



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: January 12, 2023

The attached materials include:

- Steering Committee Actions
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: January 12, 2023

At its meeting on January 6, 2023, the TPB Steering Committee adopted two resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT), as described below:

- TPB SR13-2023, requested by MDOT to add a net total of approximately \$49.35 million under TIP Action 23-09.2. This set of amendments adds funding in the amounts shown below for the Purple Line, the Southern Maryland Rapid Transit study, two bridge replacement projects, an area-wide congestion management program, and study assistance in cooperation with VDOT's I-95/I-495 Southside Express Lanes Study:
 - **Purple Line (T2795)** – \$636,229
 - **Southern Maryland Rapid Transit Study (T11620)** – \$10,000,000
 - **MD 717 Western Branch Bridge Replacement (T6654)** – \$6,488,000
 - **I-95/I-495 MD 4 Bridges Replacement (T6651)** – \$2,329,000
 - **Areawide Congestion Management (T2085)** – \$28,729,000
 - **I-95/I-495 Southside Express Lanes Study (T11618)** – \$250,000

The I-95/I-495 Southside Express Lanes Study provides assistance to VDOT with a study of extending Virginia's Express/Toll Lanes across the Woodrow Wilson Bridge to MD 210. This study is not related to, nor does it change the limits of MDOT's OP Lanes project planned for construction. The Purple Line is included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and the remaining projects, programs, and studies are exempt from the air quality conformity requirement.

- TPB SR14-2023, requested by VDOT, adds a net total of approximately \$115 million to the TIP by adding \$39.5 million to the **Soapstone Connector project (T6583)** and adding three new projects: **CSX Overpass at Newington Road (T11619)** with \$32.2 million, **Minnieville Road/Prince William Parkway Interchange (T11616)** with \$18 million, and **North Woodbridge Mobility Improvements (Marina Way Extended) (T11617)** with \$25.3 million.

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

Attachments:

- Adopted resolution SR13-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-09.2, as requested by MDOT
- Adopted resolution SR14-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-03.3, as requested by VDOT

TPB Steering Committee Attendance – January 6, 2023
(only voting members and alternates listed)

TPB 2nd Vice Chair/ VA rep.: James Walkinshaw

Previous TPB Chair: Pamela Sebesky

DC Rep.: Heather Edelman (Alternate)

DDOT: Mark Rawlings

MDOT: Kari Snyder

VDOT: Amir Shahpar

WMATA: Mark Phillips

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-09.2 WHICH
ADDS FUNDING FOR TWO TRANSIT PROJECTS, TWO BRIDGE REPLACEMENT
PROJECTS, A CONGESTION MANAGEMENT PROGRAM, AND ASSISTANCE FOR A STUDY
OF EXPRESS/TOLL LANES ON THE WOODROW WILSON BRIDGE, 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 23-09.2 which adds a net total of approximately \$49.35 million to four existing project and program records and two new records), as described in the list at the end of this resolution and in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Project Overview report showing how these programs and projects will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the changes in four-year program total, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase,
- ATTACHMENT C) Fund Change Detail report for the four existing records that show the Change Summary from the previous attachment in table format, and
- ATTACHMENT D) Letters from MDOT dated December 16, 2022, requesting the amendments; and

WHEREAS, these projects and programs have been updated in the TPB’s Project InfoTrak database under TIP Action 23-09.2, creating the 9th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, the Purple Line is included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the Southern Maryland Rapid Transit study, bridge replacement projects, congestion management program and I-95/I-495 Southside Express Lanes Study assistance are all exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-09.2 which adds a net total of approximately \$49.35 million to four existing and two new project records as described below and in the attached materials.

TIP ID	PROJECT/PROGRAM TITLE WITH ADDITIONAL NOTES	ADDITIONAL/NEW FUNDING
T2795	Purple Line	\$636,229
	Sources used: P3, Sect. 5307, Sect. 5309-FG, STBG, State	
T11620	Southern Maryland Rapid Transit	\$10,000,000
	New project to the TIP. Sources State, TIIF	
T6654	MD 717 Western Branch Bridge Replacement	\$6,488,000
	Sources: State, STBG	
T6651	I-95/I-495 MD 4 Bridges Replacement	\$2,329,000
	Sources: State, NHPP	
T2085	Areawide Congestion Management	\$28,729,000
	Sources: State, NHPP, CMAQ	
T11618	I95/I-495 Southside Express Lanes Study	\$250,000
	Sources: State, NHPP. MDOT is assisting VDOT with a study of extending Virginia’s Express/Toll Lanes across the Woodrow Wilson Bridge to MD 210. MDOT’s OP Lanes project planned for construction is not changed by this study.	

