columbia, Suburban Maryland, and Northern Virginia.

For FY 2025 and FY 2026 in the District of Columbia, a total of \$2,951,200 was made available for TPB project selection. The TPB's selection panel has recommended funding for the projects listed below. The TPB will be asked to approve these recommendations at its meeting on January 22, 2025.

DC TAP Panel Recommendations - FY 2025-2026	
Project	Panel Funding Recommendations
Capital Crescent Trail Rehabilitation	\$2,139,574
Repaving the Anacostia Trail East Bank (Design) <i>(funding to be added to FY 2023-24 grant award)</i>	\$58,443
Green Infrastructure Pilot Project Part 2 (Construction) <i>(funding to be added to FY 2023-24 grant award)</i>	90,183
Joyce Road and Beach Drive (Design) <i>(funding to be added to FY 2023-24 grant award)</i>	663,000
<b>Total</b>	<b>\$2,951,200</b>

## BACKGROUND

The Transportation Alternatives Set-Aside Program (TAP) 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), community improvements, historic preservation, and environmental mitigation. MAP 21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program the Transportation Alternatives Set-Aside Program. The Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), enacted in 2021, reaffirmed the federal commitment to the

program and increased funding for it. Information on the TA Set-Aside is available from FHWA at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

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 addition to these sub-allocated funds, a portion of the TA Set-Aside funding is reserved for statewide project selection, which is conducted by the state departments of transportation.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region's TAP is framed as a complementary component of the TPB's Transportation Land-Use Connections (TLC) Program, which provides technical assistance funding for small planning studies to TPB member jurisdictions.

TAP offers the region the ability to fund projects that support regional priorities and goals based on Visualize 2045 and the TPB's other policy documents. Applicants from the National Capital Region are asked to show how their projects will serve these priorities when they seek TAP funds. The priorities also provide the basis for the selection criteria that the TPB's selection panel uses when it reviews TAP applications and recommends projects for funding.

Since the establishment of this program in 2012, the TPB has combined its solicitations with the state departments of transportation in the District of Columbia, Maryland, and Virginia. As part of this process, TPB staff work with the DOTs to conduct the selection processes.

## **DISTRICT OF COLUMBIA FY 2025-2026 SOLICITATION**

Since 2022, the District of Columbia has solicited applications for TAP on a two-year cycle. The round currently under consideration is for FY 2025 and FY 2026. The solicitation period opened in mid-September and closed on November 22, 2024.

DDOT only received one eligible application this round, which is for the Capital Crescent Trail Rehabilitation. This application was forwarded to the TPB's selection panel for review on December 20.

DDOT has also requested that the TPB designate a portion of its suballocation to provide supplemental funding for three projects that the TPB funded through TAP in FY 2023-2024. This additional funding would ensure completion of these projects:

- Repaving the Anacostia Trail East Bank (Design), \$58,443
- Green Infrastructure Pilot Project Part 2 (Construction), \$90,183
- Joyce Road and Beach Drive (Design), \$ 663,000

## **PROJECT SELECTION PROCESS**

Consistent with past practice, the TPB convened a selection panel to determine funding recommendations for the District's TAP funds. TPB staff invited representatives from state DOTs in our region, along with representatives from COG/TPB staff, to participate on this panel.

This year's selection panel participants included:

- David Schlie, Maryland Department of Transportation
- Michael Farrell, COG/TPB Staff
- Brittany Voll, Virginia Department of Transportation
- Janie Nham, COG/TPB Staff

DDOT staff members Yvonne Jones, Kelsey Bridges, and Carolos Pazmino participated in the panel meetings and served as a technical resource for the discussion.

Prior to the panel meetings, individual panelists reviewed and scored applications for a maximum of 160 points. The total score for each project combined each reviewer's professional assessment (80 points) and regional selection criteria (80 points). The professional assessment is based on each panel member's transportation planning expertise, knowledge of transportation planning in the region, evaluation of the project budget, and project management experience. The regional criteria are rooted in TPB policies and programs, with the understanding that some projects would not meet all criteria.

The regional selection criteria are listed below:

- Improve roadway safety (Max 10 points)
- Expand transportation options (Max 10 points)
- Support for Regional Activity Centers (Max 10 points)
- Access to high-capacity transit and, in particular, in Transit Access Focus Areas (TAFAs) (Max 10 points)
- Access for low-income communities and people of color (Max 10 points)
- Support the National Capital Trail Network (Max 10 pts)
- Safe access to schools (10 points)
- Increased access for people with disabilities (10 points):

The selection panel met on January 8. To provide a basis for discussion, each panel member provided their scores and comments in advance of the first meeting.

## **PROJECT RECOMMENDATIONS**

As requested by DDOT (and as noted above), the panel is recommending adding funding for three projects that were approved by the TPB two years ago but have since been found to be underfunded. These additional awards will ensure the completion of those projects. The total for this additional funding is \$811,626. The panel is recommending that the remainder of the TPB's suballocation, \$2,139,574, be awarded to the one new application received this year, which is the Capital Crescent Trail (CCT) Rehabilitation project.



## Project Descriptions:

- **Capital Crescent Trail (CCT) Rehabilitation Phase II (Construction), \$2,139,574**

The Capital Crescent Trail is one of the most heavily used trails in the nation, attracting a wide range of visitors from across the Maryland, Virginia, and District of Columbia region. The trail has not undergone any significant repairs or construction since it was first built in 1994. Since that time, the trail has deteriorated. The National Park Service (NPS) is now looking to rehabilitate the 3.7-mile DC portion of the trail that begins in Georgetown and extends to the Montgomery County border. The rehabilitation will ensure that the structural integrity of key access points, enhance user safety, increase environmental sustainability, and encourage future use.

The project will include a 10-foot wide asphalt resurfacing throughout the 3.7 mile region, replace and upgrade wayfinding signage at key entry points, rehabilitate Arizona Avenue Bridge, reconstruct timber retaining walls and railings, re-establish gravel shoulders and drainage channels, and the improve pedestrian connection at the Norton Street crosswalk.

Through this grant, the NPS has committed to constructing the first two schedules (segments) of the project, out of a total of four segments, as described below:

- Schedule A: Rehabilitating the trail from Mile post 0.0 in Georgetown to Mile post 2.16 by Fletcher's Cove. This will cover the milling and repaving of the trail surface, installing or replacing twelve signs, repairing or replacing two benches, repair and replacement of timber guardrails, and any related temporary traffic control.
- Schedule B: Repair of the Arizona Ave. Bridge trail surface, repair and reconstruction of the bridge approach retaining walls and stairs to C&O Towpath, and the removal and replacement of chain link fence.

The total for these two segments will be \$3,430,000. The TPB, through its FY 2025-2026 TAP suballocation, will contribute \$2,139,574 to the construction of these two segments. The remainder of the cost, \$1,290,426, will be provided by the NPS. This additional funding from the applicant represents 38% of the project cost, which far exceeds the required match

The project is very supportive of TPB policies. The Capital Crescent Trail is a key facility in the TPB's 1400-mile National Capital Trail Network (NCTN) and this project is a vital link connecting the CCT to the C&O Canal Trail.

The project also builds upon previous TPB awards. In 2021, the TPB awarded TAP funding for design, planning, and environmental compliance for this rehabilitation project which is now moving into construction. The project also complements past TAP awards, through the TPB, for the Capital Crescent and C&O Trailhead Improvements" (FY 2019 and FY 2021), as well as the TLC project "K Street/Water Street Bikeway and Pedestrian Connectivity Enhancements" (FY 2016).

- **Repaving the Anacostia Trail East Bank (Design), \$58,443**  
(funding to be added to FY 2024 grant award)

DDOT is requesting additional TAP funds to complete 100% design for a project to rebuild 3.5 miles of the Anacostia River Trail. Located east of the river, the trail is a key link in the National Capital Trail Network that provides transportation and recreation opportunities to historically underserved communities in Equity Emphasis Areas. With the completion of the Frederick Douglass Memorial Bridge, the trail is now linked to a connection over the Anacostia River. The requested TAP funding will improve ramps to the trail and bring them into ADA compliance.

- **Green Infrastructure Pilot Project Part 2 (Construction), \$90,183**  
(funding to be added to FY 2024 grant award)

DDOT is seeking additional TAP funding to install green infrastructure facilities that are meant to replicate natural hydrological processes in places with large impervious surface areas. This proposed pilot project will evaluate standards for design complexity, construction costs and performance by designing and installing five facilities in public right of way with new standards identified from the research in 2022 to evaluate the performance and whether these standards should be adopted into DDOT's Green Infrastructure standards. The project will implement the design of GI facilities utilizing initial pilot best practices in assorted scenarios within the public right of way. The selected locations are from current DDOT retrofit projects. (Lee Street NE & 49th Place, Lee Street NE & 49th Place, Lee Street NE & 49th Place NE, Lee Street NE & 49th Place NE, Douglas Street & 17th Street NE) .

- **Joyce Road and Beach Drive (Design), \$ 663,000**  
(funding to be added to FY 2024 grant award)

The National Park Service (NPS) is seeking additional funding to complete 100% designs for two multi-use trails at Rock Creek Park: (1) 0.25 miles of new construction along Joyce Road from Beach Drive to 17th Street, a key segment of the broader proposed Military Road Trail, and (2) rehabilitation of 0.75 miles of the existing trail along Beach Drive from Joyce Road to Bingham Drive. The project builds upon the Rock Creek Park Military Road Feasibility Study, which was funded by the TPB through the TA Set-Aside Program in FY 2019. Military Road, the primary east-west connector through Rock Creek Park, is currently inhospitable to pedestrians and bicyclists. Both segments of the project are segments of the National Capital Trail Network. In addition, the project will connect Equity Emphasis Areas to the east of Rock Creek Park.

## NEXT STEPS

The TPB will be asked to approve the selection panel's recommendations at the board meeting on January 22, 2025. Following the board's action, TPB staff will forward information regarding the approved projects to DDOT. DDOT will be responsible for determining which of the approved projects will receive FY 2025 funding and which will receive FY 2026 funding.

For more information about the projects, please contact Yvonne Jones at DDOT at [yvonne.jones2@dc.gov](mailto:yvonne.jones2@dc.gov). For information about the TPB's role in the TAP selection processes, please contact John Swanson at [jswanson@mwccog.org](mailto:jswanson@mwccog.org).





# FY 2025-2026 DISTRICT OF COLUMBIA TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TAP)

## Projects Recommended for TPB Funding

John Swanson  
TPB Transportation Planner

Transportation Planning Board  
January 22, 2025

Capital Crescent Trail in Palisades (Joe Flood/Flickr)



National Capital Region  
**Transportation Planning Board**

Agenda Item #8

# Overview

---

- TA Set Aside Background
- Selection Process
- FY 2025-2026 Project Recommendations





# TAP Background

---

- **PURPOSE:** A federal formula program that provides funding to projects considered “alternatives” to traditional highway construction
- **TPB ROLE:** Large MPOs are sub-allocated funds and given the responsibility for selecting projects for those funds



# Recent Success Story: C&O-CCT Trailhead

Before



After



- Project funded with TAP in 2019 and 2021
- Connection for the National Capital Trail Network
- Planning and Construction of Trailhead area on Water Street NW in Georgetown



# DC FY 2025-2026 Schedule

---

- Sept 19–Nov 22      Application period
- Jan 8      TPB Selection Panel selects projects
- Jan 22      TPB Approval Scheduled



# TPB TAP Selection Process

---

- Selection panel included staff from MDOT, VDOT and the TPB. Staff from DDOT served as a technical resource.
- Panel members individually scored projects.





# Regional Policy Criteria

---

- Improve Roadway Safety (10 points)
- Expand Multimodal Transportation Options for Non-Drivers (10 points)
- Support Regional Activity Centers (10 points)
- Access to High-Capacity Transit (10 points)
- Access for low-income communities and people of color (10 points)
- Support the National Capital Trail Network (10 points)
- Safe Access to Schools (10 points)
- Increased Access for People with Disabilities (10 points)



# DC Project Recommendations

---

- **Available Funds:**    \$2,951,200
- **Recommended:**    \$2,951,200



# Project Recommendations

Recommendations - FY 2025-2026	
Project	Panel Funding Recommendations
Capital Crescent Trail Rehabilitation	\$2,139,574
Repaving the Anacostia Trail East Bank <i>(funding to be added to FY 2023-24 grant award)</i>	\$58,443
Green Infrastructure Pilot Project Part 2 - Construction <i>(funding to be added to FY 2023-24 grant award)</i>	\$90,183
Joyce Road and Beach Drive – Design <i>(funding to be added to FY 2023-24 grant award)</i>	\$663,000
Total	\$2,951,200



# Capital Crescent Trail Rehabilitation

- \$2,139,574 – National Park Service
- Resurfacing, widened shoulders, wayfinding, bridge rehab, retaining walls and railings, improved ped connections
- Key link in the National Capital Trail Network
- Builds upon past TAP & TLC funding



# Funding to complete FY23-24 projects

- Anacostia Trail - \$58,443
- Joyce Rd and Beach Dr - \$663,000
- Green Infrastructure Pilot - \$90,183



# Next Steps

---

- Seek TPB approval on January 22, 2025
- DDOT will implement grant agreements and start projects



## John Swanson

Program Manager

[jswanson@mwkog.org](mailto:jswanson@mwkog.org)

[mwkog.org/tpb](http://mwkog.org/tpb)

---

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



National Capital Region  
**Transportation Planning Board**

**ITEM 9 – Action**  
**January 22, 2025**

Annual TRIP Project List Approval and  
Amending Visualize 2045 to Include the TRIP with the Updated List

**Action:** Adopt Resolution R7-2025 to approve the TRIP's list of prioritized projects and to amend Visualize 2045 to include the TRIP, including the updated project list.

**Background:** Staff will brief the board on the TPB's Transportation Resilience Improvement Plan (TRIP) prioritized project list and the annual update process. The Board will be asked to approve the updated list and to amend Visualize 2045 to incorporate both.



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

**RESOLUTION TO APPROVE UPDATED NATIONAL CAPITAL REGION TRANSPORTATION  
RESILIENCE IMPROVEMENT PLAN (TRIP) PROJECT LIST AND AMEND VISUALIZE 2045 TO  
ADD THE TPB TRANSPORTATION RESILIENCE IMPROVEMENT PLAN AS AN APPENDIX**

**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 began requiring transportation agencies to consider resilience in their transportation planning process – specifically to “improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation”; and

**WHEREAS**, several federal planning factors (23 CFR 450.306(b)) also reference the consideration of resilience: “protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns,” and “improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation”; and

**WHEREAS**, 23 U.S.C. 176 (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation, PROTECT program) allows for the development of a Resilience Improvement Plan (RIP) by a State or MPO, but does not require it; and,

**WHEREAS**, if developed, the RIP shall identify the immediate and long-range planning activities and investments with respect to the resilience of the surface transportation system within the MPO's metropolitan planning area; and,

**WHEREAS**, the RIP shall also demonstrate a systemic approach to surface transportation system resilience and be consistent with and complementary of State and local mitigation plans; and,

**WHEREAS**, the RIP shall further include a risk-based assessment of the vulnerabilities of transportation assets and systems to current and future weather events and natural disasters, such as severe storms, flooding, and extreme temperatures; and,

**WHEREAS**, the RIP may describe resilience improvement policies and strategies that will inform the transportation investment decisions of the MPO and its members, including a list of priority projects; and,

**WHEREAS**, the TPB followed national best practices in developing a RIP including a two-phased, risk-based assessment where the Phase 1 System-Level analysis assessed the sensitivity of the transportation system to climate hazards, and the Phase 2 Asset-Level analysis identified and mapped specific transportation assets and locations where the system is most vulnerable to the impacts of climate change and natural hazards; and

**WHEREAS**, in 2020 the TPB Board adopted the goal of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and

**WHEREAS**, the FY 2025 Unified Planning Work Program for Transportation Planning for the Washington Metropolitan Region was approved by the TPB on March 21, 2024, and established Task 1.6 Resiliency Planning; and,

**WHEREAS**, the National Capital Region Transportation Resilience Improvement Plan (TRIP), approved by the TPB Board on June 20, 2024, calls for continued coordination among TPB member agencies on the issue of regional transportation resilience planning; and

**WHEREAS**, the TPB completed the NCR TRIP to meet the requirements of 23 U.S.C. 176 (PROTECT), as outlined in the letter dated July 23, 2024 signed by FHWA District of Columbia Division Administrator; and

**WHEREAS**, the NCR TRIP Priority Project List will be updated annually based on the PROTECT funding schedule, and the next deadline is February 24, 2025, and the TPB engaged in a process to update the Priority Project List; and

**WHEREAS**, the projects in the NCR TRIP will be eligible for increased federal match funding if the TRIP is included in the TPB's federally approved metropolitan long range transportation plan, called Visualize 2045; and

**WHEREAS**, the TPB engaged stakeholders and the public throughout the development of the TRIP and updated Priority Project List via presentations at multiple TPB Technical Committee meetings, TPB Board meetings, Regional Transportation Resilience Subcommittee meeting, and postings on the TPB website.