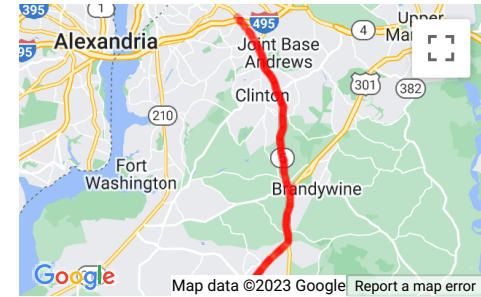
**Adopted by the TPB Steering Committee at its meeting on Friday, January 6, 2023.
Final approval following review by the full board on Wednesday, January 18, 2023.**



<i>TIP ID</i>	T11620	<i>Lead Agency</i>	Maryland Department of Transportation - Maryland Transit Administration	<i>Project Type</i>	Transit - Safety
<i>Project Name</i>	Southern Maryland Rapid Transit (SMRT)	<i>County</i>	Charles, Prince Georges	<i>Total Cost</i>	\$10,000,000
<i>Project Limits</i>	Branch Avenue Metrorail Station to Waldorf and White Plains	<i>Municipality</i>		<i>Completion Date</i>	2025
		<i>Agency Project ID</i>			

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

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE DC/STATE	-	\$100,000	\$2,625,000	\$2,275,000	-	-	\$5,000,000	\$5,000,000
PE TIIF	-	\$100,000	\$2,625,000	\$2,275,000	-	-	\$5,000,000	\$5,000,000
<i>Total PE</i>	-	\$200,000	\$5,250,000	\$4,550,000	-	-	\$10,000,000	\$10,000,000
<i>Total Programmed</i>	-	\$200,000	\$5,250,000	\$4,550,000	-	-	\$10,000,000	\$10,000,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-09.2 Amendment 2023-2026	01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID	T2795	Lead Agency	Maryland Department of Transportation - Maryland Transit Administration	Project Type	Transit - Streetcar/Light Rail
Project Name	Purple Line	County	Montgomery, Prince Georges	Total Cost	\$2,739,971,367
Project Limits	Bethesda to New Carrollton	Municipality		Completion Date	2023
		Agency Project ID			

Description Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. A TIFIA loan of \$890 million was obligated in 2016 and utilized by the P3 concessionaire from 2016-2022.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE S. 5309-NS	\$66,400,000	-	-	-	-	-	-	\$66,400,000
PE DC/STATE	\$16,600,000	-	-	-	-	-	-	\$16,600,000
<i>Total PE</i>	\$83,000,000	-	-	-	-	-	-	\$83,000,000
ROW S. 5309-NS	\$88,000,000	-	-	-	-	-	-	\$88,000,000
ROW DC/STATE	\$22,000,000	-	-	-	-	-	-	\$22,000,000
<i>Total ROW</i>	\$110,000,000	-	-	-	-	-	-	\$110,000,000
CON CMAQ	-	-	\$1,000,000	-	-	-	\$1,000,000	\$1,000,000
CON P3	\$133,860,000	\$655,039	\$541,711	-	-	-	\$1,196,750	\$135,056,750
CON S. 5307	\$54,800,000	-	\$5,631,000	\$446,564	\$89,311	-	\$6,166,875	\$60,966,875
CON S. 5309-FG	-	-	\$120,000	-	-	-	\$120,000	\$120,000
CON S. 5309-NS	\$904,000,000	-	-	-	-	-	-	\$904,000,000
CON DC/STATE	\$555,386,000	\$106,163	-	-	\$133,579	-	\$239,742	\$555,625,742
CON STBG	-	-	\$110,000	\$92,000	-	-	\$202,000	\$202,000
CON TIFIA	\$890,000,000	-	-	-	-	-	-	\$890,000,000
<i>Total CON</i>	\$2,538,046,000	\$761,202	\$7,402,711	\$538,564	\$222,890	-	\$8,925,367	\$2,546,971,367
<i>Total Programmed</i>	\$2,731,046,000	\$761,202	\$7,402,711	\$538,564	\$222,890	-	\$8,925,367	\$2,739,971,367

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update
Funding Change(s):
 Total project cost increased from \$2,739,335,138 to \$2,739,971,367



TIP ID	T11618	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Road - HOV/Managed Lanes
Project Name	I95/I-495 Southside Express Lanes Study	County	Prince Georges	Total Cost	\$260,000
Project Limits	Woodrow Wilson Bridge to MD 210	Municipality		Completion Date	2024
		Agency Project ID			

Description Maryland Department of Transportation State Highway Administration (MDOT SHA) is providing coordination and technical assistance to the Virginia Department of Transportation's (VDOT) for the Maryland portion of the study corridor of the VDOT I-95/I-495 Southside Express Lanes Study, which is the study of options to extend I-95/I-495 ETLs 11 miles from I-95/I-395 in Springfield, Virginia across the Woodrow Wilson Bridge, to MD 210 in Prince George's County, Maryland. The Maryland segment of the study corridor extends along I-95/I-495 from the Woodrow Wilson Bridge to MD 210.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PLANNING	NHPP	\$34,000	\$104,000	\$70,000	-	-	-	\$174,000	\$208,000
PLANNING	DC/STATE	\$9,000	\$26,000	\$17,000	-	-	-	\$43,000	\$52,000
	Total PLANNING	\$43,000	\$130,000	\$87,000	-	-	-	\$217,000	\$260,000
	Total Programmed	\$43,000	\$130,000	\$87,000	-	-	-	\$217,000	\$260,000



Version History

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-09.2 Amendment 2023-2026	01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T3085	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Road - CMAQ
<i>Project Name</i>	Areawide Congestion Management	<i>County</i>	Charles, Frederick, Montgomery, Prince Georges	<i>Total Cost</i>	\$109,151,730
<i>Project Limits</i>		<i>Municipality</i>	City of Frederick, City of Rockville	<i>Completion Date</i>	
		<i>Agency Project ID</i>	AWCM		

Description Ongoing program to provide traffic control, management, and monitoring on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	CMAQ	\$762,000	\$762,000	\$381,000	\$381,000	\$2,286,000	\$2,286,000
PE	NHPP	\$952,000	\$1,685,000	\$476,000	\$813,000	\$3,926,000	\$3,926,000
PE	DC/STATE	\$422,000	\$159,000	\$287,000	\$304,000	\$1,172,000	\$1,172,000
PE	STBG	\$6,664,000	\$6,664,000	\$4,831,000	\$4,831,000	\$22,990,000	\$22,990,000
	<i>Total PE</i>	\$8,800,000	\$9,270,000	\$5,975,000	\$6,329,000	\$30,374,000	\$30,374,000
ROW	CMAQ	\$66,320	\$85,680	\$171,360	\$171,360	\$494,720	\$494,720
ROW	NHPP	\$4,760	\$13,328	\$26,656	\$26,656	\$71,400	\$71,400
ROW	DC/STATE	\$15,400	\$6,000	\$12,000	\$12,000	\$45,400	\$45,400
ROW	STBG	\$9,250	\$19,992	\$39,984	\$39,984	\$109,210	\$109,210
	<i>Total ROW</i>	\$95,730	\$125,000	\$250,000	\$250,000	\$720,730	\$720,730
CON	CMAQ	\$762,000	\$762,000	\$2,666,000	\$1,904,000	\$6,094,000	\$6,094,000
CON	NHPP	\$12,919,000	\$6,704,000	\$4,510,400	\$4,504,800	\$28,638,200	\$28,638,200
CON	DC/STATE	\$3,463,000	\$1,910,000	\$1,378,600	\$1,349,200	\$8,100,800	\$8,100,800
CON	STBG	\$11,424,000	\$11,424,000	\$6,093,000	\$6,283,000	\$35,224,000	\$35,224,000
	<i>Total CON</i>	\$28,568,000	\$20,800,000	\$14,648,000	\$14,041,000	\$78,057,000	\$78,057,000
	<i>Total Programmed</i>	\$37,463,730	\$30,195,000	\$20,873,000	\$20,620,000	\$109,151,730	\$109,151,730

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

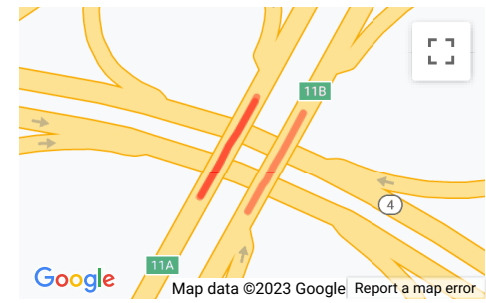
Funding Change(s):
 Total project cost increased from \$80,423,730 to \$109,151,730



TIP ID	T6651	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Bridge - Replace
Project Name	I-95/I-495 MD 4 Bridges Replacement	County	Prince Georges	Total Cost	\$39,414,000
Project Limits		Municipality		Completion Date	2025
		Agency Project ID	IDPG0191		

Description Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE NHPP	-	\$410,000	\$337,000	-	-	-	\$747,000	\$747,000
PE DC/STATE	\$280,000	\$102,000	\$84,000	-	-	-	\$186,000	\$466,000
Total PE	\$280,000	\$512,000	\$421,000	-	-	-	\$933,000	\$1,213,000
CON TBD	-	-	-	-	-	\$17,147,000	-	\$17,147,000
CON NHPP	-	-	-	\$5,486,000	\$9,758,000	-	\$15,244,000	\$15,244,000
CON DC/STATE	-	-	-	\$1,371,000	\$2,439,000	-	\$3,810,000	\$3,810,000
Total CON	-	-	-	\$6,857,000	\$12,197,000	\$17,147,000	\$19,054,000	\$36,201,000
UT NHPP	-	-	\$1,200,000	\$400,000	-	-	\$1,600,000	\$1,600,000
UT DC/STATE	-	-	\$300,000	\$100,000	-	-	\$400,000	\$400,000
Total UT	-	-	\$1,500,000	\$500,000	-	-	\$2,000,000	\$2,000,000
Total Programmed	\$280,000	\$512,000	\$1,921,000	\$7,357,000	\$12,197,000	\$17,147,000	\$21,987,000	\$39,414,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$36,175,000 to \$39,414,000



TIP ID	T6654	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Bridge - Replace
Project Name	MD 717 Western Branch Bridge Replacement	County	Prince Georges	Total Cost	\$12,252,000
Project Limits		Municipality	Upper Marlboro	Completion Date	2030
		Agency Project ID	IPG7201		

Description Replacement of MD 717 bridge 16109 over Western Branch.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE DC/STATE	\$933,000	\$13,000	\$15,000	-	-	-	\$28,000	\$961,000
PE STBG	\$834,000	\$53,000	\$61,000	-	-	-	\$114,000	\$948,000
Total PE	\$1,767,000	\$66,000	\$76,000	-	-	-	\$142,000	\$1,909,000
CON DC/STATE	-	-	\$800,000	\$552,000	\$716,000	-	\$2,068,000	\$2,068,000
CON STBG	-	-	\$3,199,000	\$2,210,000	\$2,866,000	-	\$8,275,000	\$8,275,000
Total CON	-	-	\$3,999,000	\$2,762,000	\$3,582,000	-	\$10,343,000	\$10,343,000
Total Programmed	\$1,767,000	\$66,000	\$4,075,000	\$2,762,000	\$3,582,000	-	\$10,485,000	\$12,252,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)
Funding Change(s):
 Total project cost increased from \$5,764,000 to \$12,252,000

December 16, 2022

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

Dear Chairman Sebesky:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one existing project and an amendment to the FY 2023-2026 TPB TIP and the 2022 Update to Visualize 2045 for one new MDOT Maryland Transit Administration (MTA) project as described below and in the attached memo.