**NOW, THEREFORE BE IT RESOLVED** that the National Capital Region Transportation Planning Board approves the following:

- 1) The addition of 5 projects and one modified project to the approved Prioritized Project List included in the National Capital Region Transportation Resilience Improvement Plan (TRIP), as identified in the attached materials; and
- 2) The amendment of Visualize 2045 to formally include the TPB's TRIP as an appendix to Visualize 2045.



# National Capital Region Transportation Resilience Improvement Plan

Updated January 2025



National Capital Region  
Transportation Planning Board



## CHAPTER 5

# Priority Project List

Updated January 2025



The following tables, grouped by asset type, summarize the projects identified by member agencies as highest priority projects to implement in the short term given known and projected asset vulnerabilities. This investment plan is not financially constrained. While some of the projects have identified funding, many of them will be seeking grant funds (e.g., PROTECT) to advance to implementation. This list of priority resilience projects will be updated on an annual basis as agencies are able to further refine and advance their resilience priorities. The project submission form will be sent to all relevant stakeholders each calendar year prior to the following PROTECT grant application due date. In addition, TPB will continually produce updated resilience plans and studies to better understand regional vulnerabilities and to support resilience efforts.

**Table 1: Climate Hazard Icon Definitions**

Climate Hazards	
	Extreme heat
	Temporary flooding (coastal and riverine)
	Permanent flooding (sea level rise)
	Extreme winter conditions
	Extreme wind <sup>1</sup>
	Rockfalls <sup>2</sup>


<sup>1</sup> Includes extreme storms with high winds, such as hurricanes and tropical storms

<sup>2</sup> Although rockfalls were not included in the 2024 Vulnerability Assessment, they are a regional hazard that can be addressed through resilience projects.



## Bridges


**Table 2: Bridge Resilience Investment Projects**

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Charles County Government (supported by the Resilience Authority of Charles County)	Cobb Island (MD-254) - Bridge Approach	MD-254 (Cobb Island Road) between MD-257 and the Cobb Island Bridge.	While the Cobb Island Bridge was recently replaced in 2020, the bridge approach and surrounding roadways still experience tidal flooding and inundation from sea level rise. There is ongoing planning for this project, and possible options include a range of nature-based and innovative interventions to address flood vulnerability from multiple hazards.		2024










## Public Transit Infrastructure

**Table 3: Public Transit Resilient Investment Projects**






Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Passenger Rail Authority	RF&P Track Infrastructure Heat Impacts and Mitigation Study	The Richmond, Fredericksburg and Potomac railroad line from Quantico, Prince William County, VA to Control Point VA in Washington, DC; Intercity (Amtrak) and Commuter (VRE) rail routes on the corridor.	When the region has high temperatures, host railroads (CSX and Norfolk Southern) issue slow orders as a safety precaution to limit/prevent derailments. As temperatures continue to rise and temperatures remain elevated for longer periods of time, railroads will issue more heat orders, slowing rail traffic in the region. The heat impacts study would identify existing conditions, assess adverse conditions based on historical data, recommend specific mitigation strategies, and translate these strategies into capital or operational improvements to limit slow orders during heat events and increase the reliability of the transportation system.		2024









Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Railway Express	VRE Stations Heat Vulnerability and Mitigation Strategies Analysis	Station assets located on VRE's Manassas and Fredericksburg Lines, as well as on the joint line between Alexandria and Union Station.	Increasing temperatures have the potential to cause significant passenger discomfort to VRE riders. This project will identify the appropriate mitigation strategies to address the adverse effects of heat in five VRE station facilities. The project will detail potential effects on passengers and facilities, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.		2024
Virginia Railway Express	VRE Manassas Line Track Heat Vulnerability and Mitigation Strategies Analysis	Track infrastructure on VRE's Manassas Line between the Broad Run station and "AF Interlocking".	Temperatures that continue to rise and temperatures that remain elevated for longer periods of time threaten the structural integrity of rail tracks. This project will identify the appropriate mitigation strategies to address the adverse effects of heat on track and ancillary facilities identified as high risk in the TPB vulnerability assessment. This study would detail potential effects of heat events on the track infrastructure and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.		2024
Virginia Railway Express	VRE Maintenance and Storage Facilities Heat Vulnerability and Mitigation Strategies Analysis	VRE-controlled property at the Broad Run and Crossroads Maintenance and Storage Facilities.	The TPB vulnerability assessment has identified these locations as highly vulnerable to extreme heat. The study aims to detail how exposure to extreme heat can affect VRE maintenance and storage facilities. The project will propose conceptual mitigation projects and review projected impacts on VRE service and yard personnel.		2024



Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Railway Express	VRE Assets Flooding Vulnerability and Mitigation Strategies Analysis	L'Enfant and Quantico stations; Broad Run Maintenance and Storage Facility (excluding the passenger station platform, including the parking facilities).	The TPB vulnerability assessment has identified this area as having high vulnerability to inland flood. The study will analyze the proposed effects to this infrastructure from adverse future inland flooding events, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.		2024
WMATA	Systemwide Flood Resiliency Infrastructure Upgrades Implementation	Cleveland Park, Federal Triangle, Smithsonian, Archives/Navy Memorial, Rhode Island Ave/Brentwood, Capitol South, and Waterfront Stations (DC); Greenbelt Rail Yard (Greenbelt, MD).	All stations included in this project are either within the FEMA 100 year flood zone or are regularly impacted by interior flooding. The proposed upgrades address flood vulnerability in the MetroRail system and include measures such as new grading at station entrances, temporary flood barriers, raising vent shaft openings, and improving drainage capacity around stations. Improvements will lower the risk of adverse impacts to passenger service and system operations.		2024
WMATA	Drainage Pump Stations Rehabilitation Program	A05 Cleveland Park & A06 Van Ness, A08 Friendship Heights & A09 Bethesda, A10-2 Grosvenor &	Pumping stations remove water from WMATA's tunnels when aboveground rainfall or flood fills the tunnels. This equipment has exceeded its life cycle and needs replacement. The project would replace and improve the 59 drainage pumping stations located at low points in MetroRail tunnels to facilitate the removal of excess water from MetroRail tunnels and stations. The project would	 	2024 *Updated locations 2025



Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		Medical Portal, B02 Judiciary Sq. & B03 Union Station, B08 Silver Spring & B09 Forest Glen, E05 Georgia Ave & E06 Fort Totten, F01 Gallery Place, G01 Benning Road	also replace and improve pumping equipment and tunnel piping systems that have exceeded their lifecycle throughout the MetroRail system. This program prioritizes the highest risk locations based on flooding and equipment need.		
WMATA	Comprehensive Stormwater System Program (Planning)	Systemwide.	WMATA systems experience flooding due to storms and other rainfall events. Current stormwater planning is piecemeal and based on the facility. A comprehensive stormwater system program would allow WMATA to evaluate existing assets and risks and would provide a basis for Metro's future decisions about how to design, construct, and rehabilitate stormwater infrastructure.	 	2024
WMATA	Stormwater System Rehabilitation	Carmen Turner Center; Branch Ave, Glenmont, and Greenbelt, New Carrollton and Shady Grove Rail Yards; Landover, Montgomery, and Southern Ave Bus Division (all in Maryland).	WMATA has identified many of these facilities as highly vulnerable to inland, sea-level, and riverine flooding. Flooding here and to nearby operational facilities can create significant time delays. The project will use green infrastructure to install or retrofit stormwater management systems.	 	2024
WMATA	Rehabilitation	Dupont Circle,	In severe storms and flood events, rainwater can		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
	of Station Vault Pre-Cast Supports	Woodley Park, Cleveland Park, Van Ness, Tenleytown, Friendship Heights Stations in DC. Bethesda and Medical Center Stations in MD.	percolate through the ground, leak into MetroRail stations, and, on the Red Line, flow into the vaulted ceilings. The connecting supports for the vaulted ceilings at several stations have begun to deteriorate. The project will conduct a detailed inspection and condition report to determine the extent and location of where repairs will be needed, and rehabilitation of the identified issues.		
WMATA	Tunnel Chilled Water Piping Assessment	Systemwide.	Increasing temperatures have the potential to cause significant passenger discomfort to MetroRail riders. Chilled water is used to cool stations and all designs are outdated due to increasing population, increased density, and more high heat days. The study would conduct a systemwide assessment of chilled water piping in tunnels to identify the need to improve this piping.		2024
WMATA	MetroBus Shelter Replacement	Systemwide.	As high heat and intense rain events occur, passengers will increasingly require shade and shelter at bus stops. The project would replace aging shelters, provide shade, and decrease unnecessary wait times at outdoor bus shelters by improving communication with customers.		2024
WMATA	Traction Power/Rectifier Replacement	33 traction power substations though DC, VA, and MD.	High heat has the potential to impact traction power substations and result in slow or interrupted MetroRail services. The project would answer this concern and decrease heat buildup in traction substations critical to the MetroRail train system and enhance power stability. Improvements would replace rectifiers in multiple traction substations across the service area to improve electrical		2024


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
			efficiency. This not only increases resilience but also stabilizes the rail system and reduces electricity consumption.		
WMATA	Shaft Damper and Attenuator Replacement Program	221 shafts throughout the MetroRail system in DC, MD, and VA.	High heat weather will require better circulation of MetroRail tunnels and stations for comfort and operability. The project would address heat strain on fans, dampers, and attenuators that circulate air through shafts in the Metro system. These improvements would maintain customer comfort and equipment functionality as temperatures rise.		2024
WMATA	Non-Revenue Facility HVAC Replacement	L'Enfant, Wheaton, Federal Triangle, Metro Center, and Glenmont Stations (DC); Noyes Road (Silver Springs, MD), Medical Center (Bethesda, MD).	Multiple Metro non-revenue facilities were not built for projected future weather conditions and do not account for increased average temperatures or for the increase in heat-producing electric controls. These facilities often heats to an uncomfortable level. The project would replace aging and inefficient heating at these facilities and implement a Building Energy Management Control System that would allow for greater operational and maintenance efficiency. Facilities included in this project are crucial for the operation of the Metro system.		2024
WMATA	Faregate and Mezzanine Exposure to Water Intrusion at NoMa-Galludet Metrorail Station	No-Ma Galludet Metrorail Station (DC)	Currently the mezzanine at the 2nd Street entrance to the NoMA-Galludet U station is exposing riders and rail infrastructure to water. Due to climate change, there will be more frequent and intense rainstorms, making the problem worse. There is a gap between DDOT's Metropolitan Branch Trail and the upper station deck. While a temporary barrier has been installed, a more permanent, secure solution needs to be installed. This will benefit customer's comfort and expand the longevity of the rail infrastructure.		2025


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
WMATA	Water Leak Mitigation & Preservation - Rail Tunnels	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		2025
WMATA	Water Leak Mitigation - Stations and Rooms Water Intrusion Remediation	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		2025

## Public Transit & Stormwater Infrastructure



**Table 4: Public Transit and Stormwater Infrastructure Resilience Investment Projects**


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Passenger Rail Authority	Flooding Mitigation Study for Quantico and Pohick Creek Rail Bridges	RF&P Rail Corridor, owned by CSX/Virginia Passenger Rail Authority. Quantico Creek Rail Bridge and Pohick Creek Rail Bridge (38.526743, -77.288966 to	The two rail bridges associated with the project lie within the 100-year floodplain. Should flooding be significant or damage occur to these bridges, passenger and freight rail traffic within the entire region could be halted to make emergency repairs. The flood mitigation study would identify existing conditions, assess expected adverse conditions, recommend specific mitigation strategies, and translate these strategies into capital improvements for future rounds of funding to ensure the rail infrastructure will withstand future flooding or storm inundation.		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		38.712765, -77.217392).			
WMATA	Comprehensive Stormwater Systems Construction and Rehabilitation Program	Systemwide.	This project represents Metro's comprehensive program to design, construct, and rehabilitate stormwater infrastructure to address increased intensity of rainfall and to maintain compliance with stormwater discharge permits and best management practices. The project will also procure new equipment or contract services. There is a prioritized list of 72 locations that need new or rehabilitated stormwater systems.		2025





## Roads and Highways



**Table 5: Road and Highway Resilience Investment Projects**

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
DDOT in partnership with District DOEE	Nannie Helen Burroughs Avenue DC-295 Underpass ‡	Nannie Helen Burroughs Avenue NE underpass beneath DC-295 in	The Nannie Helen Burroughs Avenue experiences frequent flash flooding due to the impermeable surfaces in the nearby Watts Branch watershed. Flooding happens quickly, leaving disadvantaged		2024

‡ This project received PROTECT funding in 2024.