This action reflects MDOT MTA’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the Purple Line and adds the new Southern Maryland Rapid Transit (SMRT) project as a planning study that received a Congressionally Directed Spending appropriation in 2022. The Purple Line is already included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045, and the SMRT project does not affect air quality as a planning study. The additional funding for both these projects will not affect the determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
2795	Purple Line	\$2,014,018	Add new funds and reallocate previously designated funds for construction, right-of-way, and utilities.
11620	Southern Maryland Rapid Transit (SMRT)	\$10,000	Adds new project and funds for planning.

MDOT requests that this amendment be approved by the TPB Steering Committee at its January 6, 2023 meeting.

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

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

Sincerely,

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

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary
Holly Arnold
Administrator

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. ELIZABETH GORDON, DIRECTOR OF PLANNING AND PROGRAMMING
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: November, 21, 2022

SUBJECT: Amendment to the FY 2023-2026 WASHCOG Purple Line TIP

MDOT MTA is requesting an Amendment to the FY 2023-2026 WASHCCOG Purple Line TIP.

MDOT MTA is increasing WASHCOG Purple Line federal funding by \$750.194M in FY 2023, \$777.342M in FY 2024, \$538.564M in FY 2025, and \$222.890M in FY 2026. State funding in FY 's 2023, 2024, and 2025 are negative amounts due to subtraction from existing programmed funding. The revision in funding is due to re-solicitation after a contractual dispute with the original design-build contractor, extending the completion period and increasing pricing. This source of funding will be used for construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2023-2026 WASHCOG Purple Line TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

cc: Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT Mr. Tyson Byrne, Regional Planning Manager, Office of Planning & Capital Programming, MDOT

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous	FY23	FY24	FY25	FY26	TOTALS
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MDOT/MARYLAND TRANSIT ADMINISTRATION

Purple Line										
TIP ID: 2795	Agency ID:	Title:	Purple Line				Complete: 2026			Total Cost:
Facility: Purple Line	P3	0/0/0	377,132	c	655,039	c	541,711	446,564	89,311	1,732,625
From: Bethesda	Sect. 5307	80/20/0	6,250	c	-	c	5,631	-	-	5,631
To: New Carrollton	CMAQ	80/20/0	-	c	-	c	1,000	-	-	1,000
	State	0/100/0	26,903	c	(37,396)	c	(182,630)	(54,946)	133,579	(141,393)
	ARPA	100/0/0	-		106,163		-	-	-	106,163
	STP Flex	80/20/0	145,000	c	-	c	110,000	-	-	110,000
	FFGA	37.4/62.6/0	688,000	c	-	c	120,000	92,000	-	212,000
									Total Funds	2,026,026

Description:

Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. In addition to the figures shown in the TIP, the Purple Line P3 concessionaire is seeking a federal TIFIA loan. A TIFIA loan of approximately \$890 million is expected to be obligated in 2016 and utilized by the P3 concessionaire from 2016-2022.

BEFORE

Funding Category	Previous	FY 2023	FY 2024	FY 2025	FY 2026	Total
P3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sect. 5307	\$ 6,250	\$ 5,631	\$ -	\$ -	\$ -	\$ 5,631
Sect. 5309-NS	\$ -	\$ 5,377	\$ -	\$ -	\$ -	\$ 5,377
CMAQ	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ 1,000
State	\$ 26,903	\$ -	\$ -	\$ -	\$ -	\$ -
ARPA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP Flex	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -
FFGA	\$ 688,000	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ 12,008

ADJUSTMENT

Funding Category	Previous	FY 2023	FY 2024	FY 2025	FY 2026	Total
P3	\$ -	\$ 655,039	\$ 541,711	\$ 446,564	\$ 89,311	\$ 1,732,625
Sect. 5307	\$ -	\$ (5,631)	\$ 5,631	\$ -	\$ -	\$ -
Sect. 5309-NS	\$ -	\$ (5,377)	\$ -	\$ -	\$ -	\$ (5,377)
CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ (37,396)	\$ (182,630)	\$ (54,946)	\$ 133,579	\$ (141,393)
ARPA	\$ -	\$ 106,163	\$ -	\$ -	\$ -	\$ 106,163
STP Flex	\$ -	\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000
FFGA	\$ -	\$ -	\$ 120,000	\$ 92,000	\$ -	\$ 212,000
						\$ 2,014,018

AFTER

Funding Category	Previous	FY 2023	FY 2024	FY 2025	FY 2026	Total
P3	\$ 377,132	\$ 655,039	\$ 541,711	\$ 446,564	\$ 89,311	\$ 1,732,625
Sect. 5307	\$ 6,250	\$ -	\$ 5,631	\$ -	\$ -	\$ 5,631
Sect. 5309-NS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CMAQ	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ 1,000
State	\$ 26,903	\$ (\$37,396)	\$ (\$182,630)	\$ (\$54,946)	\$ 133,579	\$ (141,393)
ARPA	\$ -	\$ 106,163	\$ -	\$ -	\$ -	\$ 106,163
STP Flex	\$ 145,000	\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000
FFGA	\$ 688,000	\$ -	\$ 120,000	\$ 92,000	\$ -	\$ 212,000
						\$ 2,026,026

PERCENTAGE DIFFERENCE 16772%



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary
Holly Arnold
Administrator

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. ELIZABETH GORDON, DIRECTOR OF PLANNING AND PROGRAMMING
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: December, 13, 2022

SUBJECT: Amendment to the FY 2023-2026 WASHCOG TIP

MDOT MTA is requesting to Amend the FY 2023-2026 WASHCCOG TIP by adding a new project, (SMRT) Southern Maryland Rapid Transit.

MDOT MTA completed the SMRT Study and Alternatives Report in 2017. Following the enactment of House Bill 414, the project received an award of \$5M in federal funds through a Congressionally Directed Spending appropriation in 2022. The Department is currently coordinating with Charles and Prince George's Counties on a Memorandum of Agreement to provide a framework for State-local collaboration on the next phase of the project. The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The SMRT project will provide safe, accessible, and equitable high-capacity rapid transit service during both the peak and off-peak hours in the SMRT Project corridor, enhance mobility, and relieve severe traffic congestion and gridlock in the MD 5/U.S. 301 highway corridor.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2023-2026 WASHCOG TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

cc: Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT Mr. Tyson Byrne, Regional Planning Manager, Office of Planning & Capital Programming, MDOT

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous	FY23	FY24	FY25	FY26	TOTALS
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MDOT/MARYLAND TRANSIT ADMINISTRATION

Southern Maryland Rapid Transit (SMRT)								
TIP ID: T11620	Agency ID:	Title:					Total:	
Facility:	Federal	50/50/0	\$ -	\$ 100	\$ 2,625	\$ 2,275	\$ -	\$ 5,000
	State	50/50/0	\$ -	\$ 100	\$ 2,625	\$ 2,275	\$ -	\$ 5,000
	Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
							\$ 10,000	

Description:

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

December 16, 2022

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

Dear Chairman Sebesky:

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

This action reflects MDOT SHA's updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the projects below. As these projects are either already included in or do not affect the Air Quality Conformity Determination for Visualize 2045, this additional funding will not affect the determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
3085	Areawide Congestion Management	\$28,728	Add new funds for preliminary engineering, construction, and utilities.
6651	I-95/I-495 at MD 4 Bridges Replacement	\$21,987	Add new funds and reallocate previously designated funds for preliminary engineering, construction, and utilities.
6654	MD 717 Western Branch Bridge Replacement	\$10,048	Add new funds for preliminary engineering and construction.
11618	I-95/I-495 Southside Express Lanes Study	\$217	Adds new project and funds for planning.

MDOT requests that this amendment be approved by the TPB Steering Committee at its January 6, 2023 meeting.

The Honorable Pamela Sebesky
Page Two

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

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

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming


Attachment

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

MEMORANDUM

TO: OPCP DIRECTOR HEATHER MURPHY

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

FROM: OPPE DEPUTY DIRECTOR ERIC BECKETT  For Eric Beckett

SUBJECT: REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

DATE: DECEMBER 15, 2022

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
3085	Areawide Congestion Management	RW	\$71,000
		CO	\$28,657,000
6651	I-95/I-495 at MD 4 Bridges Replacement	ENG	\$933,000
		UT	\$2,000,000
		CO	\$19,054,000
6654	MD 717 Western Branch Bridge Replacement	ENG	(\$295,000)
		CO	\$10,343,000
11618	I-95/I-495 Southside Express Lanes Study	PP	\$217,000

ANALYSIS

Areawide Congestion Management (TPB 3085) – This requested amendment reflects the addition of \$71,000 in FY 2023-2026 TPB TIP right-of-way funding for TPB 3085. This amendment also reflects the addition of \$28,657,000 in funds for construction . The MDOT SHA requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2023-2026. The project’s total cost, as documented in the

FY 2023-2026 TPB TIP, is increasing from \$80,423,730 to \$109,151,730.

I-95/I-495 at MD 4 Bridges Replacement (TPB 6651) – This requested amendment reflects the addition of \$933,000 in FY 2023-2026 TPB TIP preliminary engineering funding for TPB 6651. This amendment also reflects the addition of \$2,000,000 in funds for utilities and the addition of \$19,054,000 in funds for construction. The MDOT SHA requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2023-2026. The project’s total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$36,175,000 to \$39,414,000, including funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

MD 717 Western Branch Bridge Replacement (TPB 6654) – This requested amendment reflects the reduction of \$295,000 in FY 2023-2026 TPB TIP preliminary engineering funding for TPB 6654. This amendment also reflects the addition of \$10,343,000 in funds for construction. The MDOT SHA requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2023-2026. The project’s total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$5,764,000 to \$12,252,000, including funding programmed in years prior to the FY 2023-2026 TPB TIP.

I-95/I-495 Southside Express Lanes Study (TPB 11618) – This requested amendment reflects the addition of a new project to the FY 2023-2026 TPB TIP and adds \$217,000 to the FY 2023-2026 TPB TIP planning funding for TPB 11618. This amendment ensures the FY 2023-2026 TPB TIP reflects MDOT SHA updated programmed funds and project schedule in FY 2023-2026. Funds will be used for the Maryland Department of Transportation State Highway Administration’s (MDOT SHA) provision of coordination and technical assistance to the Virginia Department of Transportation (VDOT) for the Maryland portion of the study corridor of the VDOT I-95/I-495 Southside Express Lanes Study, which extends along I-95/I-495 from the Woodrow Wilson Bridge to MD 210 in Prince George’s County, Maryland. The total cost is \$260,000, which includes \$43,000 that was expended in FY 2022, prior to the FY 2023-2026 TPB TIP years.