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		DC.	neighborhoods with vulnerable populations between DC-295 and the Anacostia River isolated with very little warning. The proposed Engineering Feasibility Study would identify methods to improve the flood resilience of transportation infrastructure while creating additional greenspaces between the Anacostia River and Kenilworth Park and the Nannie Helen Burroughs Avenue Commercial Corridor.		
DDOT in partnership with District DOEE	Watts Branch Flood Resilience Strategy Implementation	Nannie Helen Burroughs Ave, between the I-295 underpass, and Division Ave.	Nannie Helen Burroughs Ave lies within the FEMA 100-year floodplain within the Watts Branch watershed and already experiences regular flooding during storm events. Flooding risk will increase with climate change. Options to address flooding risk will be established in the Watts Branch Flood Resilience Strategy (expected publication date April 2025). This project would implement the results of that study and create blue, green, and gray infrastructure along the corridor to reduce flooding and improve mobility for residents during storms.		2024
Prince William County Department of Transportation	Fuller Road Flooding Mitigation	Fuller Road (VA Route 619) from the I-95 exit ramp to Mason Drive.	Fuller Road, which provides the only direct access to the main operating area of Quantico Marine Corps Base, is vulnerable to inland flooding and flooding at the gate. Flooding here has significant implications on operational readiness. The project will mitigate flooding of Fuller Road by increasing the capacity of the storm water facility near the National Museum of the Marine Corps and by restoring the Little Creek watershed.		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Prince William County Department of Transportation (supported by VDOT)	PWC Evacuation Operationalization Plan	Countywide.	Parts of Prince William County and its independent jurisdictions lack a countywide evacuation plan. The County seeks to fill these gaps and develop this plan. The completed plan would quantify the impact of catastrophic emergencies; describe how different hazards may call for different localized, neighborhood-level, town-level, or large-scale evacuations; and provide real-time data visualization tools to assist responding agencies in emergency scenarios. This plan will minimize disruptions and impacts on transportation infrastructure during emergencies.	    	2024
Prince William County Department of Transportation	Implement Shoreline Protection and Nature-Based Solutions	Countywide.	Numerous major transportation corridors located along coastal areas of the County are vulnerable to shoreline erosion caused by rising sea levels. The project will develop guidance for Prince William County to develop nature-based solutions for shoreline protection. The project will mitigate shoreline erosion to improve the resiliency of the transportation network to flooding.		2024
Prince William County Department of Transportation	Restore Streams to Reduce Flooding	High risk roadways in Prince William County as identified by existing vulnerability assessments from the TPB and the County.	County and TPB Vulnerability Assessments have identified several roadways as having a high risk of flooding. This project to develop and implement stream restoration would reduce flooding impacts on roadways within the County. Restoring natural flood resilience would protect the county's transportation infrastructure.		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Prince William County Department of Transportation	Incorporating Green Infrastructure into a Multimodal Transportation Corridor	Richmond Highway / US-1 from West Russel Road (Southbound near the limit with Stafford County) to Annapolis Way (Northbound near Occoquan River Bridge and the limit with Fairfax County).Includes bridge Asset Number 6228 Northbound / 6229 Southbound.	Route 1 (Richmond Highway / US-1) is a busy thoroughfare that crosses Prince William County from southwest to northeast and lies in a flood prone area in proximity to important water bodies and environmental protected areas. The area has historically experienced flooding, road closures, and swift water reports. This project would identify and design green infrastructure to detain stormwater flows, improve transportation resiliency, and improve the natural ecosystem by reducing stormwater runoff that could carry harmful pollutants left on roadways into protected natural areas. The project would provide an evaluation of possible projects, report on the prioritized list of projects, and create a Multimodal Corridor Green Infrastructure preliminary design with the respective Evaluation Memorandum.		2024
DDOT	Canal Road Rock Slope Stabilization Project	Section of Canal Road NW near Clark Place in DC.	An approximately 1,500-foot length of Canal Road NW near Clark Place has experienced periodic rockslides, with the most significant occurring in 2011 temporarily closing the westbound travel lane. Likewise, in April 2021, there was a similar incident of slope failure on the second section to the west of Georgetown University entrance and this section was incorporated into the project in June 2024 with the same scope of work. DDOT, in cooperation with the National Park Service (NPS), propose the following improvements to stabilize the rock slope: installation of rock and soil anchors; installation of the wire mesh drape over the slope face, and installation of proposed drainage system improvements and catch-basins along east side of Canal Road NW.		2025






## Roads and Highways & Bridges



**Table 6: Road, Highway, and Bridge Resilience Investment Projects**



Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Prince William County Department of Transportation	Residency Road Flooding Mitigation	Residency Road (VA Route 782) from the current dead end of Residency Road across the rail tracks to Broad Run Station parking lot.	Residency Road has a history of flooding but stands to be a primary access point to the soon-to-be expanding Broad Run VRE Station and a subsidiary access point to the Manassas Regional Airport. The airport is also planned for expansion and all three current access points to the airport have moderate inland flooding risk. This project will design and construct a flood-resilient bridge to provide continuous access between Residency Road and the Station and airport.		2024





## Roads and Highways & Stormwater Infrastructure



**Table 7: Road, Highway, and Stormwater Infrastructure Resilience Investment Projects**




Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Charles County Government (supported by the Resilience Authority of Charles County)	MD 6 Port Tobacco Road Resilience Improvements	Seven miles of Liverpool Point Rd from its intersection with Port Tobacco Rd to its intersection with Riverside Rd. This includes Bridge 8015 over Nanjemoy Creek.	Increasingly, severe precipitation events cause flooding at this location. The flood events have created the need for pavement reconstruction/ resurfacing, and reinforcement of roadway shoulders, and drainage improvements to handle both average and significant storm event flows. The project to mitigate these flood issues is in its planning phase and funding will support the implementation of the chosen project. This rural area of Charles County is highly dependent on this roadway and has an average income that is below 65% of the county average.	 	2024





Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Charles County Government (supported by the Resilience Authority of Charles County)	Zekiah Watershed Roadway Improvements	Project 1: less than one mile of roadway improvements along Old Washington Rd upstream of Pembroke Sq. Project 2: less than one mile of roadway near the intersection of Post Office Rd and Industrial Park Dr. Project 3: culvert at the low point in Poplar Hill road.	Several locations within the Zekiah Swamp Watershed experience nuisance and urban flooding and require swale updates and stormwater redirection. The proposed project incorporates green infrastructure solutions such as vegetative infiltration interventions to decrease roadway flooding and to minimize the environmental impact of stormwater runoff. Project locations 1 and 2 are identified as EEAs while Project 3 is adjacent to an EEA and resilience improvements here can improve resilience for neighboring disadvantaged communities.		2024
District Department of Transportation	Soapstone Culvert Reconstruction	Soapstone stream from 250 ft upstream of where the stream passes under Broad branch Rd to 100 ft downstream of this point.	The single barrel stone masonry semicircular arch culvert is undersized to accommodate the current and modeled future rates of flows. Culvert overtopping can cause road closures during storms and has started compromising the integrity of the head walls and streambed downstream. This project aims to replace the soap stone culvert and stabilize the stream upstream and downstream stream banks to make the structure and the roadway more resilient to flooding and subsequent damage.		2024



## Stormwater Infrastructure

**Table 8: Stormwater Infrastructure Resilience Investment Projects**

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
City of Manassas	City of Manassas Flood Hazard Assessment	Citywide street network.	City of Manassas records show that various parts of the hydraulic conveyance system in the City regularly experience localized flooding. This study will identify areas of local flooding, evaluate potential remediation measures, and provide a list of recommendations to address this flooding. A Final Project Summary Report will include potential flood mitigation projects and their approximate construction cost estimates. This information provides the foundation for the City to carry out flood resilience projects.		2024
Prince William County Department of Transportation	Manage Stormwater Flooding Outside of the Floodplain	All roadways in Prince William County adopted in the State maintained roadway system that are not in delineated FEMA floodplains.	Prince William County's existing vulnerability assessment has identified lack of knowledge about flooding outside the FEMA floodplains as a limitation to the County's understanding of roadway vulnerability. This study seeks to use modeling and/or historic flood records to enhance the County's understanding of flooding. Based on this data analysis, the study will identify appropriate resilience measures for implementation and make the most use of funding the County has set aside for adaptation projects.		2024
Prince William County Government Department of Transportation (supported by	Flooded Roadway Mitigation Study	Valley View Drive (VA Route 611 sequences 50/60), structure no. 8: 000000000014300. Old Church Road (VA Route 649), structure no. 8:	These locations are prone to flooding and flash flooding that cause vehicular damage. The study will identify resilient improvements to the impacted streams and surface transportation assets to reduce the magnitude and duration of impacts of current and future weather events and natural disasters. The resilience measures can be deployed to reduce the		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
VDOT)		000000000024232. Fleetwood Drive (VA Route 611 sequence 20), structure no. 8: 000000000014301.	risk to life and of vehicular damage.		
District Department of Transportation	Cleveland Park Stormwater and Drainage Improvement	Porter-Ordway Sewershed in DC's Northwest quadrant Ward 3.	The area around Cleveland metro station (e.g., Connecticut Ave. NW) has flooded multiple times due to insufficient drainage infrastructure that creates ponding on the street surface. This project would carry out infiltration, detention, and capacity improvements to drainage conveyance structures, flood mitigation detention reservoirs, roads, and sidewalks. These improvements will aim to manage a 15-Year return period storm without impacting the rate and erodibility at the outfall into Rock Creek.		2024
DDOT (supported by the DOEE)	SW & Buzzard Point Blue- Green Infrastructure (BGI) Network	2nd St SW (Anacostia River to P St SW). 1st St SW (Anacostia to T St SW). Canal St (P St SW to N St SW). Delaware Avenue (Canal St to G St SW). M St SW (Maine Avenue to South Capitol Street). I Street SW (5th St SW to Delaware Ave). G St SW (5th St SW to Delaware Ave).	Inland flooding threatens Southwest and Buzzard Point. Right-of-way segments in this project will convey and detain excess stormwater in parks and on right-of- way so that it does not impact the adjacent roadways and local residential areas. This project will complete the Blue-Green Infrastructure Network to safeguard Southwest and Buzzard Point.	  	2024



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Katherine Rainone, Transportation Resilience Planner  
**SUBJECT:** Regional Transportation Resilience Improvement Plan: Request for Project List Approval and incorporation into Visualize 2045  
**DATE:** January 16, 2025

---

The Transportation Planning Board (TPB) approved its Transportation Resilience Improvement Plan (TRIP) in June 2024. The TPB's TRIP was subsequently approved by FHWA in July 2024. The TRIP is now undergoing the annual project list update process. At its January 22, 2025 meeting, the TPB will be asked to approve Resolution R7-2025 which contains two actions: 1) Amend the TRIP project list with 5 new projects and one modified project in time for the upcoming PROTECT Discretionary Grant Program application deadline; and 2) Amend the region's current plan of record called Visualize 2045 to include the approved TRIP with the updated project list as an appendix.

The Steering Committee reviewed and took action to recommend that the TPB approve Resolution R7-2025 at its meeting on January 10, 2025.

After the Steering Committee reviewed the resolution and made the recommendation, one agency requested that a project from the original list be modified with additional information. WMATA will be submitting a PROTECT Discretionary Grant due February 24, 2025. Due to the timing, WMATA has requested that the updated project information also be included in this action. The proposed change modifies the project description and provides specific drain pump locations, which will enhance their application. Staff concurs and also recommends inclusion and approval.

## BACKGROUND

In 2015, Congress enacted provisions in the Fixing America's Surface Transportation (FAST) Act requiring transportation agencies to consider resilience in their transportation planning process – specifically to “improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation.” At the end of 2021, FHWA and FTA jointly issued updated Planning Emphasis Areas (PEAs), areas of planning that MPOs should emphasize when identifying and developing tasks for the Unified Planning Work Program. And most recently, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program (PROTECT), which established formula and discretionary grant programs to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through both non-competitive and competitive grants.

This emphasis, paired with increasing importance of planning for improved resilience of regional transportation systems, has led to the creation of TPB's Transportation Resilience Planning Program. The first major products to come out of the program are the National Capital Region Transportation System Climate Vulnerability Assessment and the National Capital Region Transportation Resilience Improvement Plan (TRIP).

## **REGIONAL TRANSPORTATION RESILIENCE IMPROVEMENT PLAN (TRIP) AND UPDATED PRIORITIZED PROJECT LIST**

One major element of the PROTECT program is the Transportation Resilience Improvement Plan (TRIP), a comprehensive plan for state or regional transportation resilience with at least the major components of: a systematic approach to transportation system resilience, a risk-based vulnerability assessment, an investment plan, and a list of transportation resilience projects. Developing a TRIP can lower the non-federal construction match for projects funded by the PROTECT program from 20% to 13% and integrating that TRIP into the LRTP can reduce the match to 10%.




Together with member jurisdictions and agencies, TPB developed a regional TRIP and a prioritized list of regional transportation resilience projects as part of the second phase of its transportation resiliency study, which the board reviewed and approved on June 20, 2024. The TRIP was subsequently formally approved by FHWA in July 2024.



As outlined in the final TRIP, an annual update of the prioritized project list is to occur, to have a comprehensive understanding of transportation resilience projects planned throughout the region and to ensure eligible projects access to a potential match reduction should they be funded via a PROTECT Discretionary Grant. TPB staff began the second round of project submission solicitation with announcements in November 2024 at TPB Technical Committee and Board meetings, and an email solicitation with a form to submit projects in December 2024, for project submissions due January 8, 2025. Review of the submitted projects was completed by TPB staff with consultant assistance, ensuring PROTECT and TRIP eligibility following the same methodology as the first round of project submissions.

The approved TRIP is the current plan of record for regional transportation resilience planning at TPB. As a reminder, stakeholder engagement was a major component of the plan – work was guided by a regional working group who primarily provided input and feedback on key milestones during the development of the TRIP through a series of meetings, in addition to convening a Resiliency Forum, which included a broad swath of regional participants, aimed at building knowledge of climate risks among the jurisdictions and collaborating to develop resilience solutions. The TRIP provides an overview of climate and resilience planning in the National Capital Region, outlines TPB's approach to understanding transportation vulnerabilities across the region, includes a two-phased vulnerability assessment of risks posed by natural hazards on generalized transportation assets and regional-specific assets, and a list of priority resilience projects submitted by member agencies that addresses the vulnerabilities previously identified. The plan concludes with the Future Enhancements section, which includes a list of future work TPB staff plan to take on to continue informing transportation resilience planning and investments in the region. One additional component of the study is an interactive map of major regional resilience hazards which includes climate hazard layers, transportation asset layers, and Equity Emphasis Areas, included in the Vulnerability Assessment and provided to member agencies and jurisdictions as a resource.

## UPDATED PRIORITIZED PROJECT LIST AND RESOLUTION TO AMEND VISUALIZE 2045 TO INCLUDE TRIP FOR BOARD APPROVAL

Attached to the resolution is a complete updated TRIP Project List (39 projects in total), highlighting the 5 additional projects and one modified project for 2025 for board members to review and approve. Below is a table which includes only the new additions. The entire [TRIP](#) with the updated project list will be amended into Visualize 2045. Please email any comments or questions on regional transportation resilience planning to Katherine Rainone, [krainone@mwccog.org](mailto:krainone@mwccog.org).

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
WMATA	Drainage Pump Stations Rehabilitation Program	A05 Cleveland Park & A06 Van Ness, A08 Friendship Heights & A09 Bethesda, A10-2 Grosvenor & Medical Portal, B02 Judiciary Sq. & B03 Union Station, B08 Silver Spring & B09 Forest Glen, E05 Georgia Ave & E06 Fort Totten, F01 Gallery Place, G01 Benning Road	Pumping stations remove water from WMATA's tunnels when aboveground rainfall or flood fills the tunnels. This equipment has exceeded its life cycle and needs replacement. The project would replace and improve the 59 drainage pumping stations located at low points in MetroRail tunnels to facilitate the removal of excess water from MetroRail tunnels and stations. The project would also replace and improve pumping equipment and tunnel piping systems that have exceeded their lifecycle throughout the MetroRail system. This program prioritizes the highest risk locations based on flooding and equipment need.		2024  *Updated locations 2025
WMATA	Faregate and Mezzanine Exposure to Water Intrusion at NoMa-Galludet Metrorail Station	No-Ma Galludet Metrorail Station (DC)	Currently the mezzanine at the 2nd Street entrance to the NoMA-Galludet U station is exposing riders and rail infrastructure to water. Due to climate change, there will be more frequent and intense rainstorms, making the problem worse. There is a gap between DDOT's Metropolitan Branch Trail and the upper station deck. While a temporary barrier has been installed, a more permanent, secure solution needs to be installed. This will benefit customer's comfort and expand the longevity of the rail infrastructure.		2025
WMATA	Water Leak Mitigation & Preservation - Rail Tunnels	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		2025

WMATA	Comprehensive Stormwater Systems Construction and Rehabilitation Program	Systemwide.	This project represents Metro's comprehensive program to design, construct, and rehabilitate stormwater infrastructure to address increased intensity of rainfall and to maintain compliance with stormwater discharge permits and best management practices. The project will also procure new equipment or contract services. There is a prioritized list of 72 locations that need new or rehabilitated stormwater systems.		2025
WMATA	Water Leak Mitigation - Stations and Rooms Water Intrusion Remediation	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		2025
DDOT	Canal Road Rock Slope Stabilization Project	Section of Canal Road NW near Clark Place in DC.	An approximately 1,500-foot length of Canal Road NW near Clark Place has experienced periodic rockslides, with the most significant occurring in 2011 temporarily closing the westbound travel lane. Likewise, in April 2021, there was a similar incident of slope failure on the second section to the west of Georgetown University entrance and this section was incorporated into the project in June 2024 with the same scope of work. DDOT, in cooperation with the National Park Service (NPS), propose the following improvements to stabilize the rock slope: installation of rock and soil anchors; installation of the wire mesh drape over the slope face, and installation of proposed drainage system improvements and catch-basins along east side of Canal Road NW.		2025



# NATIONAL CAPITAL REGION TRANSPORTATION RESILIENCE IMPROVEMENT PLAN

---

## Request for Annual Project List Update Approval and TRIP Incorporation into Visualize 2045

Katherine Rainone, AICP  
Transportation Planner

TPB Board Meeting  
January 22, 2025







# TRIP Update Timeline

---




- **June 2024:** TRIP and Prioritized Project List approved by TPB Board
- **July 2024:** TRIP and Prioritized Project List approved by FHWA Division Representative
- **November 2024:** PROTECT Discretionary Grant Program FY24-26 NOFO released, due date February 24, 2025
- **December 2024:** Began collecting projects for inclusion in Prioritized Project List update
- **January 10, 2025:** Steering Committee recommends approval
- **January 10, 2025:** WMATA requested modification of an approved 2024 project to provide supplemental project location information

# Annual TRIP Prioritized Project List Update – 2025

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
WMATA	Drainage Pump Stations Rehabilitation Program	A05 Cleveland Park & A06 Van Ness, A08 Friendship Heights & A09 Bethesda, A10-2 Grosvenor & Medical Portal, B02 Judiciary Sq. & B03 Union Station, B08 Silver Spring & B09 Forest Glen, E05 Georgia Ave & E06 Fort Totten, F01 Gallery Place, G01 Benning Road	Pumping stations remove water from WMATA's tunnels when aboveground rainfall or flood fills the tunnels. This equipment has exceeded its life cycle and needs replacement. The project would replace and improve the 59 drainage pumping stations located at low points in MetroRail tunnels to facilitate the removal of excess water from MetroRail tunnels and stations. The project would also replace and improve pumping equipment and tunnel piping systems that have exceeded their lifecycle throughout the MetroRail system. This program prioritizes the highest risk locations based on flooding and equipment need.	 	2024 *Updated locations 2025
WMATA	Faregate and Mezzanine Exposure to Water Intrusion at NoMa-Galludet Metrorail Station	No-Ma Galludet Metrorail Station (DC)	Currently the mezzanine at the 2nd Street entrance to the NoMA-Galludet U station is exposing riders and rail infrastructure to water. Due to climate change, there will be more frequent and intense rainstorms, making the problem worse. There is a gap between DDOT's Metropolitan Branch Trail and the upper station deck. While a temporary barrier has been installed, a more permanent, secure solution needs to be installed. This will benefit customer's comfort and expand the longevity of the rail infrastructure.		2025
WMATA	Water Leak Mitigation & Preservation - Rail Tunnels	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		2025



# Annual TRIP Prioritized Project List Update – 2025

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
WMATA	Comprehensive Stormwater Systems Construction and Rehabilitation Program	Systemwide.	This project represents Metro's comprehensive program to design, construct, and rehabilitate stormwater infrastructure to address increased intensity of rainfall and to maintain compliance with stormwater discharge permits and best management practices. The project will also procure new equipment or contract services. There is a prioritized list of 72 locations that need new or rehabilitated stormwater systems.		2025
WMATA	Water Leak Mitigation - Stations and Rooms Water Intrusion Remediation	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		2025
DDOT	Canal Road Rock Slope Stabilization Project	Section of Canal Road NW near Clark Place in DC.	An approximately 1,500-foot length of Canal Road NW near Clark Place has experienced periodic rockslides, with the most significant occurring in 2011 temporarily closing the westbound travel lane. Likewise, in April 2021, there was a similar incident of slope failure on the second section to the west of Georgetown University entrance and this section was incorporated into the project in June 2024 with the same scope of work. DDOT, in cooperation with the National Park Service (NPS), propose the following improvements to stabilize the rock slope: installation of rock and soil anchors; installation of the wire mesh drape over the slope face, and installation of proposed drainage system improvements and catch-basins along east side of Canal Road NW.		2025



# Next Steps

---

Staff recommends approval of Resolution R7-2025, which includes:

- **Annual Prioritized Project List Update**  
The addition of 5 projects and one modified project to the approved Prioritized Project List included in the National Capital Region Transportation Resilience Improvement Plan (TRIP), as identified in the attached materials
- **Visualize 2045**  
Amending Visualize 2045 to formally include the TPB's TRIP as an appendix to Visualize 2045



# Thank You!



National Capital Region  
**Transportation Planning Board**

## Katherine Rainone

Transportation Resilience Planner

(202) 962-3283

krainone@mwkog.org

[mwkog.org/tpb](http://mwkog.org/tpb)

---

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
**Transportation Planning Board**

**ITEM 10 – Information**  
**January 22, 2025**

Review of Outline and Preliminary Budget for the FY 2026 UPWP

**Background:** The committee will be briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2026 (July 1, 2025 through June 30, 2026). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. A complete draft of the FY 2026 UPWP will be presented to the board for review at its February meeting.





## National Capital Region Transportation Planning Board

### MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Lyn Erickson, TPB Program Director, Plan Development and Program Coordination  
Timothy Canan, TPB Program Director, Planning Data and Research  
Andrew Meese, TPB Program Director, Systems Performance Planning  
Mark S. Moran, TPB Program Director, Travel Forecasting and Emissions Analysis

**SUBJECT:** **DRAFT** Outline and Preliminary Budget for the Fiscal Year 2026 Unified Planning Work Program (UPWP)

**DATE:** January 16, 2025

---

The Unified Planning Work Program (UPWP) is the annual statement of work, and associated budget, identifying the planning priorities and activities to be carried out within a metropolitan planning area. This memo includes a draft itemized set of activities/tasks for the Fiscal Year (FY) 2026 UPWP (July 1, 2025 through June 30, 2026) for the National Capital Region Transportation Planning Board (TPB). The work activities are organized into 11 work activities/tasks which reflect and support the activities that the TPB is federally required to undertake. This information is preliminary and will be refined over the next two months as funding information is made available from the state departments of transportation (DOTs), which oversee all Metropolitan Planning Organization (MPO) work and work products. The purpose of this memo is to start to identify and refine a list of tasks that will be elaborated on in the actual UPWP document which will be distributed for review in February. The TPB will be asked to approve the FY 2026 UPWP at its March 2025 meeting.

The TPB and its staff commit to being guided by the following statement on equity, and the activities described in the UPWP are designed to reflect this commitment:

*Every action that the TPB considers - including every debate we have, and every decision we make as the region's MPO - must be viewed through the lens of justice, equity, and fairness. We must recognize past actions that have been exclusionary or had disparate impacts on people of color and marginalized communities, and we must take actions to correct or mitigate the resulting unfairness. From infrastructure to education and enforcement, we must act fairly to ensure equitable and true access to safety, accessibility, and mobility.<sup>1</sup>*

### UPWP REVENUE ESTIMATES

The budget for the FY 2026 UPWP is based upon MPO planning funding allocations provided by our three state DOTs. Federal Metropolitan Planning Funds are apportioned to the state DOTs, which then allocate and distribute these funds to the MPO to enable the TPB to conduct the metropolitan planning process. As with all federal funds, there is a state and local match that is necessary to

---

<sup>1</sup> "Resolution to Establish Equity as a Fundamental Value and Integral Part of All Transportation Planning Board's Work Activities (TPB R1-2021)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, July 22, 2020), <https://www.mwcog.org/documents/2020/07/22/resolution-r1-2021--resolution-to-establish-equity-as-a-fundamental-value-and-integral-part-of-all-transportation-planning-boards-work-activities/>.

access the federal funds. In our case, 80 percent of the revenue comes from a combination of Federal Transit Administration Section 5303 funds and Federal Highway Administration Metropolitan Planning (PL) funds. The state DOTs provide a 10 percent state match, and the local jurisdictions, through the COG dues, provide a 10 percent local match. Funding amounts are determined by the FY 2025 USDOT budget from the 2021 Bipartisan Infrastructure Law (enacted as the Infrastructure Investment and Jobs Act). The Continuous Airport System Planning (CASP) Program is funded separately through Airport Improvement Grants from the Federal Aviation Administration, as well as support from the Maryland Aviation Administration and the Metropolitan Washington Airports Authority, to conduct the biennial regional air passenger survey.

Detailed budget information will be provided when it becomes available. The budget process begins based on previous estimates, previously approved budgets, and with preliminary funding information from the DOTs.

The UPWP documents the planned work activities of the TPB for FY 2026. Consistent with the purpose of the federal funds provided, the planned tasks are designed to comply fully with federal requirements for metropolitan planning (23 CFR Part 450 / 49 CFR Part 613) and recommendations from the most recent federal review of the TPB work activities (June 2, 2023).<sup>2</sup> The scope of work for planned tasks also reflects enhancements, wherever viable and as appropriate, to align with regional planning priorities/aspirations adopted by the TPB.

The recently enacted Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act, November 16, 2021) contains requirements affecting the metropolitan planning process. The UPWP will be reviewed and amended, as needed, to comply with these new requirements once federal regulations are promulgated.

The following table provides an outline of the 11 topic areas of work for FY 2026. Pending finalization of the revenues for FY 2026, these proposed tasks will be further refined.

---

<sup>2</sup> “Metropolitan Washington, D.C., Transportation Management Area,” Summary Report, Transportation Management Area Planning Certification Review (Washington, D.C.: U.S. Department of Transportation, Federal Highway Administration & Federal Transit Administration, June 2, 2023).

## OUTLINE OF PROPOSED UPWP WORK ACTIVITIES FOR FY 2026

### 1. LONG-RANGE TRANSPORTATION PLANNING

- 1.1 Visualize 2045 Update, Implementation
- 1.2 Environmental Justice and Equity
- 1.3 Visualize 2050 Development, Implementation
- 1.4 Federal Compliance
- 1.5 Performance-Based Planning and Programming
- 1.6 Policy Board-Directed Activities

### 2. TRANSPORTATION IMPROVEMENT PROGRAM

- 2.1 Transportation Improvement Program
- 2.2 TIP Database Support

### 3. MULTI-MODAL PLANNING

- 3.1 Systems Performance, Operations, and Technology Planning
- 3.2 Transportation Emergency Preparedness Planning
- 3.3 Transportation Safety Planning
- 3.4 Bicycle and Pedestrian Planning
- 3.5 Regional Public Transportation Planning
- 3.6 Freight Planning
- 3.7 Metropolitan Area Transportation Operations Coordination Program Planning
- 3.8 Resiliency Planning

### 4. PUBLIC PARTICIPATION

- 4.1 Public Participation and Outreach
- 4.2 Communications

### 5. TRAVEL FORECASTING

- 5.1 Network Development
- 5.2 Model Development and Support

### 6. MOBILE EMISSIONS AND CLIMATE CHANGE PLANNING

- 6.1 Air Quality Conformity & Other Activities Associated with the LRTP
- 6.2 Mobile Emissions Analysis & Climate Change Planning

### 7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

- 7.1 Transportation Research and Analysis
- 7.2 Data Management and Visualization Services
- 7.3 Congestion Management Process

### 8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

### 9. COMPLETE STREETS MOBILITY AND ENHANCEMENT PROGRAMS

- 9.1 Enhanced Mobility Grant Program
- 9.2 Regional Roadway Safety Program
- 9.3 Transportation Alternatives Program
- 9.4 Transportation and Land Use Connection Program

### 10. TPB MANAGEMENT AND SUPPORT

- 10.1 TPB Committees Support and Management and UPWP

### 11. TECHNICAL ASSISTANCE PROGRAM

- 11.1 DDOT
- 11.2 MDOT
- 11.3 VDOT
- 11.4 Regional Transit Technical Assistance

### CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP)

## 1. LONG-RANGE TRANSPORTATION PLANNING

### Visualize 2045 Update, Implementation

- Conduct general coordination and outreach to members to help members understand and implement the plan and the priority strategies supported by the TPB.
- Conduct analysis as necessary to support the TPB priorities and identify progress made towards accomplishing them.

### Environmental Justice and Equity

- Coordinate with TPB public participation staff to support outreach and engagement with traditionally disadvantaged population groups.
- **[[New Activity]]** Conduct and communicate additional analysis that may arise from TPB's FY 2025 equity activities.
- **[[New Activity]]** Prepare and begin the environmental justice analysis of Visualize 2050 after TPB document approval by advancing the update to TPB's Equity Emphasis Areas.
- Track and respond to equity initiatives applicable to the TPB.

### Visualize 2050 Development, Implementation

- Provide opportunities for consideration, coordination, and collaborative enhancement of the TPB's metropolitan transportation plan.
- Communicate to Board and other stakeholders the key planning activities for the next plan update, Visualize 2050. This update is expected to be completed by the end of the calendar year with adoption in December 2025.
- Conduct coordination across all tasks to support plan development among internal staff, external stakeholders, and consultants.
- Conduct planning and coordination activities related to PBPP and the federal planning factors.
- **[[New Activity]]** Publish the draft plan for public review and comment anticipated in the fall 2025.
- **[[New Activity]]** Revise the draft plan as needed for final presentation to the Board for approval.
- **[[New Activity]]** Publish the approved plan and promote implementation of plan priorities

### Federal Compliance

- Track, research, and respond to all federal activities and regulations that impact the metropolitan transportation planning process.
- Document key regional transportation planning activities conducted as part of the process to develop the Visualize 2050 plan.

### Performance-Based Planning and Programming (PBPP) (Formerly part of Task 3)

- Develop data and reports for the TPB's setting and tracking of federally specified PBPP targets, in accordance with Letters of Agreement that have been signed between TPB and partner agencies.
- Coordinate with the states and public transportation providers on data collection and sharing, targets, and federally required reporting.
- Set annual highway safety targets.
- Set regional annual transit safety targets.

- Report on performance in relation to previously set targets, as required.
- Support TPB as it reviews data and sets required targets.
- Enhance availability, visualization, and mapping (GIS) of performance-based information on the TPB website, in conjunction with Task 7.

#### Policy Board-Directed Activities

- Update plan with targeted completion date of December 2025.
- Support implementation of TPB Resolution R4-2022 that focuses on building transit-oriented communities throughout the region around High-Capacity Transit (HCT) station areas using Equity Emphasis Areas as a key planning concept and tool to inform decision making and action.
- Produce all products through an “equity lens” as directed by TPB Resolution R1-2021, which requires all TPB activities to be conducted with an equity lens.
- Carry out additional activities as directed by the TPB.

## **2. TRANSPORTATION IMPROVEMENT PROGRAM**

#### Transportation Improvement Program (TIP) Programming

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.
- Enhance documentation of the TIP with additional analysis as a part of the long-range transportation plan/TIP publications and the Visualize 2050 website.
- Provide public access to long-range plan and TIP project data through an improved online searchable database with integrated GIS project mapping.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding fiscal year compared against the federal funding programmed for that year in the TIP of record.
- [[New Activity]] Prepare for FY 2026-2029 TIP inputs and TIP approval scheduled for December 2025.

#### TIP Database Support

- Provide additional customizations to the system’s forms, reports, and functionality.
- Provide assistance and guidance in using the Project InfoTrak system for the amendments and the new iteration of the plan.
- Provide ongoing help desk service for TPB staff and agency users to troubleshoot any technical issues that arise.
- Assist state DOT and other agency users with large-scale data transfer requests for major TIP amendments.

### 3. MULTI-MODAL PLANNING

This task considers the following aspects of metropolitan transportation planning, in conjunction with federal surface transportation planning requirements. Also included for all elements will be coordination with related state, regional, and local efforts, as well as outreach to members, stakeholders, and subject matter experts, to gather information and collaborate to advise future planning and committee activities. Conduct all Planning Elements activities and related products through an “equity lens” as directed by TPB Resolution R1-2021.

#### Systems Performance, Operations, and Technology (SPOT) Planning

- Conduct regional planning activities regarding regional transportation systems management and operations (RTSMO) and emerging technologies, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- Conduct Traffic Incident Management (TIM) planning as a component of RTSMO.
- Conduct regional planning activities regarding connected/autonomous vehicles (CAVs).
- Compile information on ITS and CAV deployments in the region.
- Maintain the Regional Intelligent Transportation Systems (ITS) Architecture.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the regional Systems Performance, Operations, and Technology Subcommittee (SPOTS).