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

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

ATTACHMENTS

- FY 2023-2026 TPB TIP project 3085 report
- FY 2022-2025 Maryland STIP project TPB 3085 report
- FY 2023-2026 TPB TIP project 6651 report
- FY 2022-2025 Maryland STIP project TPB 6651 report
- FY 2023-2026 TPB TIP project 6654 report
- FY 2022-2025 Maryland STIP project TPB 6654 report

Ms. Heather Murphy
Page Three

- FY 2023-2026 TPB TIP project 11618 report
- FY 2022-2025 Maryland STIP project TPB 11618 report

cc: Mr. Matt Baker, Chief, RIPD, OPPE, MDOT SHA
Derek Gunn, P.E., Acting District Engineer, District 3, MDOT SHA
Ms. Carmeletta Harris, Project Manager, Project Management Division, OPPE, MDOT SHA
Barrett Kiedrowski, P.E., Chief, Project Management Division, OPPE, MDOT SHA
Jill Lemke, Assistant Chief, RIPD, OPPE, MDOT SHA
John Narer, P.E., Senior Team Leader, Office of Structures, MDOT SHA
Kelly Nash, P.E., Deputy Director, Office of Structures, MDOT SHA
Jason Pollack, P.E., Team Leader, Office of Structures, MDOT SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, MDOT SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, MDOT SHA
Rod Thornton, P.E., Acting Director, Office of Structures, MDOT SHA

TIP ID	T3085	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Road - CMAQ
Project Name	Areawide Congestion Management	County	Charles, Frederick, Montgomery, Prince Georges	Total Cost	\$109,151,730
Project Limits		Municipality	City of Frederick, City of Rockville	Completion Date	
		Agency Project ID	AWCM		

Description Ongoing program to provide traffic control, management, and monitoring on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE	CMAQ	\$762,000	\$762,000	\$381,000	\$381,000	\$2,286,000	\$2,286,000	
PE	NHPP	\$952,000	\$1,685,000	\$476,000	\$813,000	\$3,926,000	\$3,926,000	
PE	DC/STATE	\$422,000	\$159,000	\$287,000	\$304,000	\$1,172,000	\$1,172,000	
PE	STBG	\$6,664,000	\$6,664,000	\$4,831,000	\$4,831,000	\$22,990,000	\$22,990,000	
	Total PE	\$8,800,000	\$9,270,000	\$5,975,000	\$6,329,000	\$30,374,000	\$30,374,000	
ROW	CMAQ	\$66,320	\$85,680	\$171,360	\$171,360	\$494,720	\$494,720	
ROW	NHPP	\$4,760	\$13,328	\$26,656	\$26,656	\$71,400	\$71,400	
ROW	DC/STATE	\$15,400	\$6,000	\$12,000	\$12,000	\$45,400	\$45,400	
ROW	STBG	\$9,250	\$19,992	\$39,984	\$39,984	\$109,210	\$109,210	
	Total ROW	\$95,730	\$125,000	\$250,000	\$250,000	\$720,730	\$720,730	
CON	CMAQ	\$762,000	\$762,000	\$2,666,000	\$1,904,000	\$6,094,000	\$6,094,000	
CON	NHPP	\$12,919,000	\$6,704,000	\$4,510,400	\$4,504,800	\$28,638,200	\$28,638,200	
CON	DC/STATE	\$3,463,000	\$1,910,000	\$1,378,600	\$1,349,200	\$8,100,800	\$8,100,800	
CON	STBG	\$11,424,000	\$11,424,000	\$6,093,000	\$6,283,000	\$35,224,000	\$35,224,000	
	Total CON	\$28,568,000	\$20,800,000	\$14,648,000	\$14,041,000	\$78,057,000	\$78,057,000	
	Total Programmed	\$37,463,730	\$30,195,000	\$20,873,000	\$20,620,000	\$109,151,730	\$109,151,730	

Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-09.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

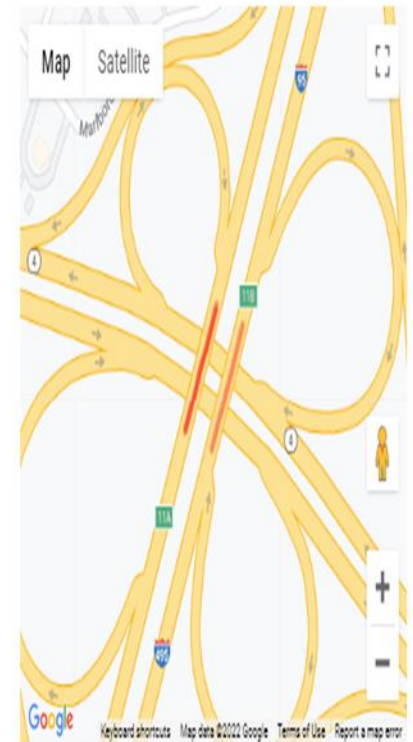
Total project cost increased from \$80,423,730 to \$109,151,730

TIP ID T6651
Project Name I-95/I-495 MD 4 Bridges Replacement
Project Limits
Description Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID PG0191