#### Transportation Emergency Preparedness Planning

- Undertake transportation emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes, in conjunction with COG’s Department of Homeland Security and Public Safety.
- Conduct Traffic Incident Management (TIM) planning as it relates to transportation emergency preparedness planning.
- Support the regional Transportation Emergency Preparedness Committee (R-ESF 1).

#### Transportation Safety Planning

- Conduct regional roadway safety planning in a manner that emphasizes equity, including information gathering and sharing as well as subcommittee briefings and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- Support engineering, education, and enforcement strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region, including consideration of equity.
- Compile and analyze regional crash data to produce updated roadway safety performance measures and coordinate with member states to develop federally required regional roadway safety targets.
- **[[New Activity]]** Undertake Phase III of crash data analysis from previous regional safety studies to develop new charts, graphs, and tables that include the latest available data; produce one or more memorandums/presentations for the TPB and the TPB Technical



Committee regarding the findings. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's PBPP targets.

- Participate in and coordinate with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.
- Coordinate regional transportation safety planning with the Regional Roadway Safety Program undertaken in Task 9.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct one or more workshops, targeting member agency staff, regarding transportation/roadway safety.
- Conduct one or more board-level safety events, targeting policy-level officials, regarding transportation/roadway safety.
- **[[New Activity]]** Conduct a study on existing driver training offerings and opportunities for enhanced education.
- **[[New Activity]]** Conduct a study to gather Vision Zero best practices, which could also include correlating proven strategies to the region's top contributing factors and providing technical and policy forums for members to coordinate Vision Zero efforts.
- **[[New Activity]]** Develop a model Vision Zero safety plan that articulates commonalities among regional Vision Zero plans to help members strengthen their individual plans and to possibly serve as a support document for pursuing grants.
- Maintain and enhance the Transportation Safety portions of the TPB website to ensure its value as a regional resource.
- Support the Transportation Safety Subcommittee in its coordination and advisory roles.

#### Bicycle and Pedestrian Planning

- Conduct regional planning regarding bicycle and pedestrian activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- **[[New Activity]]** Develop an updated Regional Bicycle and Pedestrian Plan (last published in FY 2022).
- Update the National Capital Trail Network map; monitor implementation of National Capital Trail Network projects.
- Monitor and update nonmotorized recommendations for project information in the Transportation Improvement Program (TIP) and Project Info Tracker (PIT), in conjunction with Task 2.
- Monitor Regional Complete Streets and Green Streets activities.
- Conduct regional planning regarding emerging mobility technologies, such as dockless bikesharing and electric scooters.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staff.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

#### Regional Public Transportation Planning

- Conduct regional planning regarding public transportation activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Continue implementation of federal requirements for performance-based planning, specifically transit safety and transit asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- Address Bus Rapid Transit (BRT) planning and coordination as part of regional public transportation planning activities.
- [[New Activity]] Address TPB-related recommendations from the regional DMVMoves initiative and other regional initiatives as necessary, as part of regional public transportation planning activities.
- Produce an annual report on the "State of Public Transportation."
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the Regional Public Transportation Subcommittee in its coordination and advisory roles.

#### Freight Planning

- Conduct regional planning regarding freight and goods movement activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- [[New Activity]] Initiate an update of the National Capital Region Freight Plan (last updated) in FY 2023, to be finalized in FY 2027.
- Compile and analyze data to support regional freight planning.
- Conduct a symposium/workshop on the topic of curbside management in the National Capital Region, across fields of planning for freight, safety, public transportation, and related areas.
- Coordinate with relevant jurisdictions and committees on regional rail issues.
- Address federal requirements related to regional freight transportation planning, including PBPP measures and targets.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the TPB Freight Subcommittee in its coordination and advisory roles.

#### Metropolitan Area Transportation Operations Coordination (MATOC) Planning

- Provide administrative support for the MATOC Steering Committee, including preparation of agendas and summaries and tracking of action items.
- Provide TPB staff input and advice to the MATOC Steering Committee and its subcommittees and working groups.
- Address Traffic Incident Management (TIM) as it relates to MATOC planning.
- Provide briefings to the TPB on MATOC Program progress as requested.



## Resiliency Planning (Formerly part of Task 1)

- General
  - Conduct regional planning regarding transportation resilience activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
  - Coordinate with relevant jurisdictions and committees on regional transportation resilience issues.
  - Compile and analyze data to support regional transportation resilience planning.
  - Support the Regional Transportation Resilience Subcommittee with quarterly meetings on related issues, continuing the collaboration of member agencies in the working group during the TRIP process and to help guide regional work post-TRIP.
- Transportation Resilience Improvement Plan (TRIP) Maintenance
  - Conduct outreach and follow-up activities regarding the Transportation Resilience Improvement Plan (TRIP) to continue to socialize the plan.
  - Continue to incorporate findings and recommendations from Vulnerability Assessment and TRIP into TPB Regional Transportation Resiliency Planning Program.
  - Conduct one or more regional resiliency planning training, outreach or professional development forums to strengthen regional awareness about resiliency planning issues specifically in the transportation sector.
  - Plan for annual update of transportation resilience project list and continue to support member agencies grant applications/requests for assistance on state or national resilience planning funding programs (like PROTECT).
  - Expand the TRIP project request guidance document into an educational document/resource guide for regional planners.
- Complete interior flooding analysis project with the goal of expanding our understanding of pluvial flooding and forward-looking flood data and carry those changes to the TRIP's transportation asset vulnerability analysis and resilience mapping tool with updated interior flood risk scores.
- Complete economic analysis of adaptation scenarios for up to five case studies to quantify the benefits of resilience investments in regional transportation assets.
- Analyze RITIS data for all TPB localities for road closures due to natural hazards for each year data is available. Create GIS layer to add to interactive mapping tool to better understand reported historical flooding on roadways in our region. Incorporate critical infrastructure into resilience analysis.
- [[New Activity]] Conduct analysis on impacts of extreme heat to transit riders with particular focus on equity and access to critical infrastructure.

## 4. PUBLIC PARTICIPATION

### Public Participation and Outreach

- Provide staff support for the TPB Community Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CAC comments are communicated to the TPB regarding transportation plans, projects, programs, and issues that are important to the committee and its members.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of traditionally underserved communities, including low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults as the TPB's primary strategy for engaging traditionally underserved population groups in the planning process and for providing guidance on Human Service Transportation Program activities. Feedback from the AFA Committee on transportation plans, projects, programs, services, and issues that are important to the communities represented by the AFA will be shared with the TPB.
- Conduct public involvement as described in the TPB Participation Plan, which was approved by the TPB in October of 2020. The plan calls upon staff to integrate public engagement, as appropriate, into planning activities throughout the department. All such public involvement activities will be developed and implemented with consideration given to an equity perspective, as directed by TPB Resolution R1-2021, which calls for equity as a foundational principle to be woven into all of the TPB's work.
- Provide regular opportunities for comment on TPB activities and products, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of key TPB plans and programs.
- Conduct outreach to support the update to the Metropolitan Transportation Plan (National Capital Region Transportation Plan).
- Conduct training activities, as needed, to help community leaders learn how to get more actively involved in transportation decision-making in the metropolitan Washington region.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice.

### Communications

- Develop written and visual materials to spread information about regional transportation planning issues, the role of the TPB as the MPO for the metropolitan Washington region, explain how transportation decision-making works, and engage with the public.
- Support staff as they develop technical reports, meeting materials, technical assistance program solicitation period materials, educational events/webinars, and publications to communicate information developed in various tasks within the UPWP.
- Produce content for the TPB News, Visualize 2050 newsletter, and other digital publications.
- Regularly update information on the TPB's webpages and Visualize 2050 website, ensuring the content is timely, thorough, and user-friendly.
- Effectively use social media and other digital tools to engage the public in current TPB activities.

## 5. TRAVEL FORECASTING

### Network Development

- Develop a base-year transit network representing recent conditions, which is used as the starting point for developing future-year transit networks used by the regional travel demand forecasting model. This typically represents a recent year. The most recent base-year transit network represented year-2023 conditions. The next likely base-year transit network would represent year-2025 conditions, but the cycle of development depends on the cycle of projects that would require network development, such as air quality conformity analyses and analyses related to developing air quality State Implementation Plans (SIPs). If a year-2025 base transit network is developed, the development would likely occur between December 2025 and March 2026 (i.e., FY 26).
- Produce a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model, in support of transportation planning studies, air quality studies, and mobile emissions planning work. Examples include scenario studies, project-planning studies, and air quality conformity (AQC) analyses of the TPB's Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), State Implementation Plans (SIPs) for attaining or maintaining air pollution standards, and greenhouse gas (GHG) planning studies. As noted above, the cycle of development – and the network years needed – depend on the cycle of projects that would require network development, such as AQC analyses and analyses related to developing SIPs.
- Maintain, refine, and enhance both 1) the multi-year transportation network geodatabase used in regional travel demand modeling, and 2) the software used to edit and update the geodatabase, known as COGTools.
- Develop additional utilities (e.g., Python scripts) that facilitate network development activities.
- Develop transportation networks in formats that support both 1) the production-use travel models, such as the Gen2/Ver. 2.4.6 Travel Model, which requires networks in Cube TRNBUILD format; and 2) developmental travel models, such as the Gen3 Model, which requires networks in Cube Public Transport (PT) format. As we transition from the aggregate, trip-based travel model (Gen2/Ver. 2.4 Model) to the disaggregate, activity-based travel model (Gen3 Model), transit networks will transition from having two time-of-day periods (peak and off-peak) to four time-of-day periods (AM peak, midday, PM peak, and nighttime).
- Maintain and update network development documentation, such as the COGTools User's Guide and the highway and transit network report.
- **[[New Activity]]** Develop a highway and transit network report for the Gen3 Travel Model.
- Respond to network-related technical data requests.
- Keep abreast of best practices in network development, including software offered by the major vendors (e.g., Bentley, PTV, and TransCAD) and open-source efforts, such as the General Modeling Network Specification (GMNS).

### Model Development and Support

- Staff the TPB Travel Forecasting Subcommittee (TFS). Conduct about six meetings per year.
- If not completed by end of FY 25, finish updating the COG/TPB's strategic plan for model development that directs the model development activities from a long-term perspective to support regional transportation planning.

- If not completed by end of FY 25, develop a request for proposals (RFP) to rebid the contract for an on-call consultant to provide travel demand modeling support. At this point, the RFP process is expected to be conducted in late FY 25 (April through June 2025). Staff anticipate a funding level like past funding levels (i.e., about \$300k per year).
- Maintain, update, and enhance the TPB's current production-use, trip-based, Gen2 Travel Demand Model, potentially with the 2017/2018 Regional Travel Survey (RTS) data. Consultant assistance could be sought for this effort under a planned travel demand modeling services on-call contract.
- Support both internal and external users of the TPB's production-use travel demand forecasting models– currently the Gen2/Ver. 2.4 (trip-based) Model and the Gen2/Ver. 2.4.6 (trip-based) Model; AND, once it is deemed ready for production use, the Gen3 (activity-based) Model.
- Complete development of the TPB's next-generation travel demand forecasting model, which is expected to provide enhanced modeling capabilities compared to the existing trip-based model. Beginning in FY 20, TPB staff has been working with a consultant to develop a disaggregate, activity-based travel model (ABM), known as the Generation 3, or Gen3, Travel Model. The Gen3 Model is implemented in both the open-source ActivitySim software platform and Bentley Cube software. The multi-year model development effort (FY 20 to FY 26) is divided into three phases, each with its own goal:
  - The goal of Phase 1, completed in February 2022 (FY 22) and led by the consultant, was to develop a prototype travel model that was lightly calibrated and could be used for testing by COG/TPB staff.
  - The goal of Phase 2, completed in March 2024 (FY 24) and led by the consultant, was to develop a travel model that was ready for production use.
  - The goal of Phase 3, which is led by COG/TPB staff and is to conclude by Dec. 2025 (FY 26), is to conduct usability testing of the Gen3 Model to ensure that the model is truly ready for production use. Phase 3 will involve running the Gen2 and Gen3 models for the same set of scenarios to compare the two models in a production environment (such as an air quality conformity analysis). During the Phase 3 usability testing, TPB staff will also be developing other facets of the travel model that are needed for production use, such as routines for estimating/setting toll values, and will also conduct sensitivity tests, which would supplement those tests already conducted under Phase 1 and Phase 2.
- **[[New Activity]]** Regarding the development of the Gen3 Travel Model, it is anticipated that a beta version of the model will be released to the public for testing in the fall of 2025 (FY 26) and it is anticipated that the TPB staff will be able to demonstrate that the Gen3 Travel Model is ready for production use in the spring of 2025 (FY 26). The exact timing depends on how smoothly the Phase 3 model usability testing goes.
- **[[New Activity]]** Review of travel demand forecasting model (TDFM) software: Once the development of the Gen3 Travel Model is complete or largely complete, TPB staff intends to conduct a review of TDFM software, to determine if staff continues to use the best of the available software packages. This subtask could run from early summer 2026 (FY 26) through the fall of 2026 (FY 27).
- Promote the regional coordination of transit on-board surveys (RC TOBS) to ensure that the surveys provide information needed by both transit agencies and COG/TPB staff, who use the data to estimate, calibrate, and validate regional travel demand forecasting models. Since there are more than 25 transit operators in the modeled area, one



possible approach is a continuous survey approach, where one surveys about five operators each year, such that all operators would be surveyed every five years. Although this work would be conducted for COG's Travel Forecasting and Emissions Analysis (TFEA) Team, it would be managed by COG's Planning Data and Research (PRD) Team. See Work Activity 7 ("Transportation Research and Data Programs") for further details.

- Identify, and possibly obtain, data needed to support development of the Gen3 Model and/or its successor model, such as the Gen4 Model. The most important observed data for estimating and calibrating the travel model is the household travel survey (e.g., the Regional Travel Survey) and the transit on-board surveys (TOBS). Additionally, there could be other useful data sets, such as those from Big Data. See Work Activity 7 ("Transportation Research and Data Programs") for further details.
- Development of open-source ActivitySim software and participation with the ActivitySim Consortium: Attend the ActivitySim Consortium meetings, participate in the decision-making representing COG/TPB, and coordinate with other member agencies, including MPOs, state DOTs, and other transportation agencies, on the maintenance and development of ActivitySim and PopulationSim, two major components of the Gen3 Travel Model. Since 2014, the Association of Metropolitan Planning Organizations Research Foundation (AMPORF, which is staffed by AMPO staff) has served as the administrative agent for the ActivitySim Consortium. In August 2024, however, AMPO indicated that the consortium should look for a new entity to serve as the administrative agent. It is hoped that a new administrative agent can be found and put into use by June 2025 (FY 2025).
- Keep abreast of best practices in travel demand modeling.
- Continue developing knowledge of, and provide support for, other DTP staff in the use of strategic planning models, such as sketch and scenario planning models (e.g., VisionEval and RSPM). Coordinate with DTP's Planning Data & Research (PDR) Team.
- Respond to travel-model-related technical data requests from consultants, state/local agencies, and academics.
- Working with COG's Office of Information Technology (IT) to acquire and maintain the hardware and software needed to conduct regional travel demand modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises). Assist COG IT to ensure that both on-prem and cloud computers meet the modeling needs of staff.
- Continue to use version control software, such as Git and GitHub, to manage the computer code for COG's production-use travel models, developmental travel models, and network management software (currently COGTools).

## 6. MOBILE EMISSIONS AND CLIMATE CHANGE PLANNING

### Air Quality Conformity and Other Activities Associated with the Long-Range Transportation Plan

- Conduct the air quality conformity (AQC) analysis, i.e., the travel demand modeling and mobile emissions modeling, of the constrained element of the TPB's Long-Range Transportation Plan (LRTP), also known as the National Capital Region Transportation Plan (NCRTP), and the associated Transportation Improvement Program (TIP), each time that there is an update to the plan. The plan must be updated at least every four years, but it is sometimes updated more frequently. The AQC analysis of the upcoming LRTP, known as Visualize 2050, is planned to run from May 2024 (FY 24) to fall 2025 (FY 26).



TFEA staff also provide technical support for any other activities related to the LRTP, such as the performance analysis and the environmental justice analysis of the plan, both of which are led by the Plan Development and Coordination (PDC) Team.

- Conduct the AQC analysis of any off-cycle analysis, if requested by implementing agencies. This task may be funded from Technical Assistance accounts.
- EPA's Motor Vehicle Emission Simulator (MOVES) software/model: Keep abreast of federal requirements and legislation related to air quality conformity determinations and the EPA's software, especially the latest versions of this tool, MOVES4, MOVES5, and possible further revisions to the model during FY 26. MOVES5 was released by the EPA for production use on December 11, 2024.<sup>3</sup> This version of MOVES must be used immediately for the development of any new state implementation plans (SIPs) for attaining air quality standards. However, there is a two-year grace period for using MOVES5 for AQC analyses (ends Dec. 2026).
- **[[New Activity]]** Begin to use MOVES5 for production work for development of SIPs and/or, by Dec. 2026 (FY 27), for conducting air quality conformity analyses.
- Continue working to incorporate Performance-Based Planning and Programming (PBPP) requirements pertaining to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program into the planning process as it relates to the adopted LRTP. Maintain communication and consultation among transportation agencies, air agencies, and the public regarding air-quality-related matters in the region.

#### Mobile Emissions Analysis, Including Activities Associated with Climate Change Planning

- Support COG's Department of Environmental Programs (DEP) and state air agencies, in coordination with the Metropolitan Washington Air Quality Committee (MWAQC) and its subcommittees, in the development of state implementation plans (SIPs), such as attainment plans or maintenance plans, designed to allow the metropolitan Washington region to attain or maintain National Ambient Air Quality Standards (NAAQS)
  - 2008 Ozone NAAQS: No future work foreseen.
  - 2015 Ozone NAAQS. Develop Maintenance or other SIP. This includes developing inventories of mobile emissions. This work may include the development of motor vehicle emissions budgets (MVEBs), which are set in the SIP for use in the AQC analysis. This work would typically involve developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx), two ozone precursors, using the EPA's MOVES model.
- Vehicle registration/vehicle identification number (VIN) data: VIN data is typically acquired from the state air agencies, working with the state motor vehicle administrations, every three years. The 2023 VIN data was acquired in 2024 and processed to prepare inputs for running MOVES4 for the AQC analysis of Visualize 2050. The use of MOVES5, initially for SIP work, will require that COG staff re-process the 2023 VIN data to increase the number of vehicle classification categories. This work is likely to occur from January to May 2025 (FY 25). \$100k is reserved for possible consultant assistance.

---

<sup>3</sup> "Official Release of the MOVES5 Motor Vehicle Emissions Model for SIPs and Transportation Conformity," Notice, Federal Register 89, No. 238, 99862-99866 (U.S. Environmental Protection Agency, December 11, 2024), <https://www.federalregister.gov/documents/2024/12/11/2024-29073/official-release-of-the-moves5-motor-vehicle-emissions-model-for-sips-and-transportation-conformity>.



- EPA's Motor Vehicle Emission Simulator (MOVES) software/model:
  - Revisit opportunities to refresh inputs to the EPA's MOVES software in consultation with regional environmental and transportation agency partners.
  - Keep abreast of MOVES model updates and best practices and conduct sensitivity tests of new versions of the MOVES model that may be released by EPA (e.g., MOVES5 and, potentially, MOVES6).
  - As noted above under Air Quality Conformity, MOVES5 was released by the EPA for production use on December 11, 2024. This version of MOVES must be used immediately for the development of any new SIPs. There is a two-year grace period for using MOVES5 for AQC analyses (ends Dec. 2026).
  - [[New Activity]] Begin to use MOVES5 for production work for development of SIPs.
- Working with COG's Office of Information Technology (IT), acquire and maintain the hardware and software needed to conduct regional mobile emissions modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises).
- Climate change planning for the on-road, transportation sector
  - Provide technical support to COG/DEP staff regarding regional climate change planning and electric vehicle planning activities, including the activities focused on implementation.
  - Develop transportation-sector GHG inventories and track trends and progress.
  - Climate change planning: Carbon Reduction Program (CRP): This program, established by the Bipartisan Infrastructure Law (BIL), provides funds for projects designed to reduce on-road transportation emissions. This subtask is likely to be an ongoing activity, similar to the solicitations for the Transportation Alternatives Set-Aside program (TAP).<sup>4</sup> Staff will continue to coordinate planning activities with the state departments of transportation related to the Carbon Reduction Program (CRP) and provide assistance to the state DOTs.
  - Climate change planning: Climate Pollution Reduction Grants (CPRG): This program provides an investment of \$5 billion to support efforts by states, municipalities, air pollution control agencies, and tribes to develop and implement strong, local greenhouse gas reduction strategies. The Comprehensive Climate Action Plan (CCAP) is due in December 2026. TFEA staff will coordinate with DEP staff, and the project consultant (ICF), regarding CPRG guidance.
  - Climate change planning: Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy: TBD.
- Respond to technical requests from COG/DEP and from TPB member jurisdictions for readily available mobile emissions information.
- Follow established TPB interagency and public consultation procedures and coordinate with COG/DEP staff to involve the MWAQC in the public and interagency consultation process.

---

<sup>4</sup> "Biden-Harris Administration Finalizes Greenhouse Gas Emissions Reduction Tool, Moves Climate Change Performance Measure Forward," Press Release (Washington, D.C.: U.S. Department of Transportation, Federal Highway Administration, November 22, 2023), <https://highways.dot.gov/newsroom/biden-harris-dministration-finalizes-greenhouse-gas-emissions-reduction-tool-moves>.

## 7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

### Transportation Research and Analysis

This subtask entails conducting data collection, such as conducting surveys or acquiring external data, and analysis to support research that informs regional transportation planning policy development and decision-making.

- Continue Regional Travel Survey (RTS) activities begun during FY 2025. Activities in FY 2026 will include finalizing sampling methodology, conducting a survey pre-test, commencing field data collection, and updating programming scripts to prepare for RTS data editing, processing, and analyzing.
- Continue coordination of future transit on-board surveys (TOBS) to ensure that the surveys: 1) Are largely consistent across agencies; 2) Provide transit agencies the customer satisfaction, subsidy allocation, and Title VI demographic information that transit agencies need to carry out their mission; and 3) Provide COG/TPB staff the data needed to estimate, calibrate, and validate regional travel demand models, which support many transportation planning studies. This effort would be coordinated with other DTP teams, the TPB Travel Forecasting Subcommittee, and the TPB Regional Public Transportation Subcommittee. This item is also noted under Work Activity 5 (“Travel Forecasting”).
- Provide cross-program coordination support for all survey efforts. This may include, for example, collaborating with the Travel Forecasting and Emissions Analysis program staff, to develop and oversee a Transit On-board Survey (TOBS) to support regional travel demand forecasting activities, or with the Plan Development Coordination staff on public opinion survey(s) that may be conducted as part of the metropolitan transportation plan update.
- Perform and provide cross-program support to research and analysis efforts using a variety of analytical tools that support regional transportation planning activities and incorporate resulting data into department transportation data products and visualizations. This may include:
  - Research and update traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts, and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
  - Performance Based Planning and Programming, bridge and pavement condition analysis
  - Baseline (existing) conditions for the LRTP performance analysis
- Consolidate travel monitoring activities, including data collection and reporting, into a more comprehensive travel monitoring program, which will feature data collected through traditional travel count/monitoring studies, data from Big Data products, data collected in support of the Congestion Management Process (CMP), as well as other travel data collection activities. The travel monitoring program will include wider access to collected data as well as visualizations developed to help users better understand travel trends occurring throughout the region.
- Perform travel monitoring studies based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and plan development activities.



- Continue developing a program to collect and report active transportation data along the National Capital Trail Network. This may include compiling data collected by other jurisdictions and/or collecting data in the field.
- Apply the use of Big Data to support travel trends and travel behavior analysis as well as supporting the estimating, calibrating, and validating the regional travel demand model. This will include developing and applying use cases to use Big Data in specific analyses to evaluate the efficacy and applicability of Big Data in regional travel research and analyses. This could include passively collected origin-destination (O-D) data, roadway speed/volume data, roadway congestion data, transit speed/volume data, or other similar data for other travel modes, such as biking (see Task #5, “Travel Forecasting” and Task #3, “Planning Elements”).
- Provide briefings to the TPB, TPB Technical Committee, the Travel Forecasting Subcommittee, and other subcommittee and stakeholders, as appropriate, on analysis and findings of travel surveys and travel survey research, including comprehensive analysis of multiple surveys and the overall regional story they tell of travel in the region.
- Respond to inquiries from state and local government staff, survey participants, and the media concerning research, analysis, and findings developed in this task.

#### Data Management and Visualization Services

This subtask entails hosting and managing data collected and compiled across numerous programs and developing visualizations of these data as part of research and analysis activities.

- Continue developing data management best practices and procedures for collecting, organizing, storing, sharing, and accessing data and data products developed to support planning activities across the department. As part of this, identify and establish a base set of data that can be refreshed and updated on a regular basis developing methodologies for more robust travel trends research and analysis; identify resources to support continued update of data; leverage appropriate data sources from partner agencies and other external sources, and evaluate new data management techniques and software that may be considered for future applications in transportation research.
- Maintain and improve the Regional Transportation Data Clearinghouse as a GIS web-based application to distribute RTDC Data to TPB member agencies by ongoing system administration and updates. Promote the availability and use of the RTDC to local, state, and transit agency partners. Regularly publish and update the following resources on the Regional Transportation Data Clearinghouse (RTDC), as available:
  - Traffic volume and vehicle classification count data.
  - Regional average weekday transit ridership data
  - Freeway and arterial road speed and level of service data
  - Performance Based Planning and Programming Requirements data including Bridge and pavement condition data
  - Socio-economic forecasting data
- Develop and maintain user-friendly and convenient travel trends information and visualizations, including further development of the TPB Resources Applications Page (TRAP), a web-based, interactive tool that consolidates various regional transportation-related data and information products.
- Provide cross-program and/or cross-department support and coordination to

- Identify opportunities to integrate additional datasets into the regional transportation data clearinghouse, travel monitoring dashboard, or other visualization products.
- Connect internal and external stakeholders to data resources, including to support the development of the Gen3 Regional Travel Demand Model (see Task #5, “Travel Forecasting”).
- Integrate data and products to be consistent across program areas to ensure consistency when presenting to TPB’s stakeholders/audience.
- Provide data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, including, among others, the development of the LRTP.
- Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities.
- Collaborate with other TPB staff on the development of new spatial data products that will enhance the visibility of TPB’s programs and planning activities to TPB’s stakeholders/audience. This may include an active transportation monitoring application for the National Capital Trail Network. Also, update existing products (e.g. “major projects map” and dashboard for LRTP).
- Respond to requests for TPB GIS metadata, databases, and applications.
- Coordinate regional GIS activities with state DOTs, WMATA, and the local governments through COG’s GIS Committee and subcommittees.
- Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.

#### Congestion Management Process (CMP) (Formerly part of Task 3)

- Produce the biennial 2026 CMP Technical Report.
- Compile information and undertake analysis for the development of major CMP components, including application of “big data” sources, in conjunction with big data acquisition and analysis activities in Tasks 5 and 7.
- Develop enhanced visualizations comprising the National Capital Region Congestion Report, preparing and formatting the visualizations to be “refreshed” as data are updated and incorporated into the department’s visualization resources described in the previous section, Data Management and Visualization services.
- Provide CMP technical input to the Performance-Based Planning task.
- Produce special CMP analyses, such as following a major event or roadway improvement, or examining short- to mid-range trends, such as for impacts of the COVID-19 pandemic, on an as-needed basis.
- Support the Vehicle Probe Data Users Group (VPDUG) in its role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions.

## 8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

This activity coordinates local, state, and federal planning activities, develops population, household, and employment forecasts that are used as input into the TPB travel demand forecasting model, and facilitates the integration of land use and transportation planning in the region.

- Support initiatives of COG Board of Directors and the TPB on matters related to the coordination and analysis of regional transportation and land use planning to support important regional policy discussions and decisions. This may entail analyzing the relationship between regional land use and transportation using a variety of analytical tools.
- Support the COG Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region.
- Work with the Cooperative Forecasting and Data Subcommittee (CFDS) and the region's Planning Directors to develop technical updates to the Cooperative Forecasts (population, household, and employment forecasts), if necessary.
- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into the TPB travel demand-forecasting model.
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Develop annual Baseline Employment Guidance update to support local governments preparing employment forecast estimates.
- Work with the CFDS to analyze results and implications of newly-released baseline data products such as the American Community Survey and the Bureau of Labor Statistics employment and labor force estimates for use in developing future updates to and assumptions in the Cooperative Forecasts. Continue to provide regular seminars and trainings on accessing and analyzing Census data and other data products to support local demographic analysis and small-area forecasting.
- Map and analyze updated Cooperative Forecasting growth forecasts in relation to COG's newly updated Activity Centers, high-capacity transit locations, and Equity Emphasis Areas
- Respond to public and stakeholder comments on the Cooperative Forecasts and the Cooperative Forecasting process.
- Develop Travel Model Employment Definition Adjustment Factors, which are applied during post-processing to apply a consistent definition of employment to forecasts for use in the travel demand model.
- Provide continued support for the Transportation Analysis Zone (TAZ) system used in the regional travel demand forecasting model and the Cooperative Forecasting process, including any activities that may be necessary to make TAZ adjustments to support future model development processes.
- Conduct analysis related to regional land use and transportation in support of the development of the LRTP, as well as the consideration of equity in regional land use and transportation planning. This includes supporting LRTP performance analysis, baseline (existing conditions), and developing supporting graphics and visualizations to convey complex land use and transportation planning concepts to myriad stakeholders.



- Develop and publish economic, demographic and housing-related information products including the Regional Economic Monitoring System (REMS) reports, the annual "Commercial Development Indicators," the "Multi-family Rental Housing Construction" report, and economic and demographic data tables to be included in the Region Forward work program.
- Use TPB transportation planning data to update information for the approved COG Region Forward Targets and Indicators.
- Develop and publish analyses and user-friendly visualizations and tools of land use, demographic, socioeconomic, and other applicable data to support the TPB's initiative to optimize high-capacity transit areas (HCTs) and elevating Equity Emphasis Areas (EEAs) in its planning program.

## 9. COMPLETE STREETS MOBILITY AND ENHANCEMENT PROGRAMS

### Enhanced Mobility Grant Program

- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan to provide an array of transportation services and options to older adults and people with disabilities. Next plan update is FY 2027.
- **[[New Activity]]** EM 7 solicitation begins in late FY 2025 and projects will be selected by January 2026.
- The UPWP does not provide financial support to implement the projects and oversee the grants that have been awarded. These activities are funded by the FTA Section 5310 Program.

### Regional Roadway Safety Program

- Conduct a regional program that provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues, including studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious injury crashes on the region's roadways.
- Fund approximately three to eight technical assistance planning projects, or project design effort to achieve 30 percent completion, supported by UPWP core funding plus portions of the DDOT, MDOT, and VDOT Technical Assistance Programs (and potentially more projects if additional funding is provided by state or local agencies).
- Develop tools and activities to facilitate regional learning about roadway safety issues among TPB member jurisdictions through regional peer exchange.
- Provide staff support for project proposal solicitation, review, and conduct.

### Transportation Alternatives Program

- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the federal Transportation Alternatives Set-Aside Program (TAP).
- Promote TAP funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs).