Project Type Bridge - Replace
Total Cost \$39,414,000
Completion Date 2025

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	-	\$410,000	\$337,000	-	-	-	\$747,000	\$747,000
PE	DC/STATE	\$280,000	\$102,000	\$84,000	-	-	-	\$186,000	\$466,000
	Total PE	\$280,000	\$512,000	\$421,000	-	-	-	\$933,000	\$1,213,000
CON	NHPP	-	-	-	\$5,486,000	\$9,758,000	\$13,718,000	\$15,244,000	\$28,962,000
CON	DC/STATE	-	-	-	\$1,371,000	\$2,439,000	\$3,429,000	\$3,810,000	\$7,239,000
	Total CON	-	-	-	\$6,857,000	\$12,197,000	\$17,147,000	\$19,054,000	\$36,201,000
UT	NHPP	-	-	\$1,200,000	\$400,000	-	-	\$1,600,000	\$1,600,000
UT	DC/STATE	-	-	\$300,000	\$100,000	-	-	\$400,000	\$400,000
	Total UT	-	-	\$1,500,000	\$500,000	-	-	\$2,000,000	\$2,000,000
	Total Programmed	\$280,000	\$512,000	\$1,921,000	\$7,357,000	\$12,197,000	\$17,147,000	\$21,987,000	\$39,414,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022
23-09.2	Amendment 2023-2026	Pending	Pending
			N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

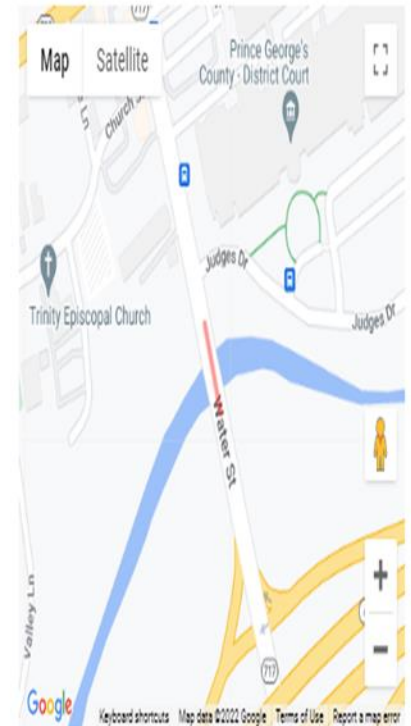
Total project cost increased from \$36,175,000 to \$39,414,000

TIP ID T6654
Project Name MD 717 Western Branch Bridge Replacement
Project Limits
Description Replacement of MD 717 bridge 16109 over Western Branch.

Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality Upper Marlboro
Agency Project ID PG7201

Project Type Bridge - Replace
Total Cost \$12,252,000
Completion Date 2030

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	\$933,000	\$13,000	\$15,000	-	-	-	\$28,000	\$961,000
PE	STBG	\$834,000	\$53,000	\$61,000	-	-	-	\$114,000	\$948,000
Total PE		\$1,767,000	\$66,000	\$76,000	-	-	-	\$142,000	\$1,909,000
CON	DC/STATE	-	-	\$800,000	\$552,000	\$716,000	-	\$2,068,000	\$2,068,000
CON	STBG	-	-	\$3,199,000	\$2,210,000	\$2,866,000	-	\$8,275,000	\$8,275,000
Total CON		-	-	\$3,999,000	\$2,762,000	\$3,582,000	-	\$10,343,000	\$10,343,000
Total Programmed		\$1,767,000	\$66,000	\$4,075,000	\$2,762,000	\$3,582,000	-	\$10,485,000	\$12,252,000



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-09.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):
 Total project cost increased from \$5,764,000 to \$12,252,000

TIP ID T11618
Project Name I95/I-495 Southside Express Lanes Study
Project Limits Woodrow Wilson Bridge to MD 210
Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID

Project Type Road - HOV/Managed Lanes
Total Cost \$260,000
Completion Date 2024

Description Maryland Department of Transportation State Highway Administration (MDOT SHA) is providing coordination and technical assistance to the Virginia Department of Transportation's (VDOT) for the Maryland portion of the study corridor of the VDOT I-95/I-495 Southside Express Lanes Study, which is the study of options to extend I-95/I-495 ETLs 11 miles from I-95/I-395 in Springfield, Virginia across the Woodrow Wilson Bridge, to MD 210 in Prince George's County, Maryland. The Maryland segment of the study corridor extends along I-95/I-495 from the Woodrow Wilson Bridge to MD 210.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PLANNING	NHPP	\$34,000	\$104,000	\$70,000	-	-	-	\$174,000	\$208,000
PLANNING	DC/STATE	\$9,000	\$26,000	\$17,000	-	-	-	\$43,000	\$52,000
	Total PLANNING	\$43,000	\$130,000	\$87,000	-	-	-	\$217,000	\$260,000
	Total Programmed	\$43,000	\$130,000	\$87,000	-	-	-	\$217,000	\$260,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-09.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

**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 23-09.3 WHICH ADDS
FUNDING FOR FOUR ROADWAY PROJECTS IN FAIRFAX AND PRINCE WILLIAM COUNTIES,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION VDOT)**

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

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

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

WHEREAS, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-09.3, which adds a net total of approximately \$115 million by adding \$39.5 million in funding to the existing **Soapstone Connector project** record (**TIP ID T6583**) and adding three new TIP records for the following projects: **CSX Overpass at Newington Road (T11619)** with \$32.185 million, **Minnieville Road/Prince William Parkway Interchange (T11616)** with \$18.03 million, and **North Woodbridge Mobility Improvements (T11617)** with \$25.31 million; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Project Overview reports showing how the projects will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Fund Change Detail report for the existing Soapstone Connector record that shows the Change Summary from the previous attachment in table format, and
- ATTACHMENT D) Letter from VDOT dated December 16, 2022, requesting the amendments; and

WHEREAS, these projects have been entered into the TPB's Project InfoTrak database under TIP Action 23-09.3, creating the 9th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these projects are all included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-09.3 which adds approximately \$115 million for the **Soapstone Connector (T6583)**, **CSX Overpass at Newington Road (T11619)**, **Minnieville Road/Prince William Parkway Interchange (T11616)**, and **North Woodbridge Mobility Improvements (T11617)** projects, as described in the attached materials.