#### Transportation and Land Use Connection Program

- Fund at least six technical assistance planning projects.
- Fund at least one project to perform project design to achieve 30 percent completion.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT and VDOT Technical Assistance Programs and for other projects where additional funding is provided by state or local agencies.
- Promote TLC funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs).

### **10. TPB MANAGEMENT AND SUPPORT**

#### TPB Committee Support and Management and UPWP

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee, and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare the monthly Director's Report.
- Respond to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Respond to TPB correspondence and draft correspondence requested by the Board.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participate in the Association of Metropolitan Planning Organizations (AMPO) and meetings.
- Coordinate TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.
- Monitor all work program activities and expenditures.
- Develop a Unified Planning Work Program (UPWP) that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Steering Committee, and the TPB.
- Prepare monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.
- Prepare the FY 2027 UPWP.



## **11. TECHNICAL ASSISTANCE PROGRAM**

The UPWP Technical Assistance Program provides assistance to state departments of transportation and regional transit agencies. Examples of past Technical Assistance projects have included the VRE-MARC Run-Through Study, support to the District of Columbia travel monitoring program, state- and mode-specific travel monitoring studies, technical support to state project pre-planning activities, and supplemental support to the Transportation Land-Use Connections (TLC) Program, among others.

- 11.1. DDOT Technical Assistance**
- 11.2. MDOT Technical Assistance**
- 11.3. VDOT Technical Assistance**
- 11.4. Regional Transit Technical Assistance**

# THE UPWP SIMPLIFIED

---

## Draft FY 2026 Unified Planning Work Program

Lyn Erickson, AICP  
Plan Development and Coordination Program Director

Transportation Planning Board  
January 22, 2025



# Presentation Overview

---

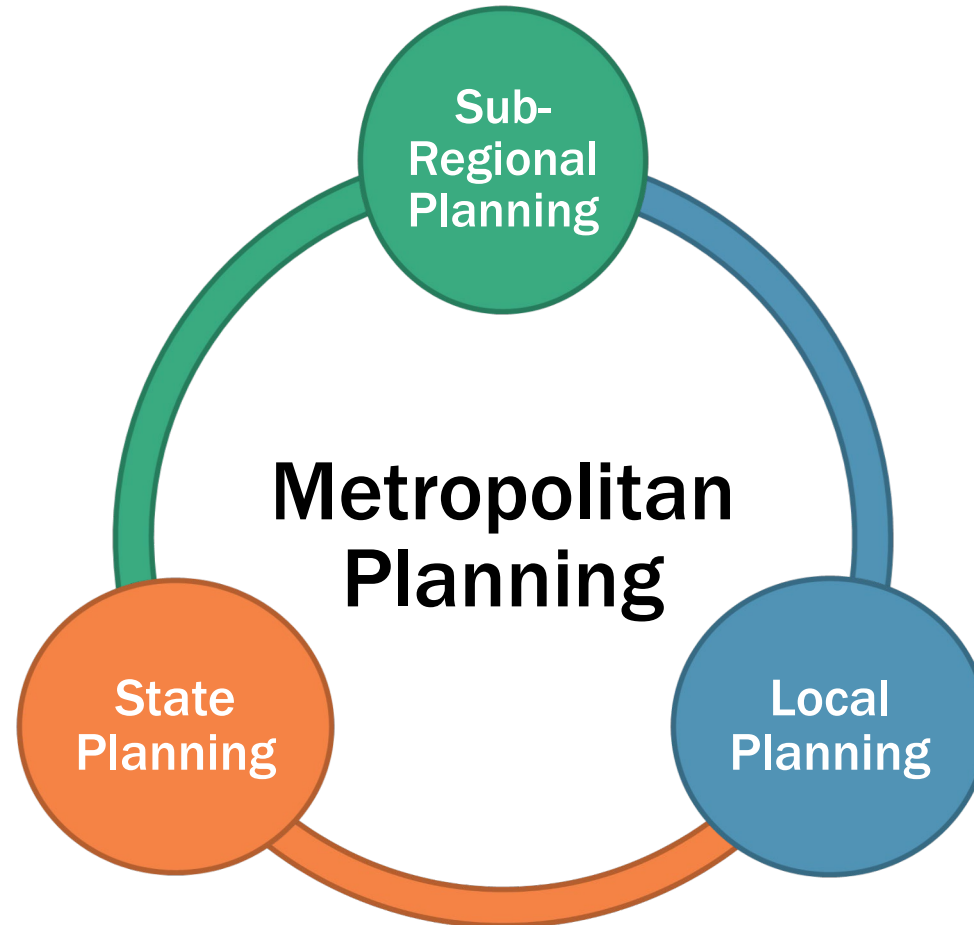
- MPO Responsibilities
  - What are the structures, functions, purposes, and products of an MPO?
  - How does the TPB synchronize required products with Board member interests and needs?
- Board to approve FY 2026 UPWP on March 19





# Transportation Planning Process

---

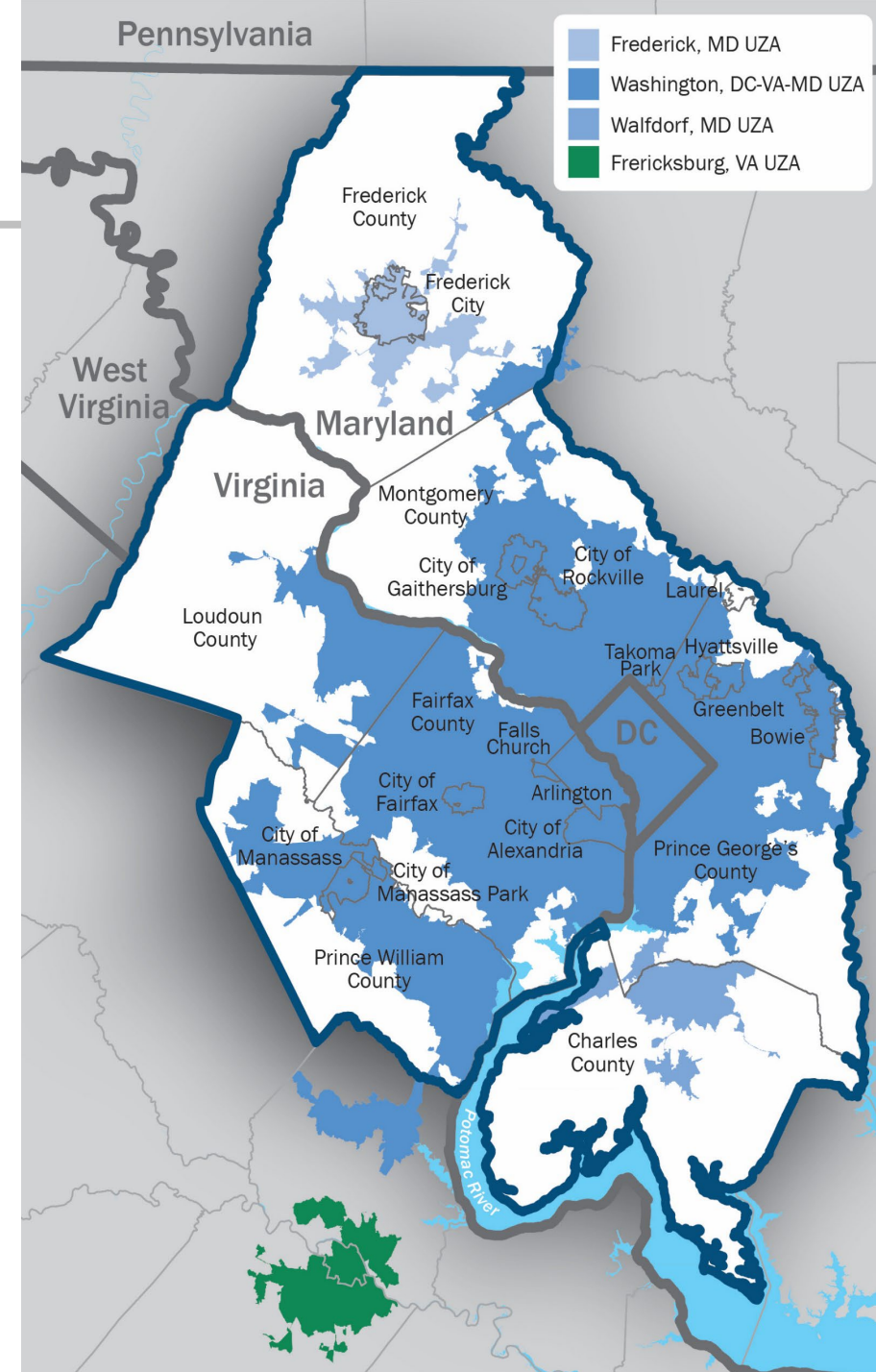


# Federal Requirements for MPOs

- Federally designated MPO for the metropolitan Washington region
- Federal requirements: products and process (23 CFR Part 450 / 49 CFR Part 613 / 40 CFR Part 93)
  - UPWP, LRTP, TIP, AQC, PBPP
  - “3C Process” – “Continuing, cooperative, and comprehensive” consultation process
  - Develop plans and programs that consider all transportation modes and support metropolitan community and economic development
  - Work in conjunction with state air and transportation agencies to meet federal Clean Air Act standards



National Capital Region  
**Transportation Planning Board**



# About the TPB

---

- 43 members (Federal, state, regional, local agencies - 22 jurisdictions)
- 3,500 square miles in area; Nearly 6 million people and more than 3 million jobs
- Serves as a representative group of local stakeholders of the region
- Develops consensus-based *REGIONAL* transportation priority principles
- Prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to the metropolitan Washington region
- Provides technical resources for consensus building /decision-making; forum for regional coordination



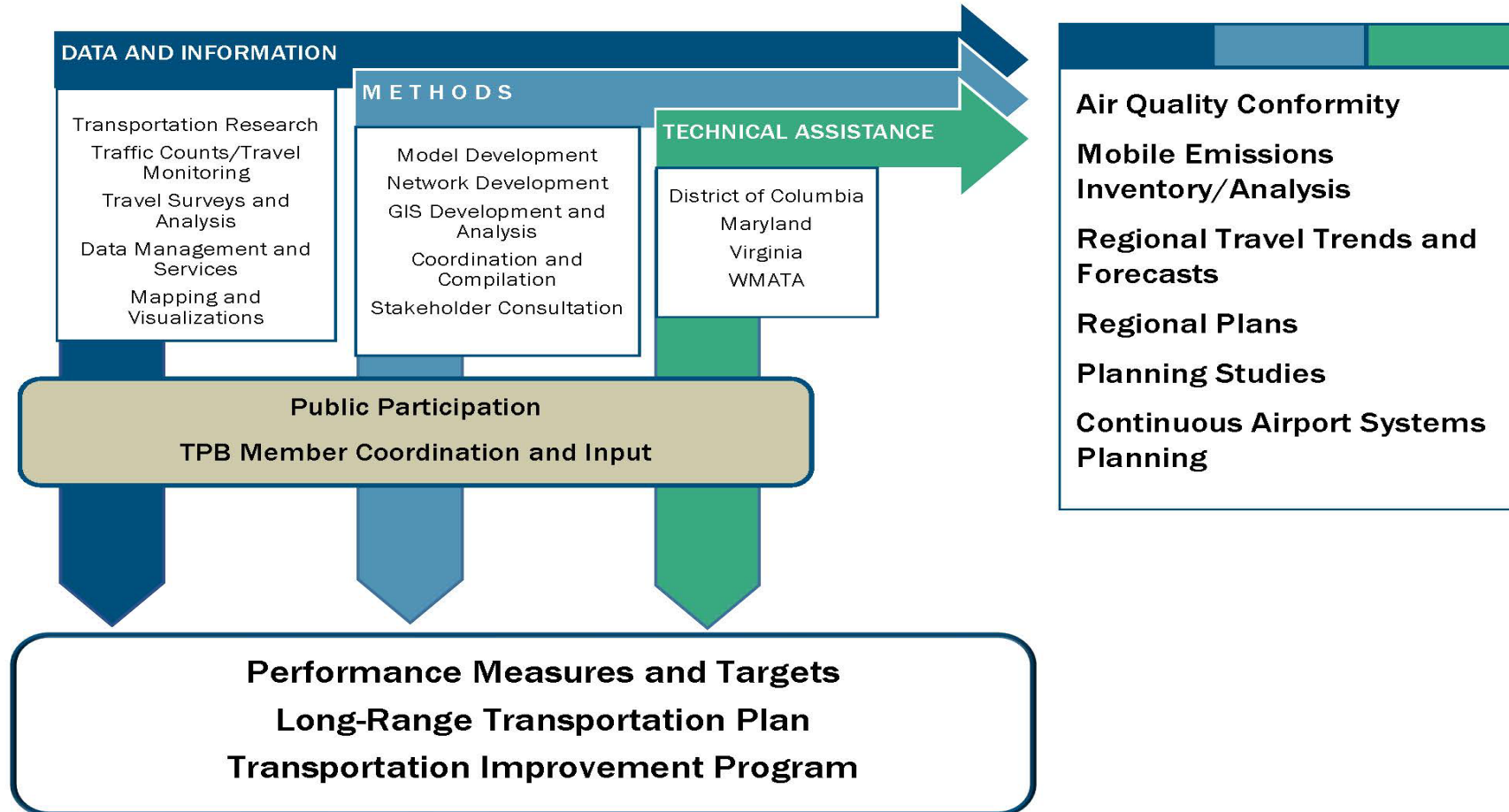
# Unified Planning Work Program – “How” the work is done

---

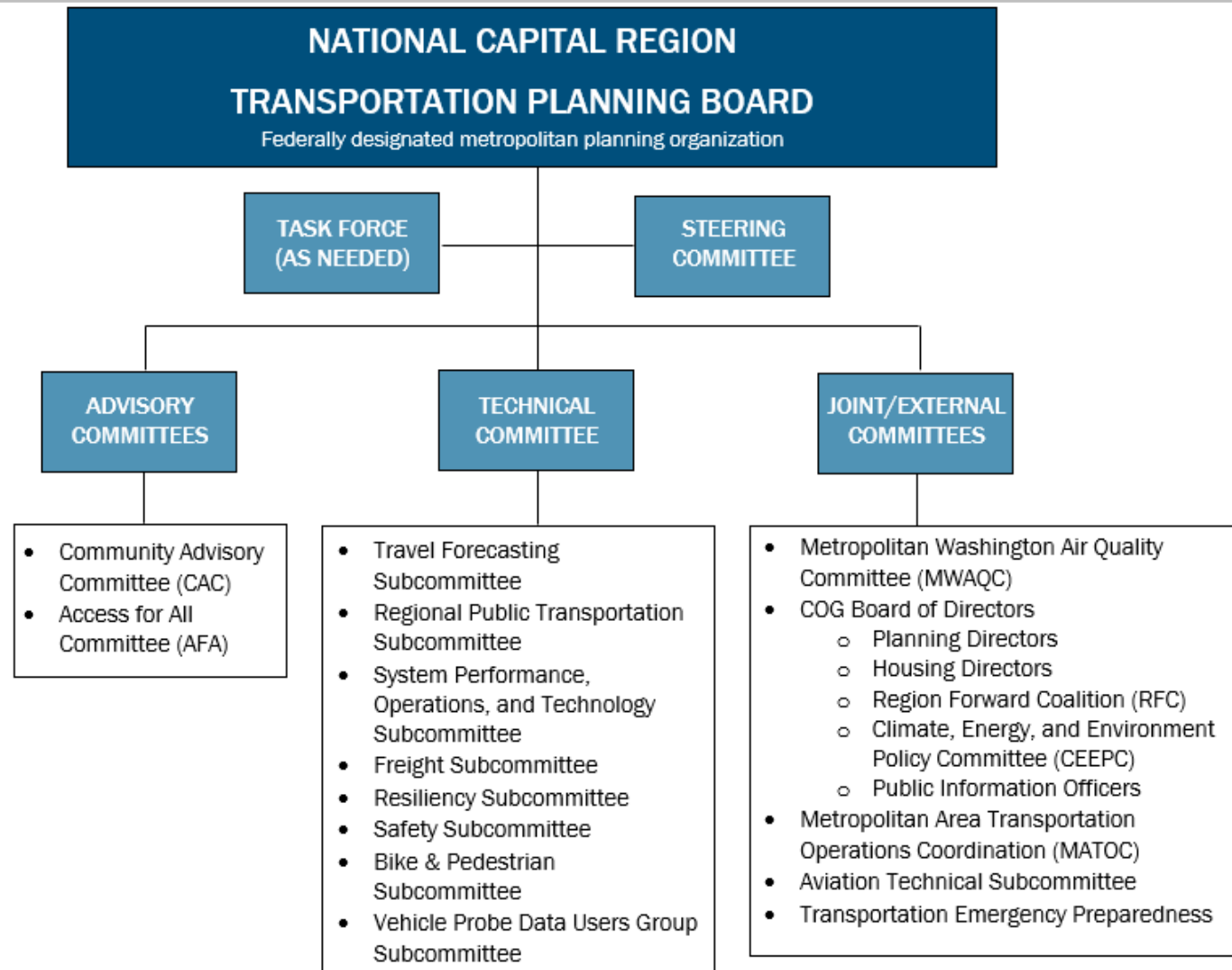
- A Unified Planning Work Program (UPWP) is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area
- MPOs are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308)(b)]
- TPB approval on March 19 helps ensure FHWA and FTA approval by the June 30, 2025, deadline



# TPB Resources and Approach to Execute Metropolitan Planning



# Regional Coordination and Consultation



# TPB Role in Regional Initiatives (1)

---

- Fund and implement regional programs
  - Transportation Land Use Connections (TLC) Program
  - Regional Roadway Safety (RRSP) Program
  - Transit Within Reach (TWR) Program
  - Transportation Alternatives Set Aside Program (TAP)
- Implement on behalf of members
  - Regional Travel Demand Management: Commuter Connections
  - Street Smart Safety Campaign
  - Enhanced Mobility Grants
  - Transportation Alternatives Program
  - Workshops on topics of interest including Transportation Resiliency, Connected and Autonomous Vehicles (CAV), Micromobility



# TPB Role in Regional Initiatives (2)

---

- Studies/data analyses on regional scale
  - Regional Activity Centers
  - Equity Emphasis Areas
  - High-Capacity-Transit Station Areas
  - Transportation Aspirational Initiatives
  - National Capital Trail Network
  - Mobile emissions analysis
    - MWAQC, 2015 ozone NAAQS, MOVES4 (AQC) & MOVES5 (development of SIPs)
    - Climate, Energy and Environment Policy Committee (CEEPC)
    - TPB climate change planning activities
  - Air quality conformity analysis





# TPB Role in Regional Initiatives (3)

---

- Policy priorities and templates
  - Regional greenhouse gas reduction goals
  - Strategies to improve region's roadway safety outcomes
  - Complete Streets
  - Green Streets
  - Recommendations to enhance Traffic Incident Management
- Emergency Preparedness and Management & Operations
  - Planning activities in support of the MATOC Program



# Technical Resources for Decision-Making On-Going Activities

---

- Travel conditions, travel demand, demographic datasets and analysis
- Travel forecasting – models and estimates
- Mobile emissions analysis
- Travel monitoring
- Data and methods to set transportation system performance targets
- Multimodal initiatives
- Interactive data reporting and visualization tools
- Variety of communication tools to help us and you get the word out



# Sneak Peek at New Activities

---

- Visualize 2050 and FY 2026-2029 TIP Approval
- Environmental Justice analysis of Visualize 2050
- National Capital Region Bicycle and Pedestrian Plan Update
- National Capital Region Freight Plan Update
- Resiliency - analysis on impacts of extreme heat to transit riders with particular focus on equity and access to critical infrastructure
- Greenhouse gas reduction activities
- Safety Activities as outlined
- Gen3 Travel Model beta version release
- Regional Travel Survey



# Next Steps

---

- Develop FY 2026 budget (revenue and expenses)
- Determine “carry-over” from FY 2025 (activities unable to be completed by June 30)
- Provide detailed information on proposed FY 2026 products and projects
- TPB to approve FY 2026 UPWP March 19



# Lyn Erickson

Plan Development and Coordination

Program Director

(202) 962-3319

lerickson@mwkog.org

[mwkog.org](http://mwkog.org)

---

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
**Transportation Planning Board**

**ITEM 11 – Information**  
**January 22, 2025**

Performance Based Planning and Programming:  
Draft 2025 Transit Asset Management Targets

**Background:** The board will be briefed on the federal requirements for setting transit asset management targets by metropolitan planning organizations and a draft set of 2025 transit asset management targets for the National Capital Region will be presented. The board will be asked to approve final 2025 transit asset management targets at its February meeting.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Pierre Gaunaurd, TPB Transportation Planner  
**SUBJECT:** Draft Regional Transit Asset Management (TAM) Targets for FY25  
**DATE:** January 16, 2025

---

This memorandum provides background on the purpose of **Agenda Item #11 - Performance-Based Planning and Programming: Draft FY25 Regional Transit Asset Management Targets**, identifies associated regulatory deadlines, and provides a schedule for TPB action.

## BACKGROUND AND PURPOSE

As part of the performance-based planning and programming (PBPP) target-setting requirements under federal surface transportation regulations, each provider of public transportation (e.g., transit agency) is required to adopt targets annually for the performance of their transit assets. This requirement applies to any agency or parent jurisdiction receiving federal transit funds as a recipient or sub-recipient; includes all assets used in the provision of public transportation, with or without federal funds; and applies to transit assets for which the agency or jurisdiction has direct capital responsibility. Providers submit their targets, performance against past targets, and a narrative report on targets and performance to the Federal Transit Administration (FTA) as part of the annual National Transit Database (NTD) data submission.

Metropolitan planning organizations (MPOs) are required to adopt regional TAM targets for providers in their metropolitan planning area. Under FTA planning guidance, an MPO may update its TAM targets when adopting a new Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP) but is not required to revise them. Also, MPOs are not required to set annual performance targets or submit their targets to the FTA like transit agencies. Applicable guidance from the FTA is repeated below.

“The MPO does not send its established TAM targets to FTA for review and approval. However, through the certification review of MPOs in the transportation management areas undertaken every four years, FHWA and FTA will review whether the MPO is implementing a performance-based planning process that is consistent with the FHWA-FTA Final Rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning) and the Transit Asset Management Final Rule.

This review will focus on the development and implementation of written procedures by the MPO in coordination with the transit agencies that provide service in its metropolitan planning area and the state DOTs. With respect to the performance-based planning requirements, the review will examine whether the MPO’s metropolitan planning process integrates (directly or by reference) the goals, objectives, performance measures, and targets described in the Transit Asset Management Plan, and that the system performance report measures progress toward

achieving selected targets with each update of the MTP and whether the TIP includes a description of how the program of projects contributes to achieving the MPO's performance targets in the MTP, linking investment priorities to those targets.”<sup>1</sup>

## **REGIONAL TAM TARGET SETTING AT TPB**

The TPB has adopted regional TAM targets four times to date, initially in June 2017, and then in February 2019, February 2020, and March 2022. The February 2020 cycle enabled inclusion of the TAM targets in the FY 2021-2024 TIP approved in March 2020.

Approval of the regional FY25 TAM targets in February 2025 will enable inclusion of the new TAM targets in the upcoming Visualize 2050 MTP and the FY 2026-2029 TIP.

## **SCHEDULE**

Key dates associated with the anticipated approval of the FY25 TAM targets are listed below:

- The TPB Regional Public Transportation Subcommittee was briefed on the TAM target setting process on November 26.
- The TPB Technical Committee was briefed on January 10.
- On January 22, the TPB will receive an informational briefing on the most recent draft of FY25 TAM targets.
- The TPB Regional Public Transportation Subcommittee will be briefed on the draft FY25 TAM targets on January 28.
- Comments on the draft targets will be taken through February 7. The targets will thereafter be finalized.
- On February 19, the TPB will be asked to approve a resolution setting the regional FY25 TAM targets.

---

<sup>1</sup> <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-responsibilities#ref2>





Photo: MARC staff at Riverside Heavy Maintenance Facility (Pierre Gaunard/COG)

# FY25 REGIONAL TRANSIT ASSET MANAGEMENT TARGETS – DRAFT

## Performance Based Planning and Programming (PBPP)

Pierre Gaunard  
TPB Transportation Planner

Transportation Planning Board  
January 22, 2025



National Capital Region  
Transportation Planning Board

Agenda Item #11





# Agenda

- Transit Asset Management (TAM) Target-Setting Requirements
- TAM Performance Measures
- Agency TAM Targets – Summary Table
- FY25 Regional TAM Targets
- Next Steps

Photo: Fairfax Connector bus being serviced at West Ox garage (Pierre Gaunard/COG)



# Transit Asset Management (TAM) Target Setting Requirements – Transit Providers

---

- Providers of public transportation are required to annually establish Transit Asset Management (TAM) performance targets
  - **Applies to any provider receiving Federal Transit Administration (FTA) funds, recipients and sub-recipients**
- Providers must set targets within four months of the end of the previous fiscal year
  - FY 2025 targets were due by October 31, 2024 for providers on a July–June fiscal year (i.e., every provider except DDOT)
- **Targets, prior year’s performance, and asset inventories are reported annually by transit agencies to the FTA’s National Transit Database (NTD)**



# Applicability to Regional Providers

## Tier I (>100 revenue vehicles or rail)

1. WMATA: Metrorail, Metrobus, MetroAccess
2. DDOT: Streetcar, Circulator (pre-CY2025)
3. Fairfax: Connector
4. Montgomery County: Ride On
5. Prince George's: TheBus
6. PRTC: OmniRide
7. Virginia Railway Express

## Tier II (<100 revenue vehicles)

1. Alexandria DASH
2. Arlington ART
3. Charles VanGo
4. Frederick TransIT
5. Loudoun County Transit
6. City of Fairfax CUE
7. and other small non-profit or paratransit providers

- Tier I providers set performance targets, implement an agency TAM Plan, and report performance and targets annually
- Tier II providers may participate in a Group Plan or opt out and fulfill requirements on their own.



# Transit Asset Management (TAM) Target Setting Requirements – MPOs

---

- MPOs (i.e., TPB) do not submit performance targets to the FTA; nevertheless, **regional targets must be included in each long-range transportation plan and TIP**
  - Will be included in this year's Visualize 2050 and the FY 2026-2029 TIP
  - **No requirement to set annual targets otherwise or revise existing targets**
- FTA recommendation for MPOs is to set a single regional target for each performance measure asset class
  - Regional target calculations involve adding up the asset totals and accounting for each agency's respective targets



# TAM Performance Measures

	Performance Measure	Asset Classes
<b>Rolling stock (Age)</b>	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB)	Standard bus, articulated bus, vans, automobiles, locomotives, rail vehicles
<b>Equipment - (non-revenue) service vehicles (Age)</b>	Percentage of vehicles that have met or exceeded their ULB	Cranes, prime movers, vehicle lifts, tow trucks
<b>Infrastructure-rail fixed-guideway track, signals, and systems (Condition)</b>	The percentage of track segments, signal, and systems with performance restrictions	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
<b>Stations/ Facilities (Condition)</b>	The percentage of facilities, within an asset class, rated below 3 on the TERM scale	Stations, depots, administration, parking garages, terminals



# Transit Asset Management Targets

## *Agency and Regional*





# Summary of FY25 Agency TAM Targets

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	0% Rail, 9% Bus	71% <sup>b</sup>	3.50%	1%
Mont. Co.	18% Bus, 100% Cutaway	50% <sup>c</sup>	n/a	0%
Ffx. CUE	0%	0%	n/a	0%
MTA	14.7% MARC, n/a for CB	70% <sup>d</sup>	0%	9.90%
VRE	0%	0% <sup>c</sup>	n/a	0%
Maryland Tier 2 (MTA)	11% <sup>a</sup>	53% <sup>c</sup>	n/a	0% <sup>f</sup>
Virginia Tier 2 (DRPT)	15% <sup>a</sup>	30% <sup>c</sup>	n/a	10% <sup>f</sup>

- **Re: Target Totals:**
  - High % totals are a concern.
  - Low or zero % targets are ideal.

Key:

a: buses (not including articulated, cutaway, or OTR);  
b: autos;  
c: trucks;  
d: steel wheel vehicles;  
e passenger,  
f: maintenance/administrative facilities





# FY25 Regional TAM Targets (1)

<b>Revenue Vehicles Performance Measure Asset Class</b>	<b>Regional Assets Total</b>	<b>Regional Target of revenue vehicles that have met or exceeded ULB</b>
AB- Articulated bus	97	0.2%
AO- Auto	227	0.0%
BR- Over-the-road bus	270	9.6%
BU- Bus	2593	10.3%
CU- Cutaway bus	134	25.7%
HR- Heavy rail passenger car	1206	6.0%
LR- Light rail vehicle	6	0.0%
MV- Minivan	286	1.7%
RL- Commuter rail locomotive	68	0.0%
RP- Commuter rail passenger coach	286	9.6%
SV- Sport utility vehicle	4	0.0%
VN- Van	558	31.2%
<b>Revenue Vehicle Totals</b>	<b>5735</b>	

Based on information from NTD Forms A-15, A-30, A-35, and/or A-90; NTD 2023 Agency Profiles; MTA (2024) and DRPT (2022, updated 2024) TAM Group Plans, and the DRPT Open Data Portal



# FY25 Regional TAM Targets (2)

<b><i>Service Vehicles</i></b> <b>Performance Measure Asset Class</b>	<b>Regional Assets Total</b>	<b>Regional Target of service vehicles that have met or exceeded ULB</b>
Automobiles	216	51.4%
Trucks and other Rubber Tire Vehicles	1774	28.9%
Steel Wheel Vehicles	94	45.0%
<b><i>Service Vehicle Totals</i></b>	<b>2084</b>	
<b><i>Track Segments, Signals, and Systems</i></b> <b>Performance Measure Asset Class</b>	<b>Regional Assets Total (miles)</b>	<b>Regional Target of tracks that have met or exceeded ULB</b>
CR - Commuter Rail	20.62	0.0%
HR - Heavy Rail	262.5	3.5%
SR - Streetcar Rail	5.6	0.0%
<b><i>Track Segments Totals</i></b>	<b>288.72</b>	

Based on information from NTD Forms A-15, A-30, A-35, and/or A-90; NTD 2023 Agency Profiles; MTA (2024) and DRPT (2022, updated 2024) TAM Group Plans, and the DRPT Open Data Portal



# FY25 Regional TAM Targets (3)

<i>Admin., Maintenance, and Passenger Facilities</i> Performance Measure Asset Class	Regional Assets Total	Regional Target of facilities that have met or exceeded ULB
Passenger Facilities	171	3.1%
Passenger Parking Facilities	165	4.1%
Maintenance Facilities	144	2.7%
Administrative Facilities	76	1.4%
<i>Facility Totals</i>	556	

*Based on information from NTD Forms A-15, A-30, A-35, and/or A-90; NTD 2023 Agency Profiles; MTA (2024) and DRPT (2022, updated 2024) TAM Group Plans, and the DRPT Open Data Portal*





## Next Steps

- Present draft targets to the RPTS on January 28
- Receive any comments through February 7
- Board approval in February 2025
- Include in Visualize 2050 and the FY 2026-2029 TIP

Photo: Entrance to the new Arlington Transit Operations and Maintenance Facility (Pierre Gaunaud/COG)



## **Pierre Gaunaud**

TPB Transportation Planner  
(202) 962-3761  
[pgaunaud@mwkog.org](mailto:pgaunaud@mwkog.org)

**[mwkog.org](http://mwkog.org)**

---

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



National Capital Region  
**Transportation Planning Board**