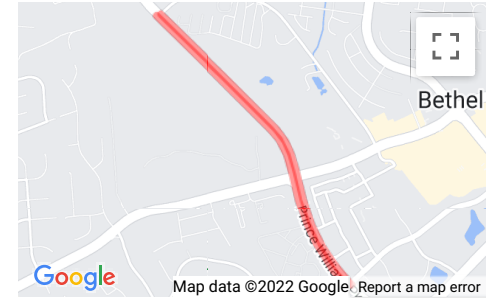
**Adopted by the TPB Steering Committee at its meeting on Friday, January 6, 2023.
Final approval following review by the full board on Wednesday, January 18, 2023.**



<i>TIP ID</i>	T11616	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Interchange improvement
<i>Project Name</i>	Minnieville Road/Prince William Parkway Interchange	<i>County</i>	Prince William	<i>Total Cost</i>	\$18,031,000
<i>Project Limits</i>	Prince William Parkway to Minnieville Road	<i>Municipality</i>		<i>Completion Date</i>	2028
		<i>Agency Project ID</i>			

Description Project constructs as Sing Point Urban Interchange-Below Grade that will grade separate Minnieville Road (Route 640) above Prince William Parkway (Route 294). Project includes a new bridge, a traffic signal on elevated roadway, turn lane improvements at interchange ramps, a 10-foot shared use path on the north side of Prince William Parkway and a 5-foot sidewalk along the southside of Prince William Parkway and westside of Minnieville Road.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	P	-	\$4,500,000	-	-	-	-	\$4,500,000	\$4,500,000
	<i>Total PE</i>	-	\$4,500,000	-	-	-	-	\$4,500,000	\$4,500,000
ROW	NVTA	-	\$10,000,000	-	-	-	-	\$10,000,000	\$10,000,000
ROW	RSTP	-	-	-	-	-	\$3,531,000	-	\$3,531,000
	<i>Total ROW</i>	-	\$10,000,000	-	-	-	\$3,531,000	\$10,000,000	\$13,531,000
	<i>Total Programmed</i>	-	\$14,500,000	-	-	-	\$3,531,000	\$14,500,000	\$18,031,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-09.3 Amendment 2023-2026	1/18/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



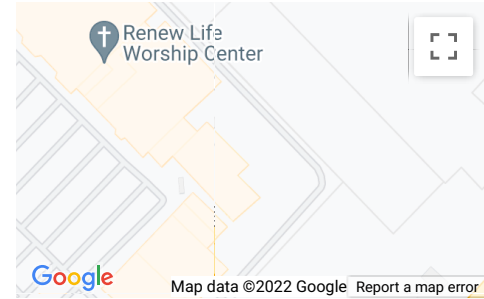
TIP ID T11617
Project Name NORTH WOODBRIDGE MOBILITY IMPROVEMENTS (MARINA WAY EXTENDED)
Project Limits Annapolis Way to VA 123 (Gordon Blvd.)

Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 120778

Project Type Road - New Construction
Total Cost \$25,310,279
Completion Date 2029

Description Extend Marina Way by 0.26 miles as a 4 lane roadway connecting from Rte 123 (Gordon Blvd) to Annapolis Way. Includes a 5 SW, turn lane & shoulder improvements, signal mods, ROW acquisition & utility relocation.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$3,570,359	-	-	-	-	\$3,570,359	\$3,570,359
	<i>Total PE</i>	-	\$3,570,359	-	-	-	-	\$3,570,359	\$3,570,359
ROW	TBD	-	-	-	-	-	\$10,071,060	-	\$10,071,060
	<i>Total ROW</i>	-	-	-	-	-	\$10,071,060	-	\$10,071,060
CON	TBD	-	-	-	-	-	\$11,668,860	-	\$11,668,860
	<i>Total CON</i>	-	-	-	-	-	\$11,668,860	-	\$11,668,860
	<i>Total Programmed</i>	-	\$3,570,359	-	-	-	\$21,739,920	\$3,570,359	\$25,310,279



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-09.3 Amendment 2023-2026	1/18/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T11619
Project Name CSX OVERPASS AT NEWINGTON ROAD
Project Limits Milepoint 1.31 to Milepoint 1.33
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID T26071

Project Type Rail - Other
Total Cost \$32,185,000
Completion Date 2025

Description To promote, sustain, and expand the availability of passenger and commuter rail service in the Commonwealth. Replace existing two-track bridge and construct new two-track bridge, providing space for a multi-use path and wider vehicular access for increased capacity.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$2,000,000	-	-	-	-	\$2,000,000	\$2,000,000
	<i>Total PE</i>	-	\$2,000,000	-	-	-	-	\$2,000,000	\$2,000,000
ROW	TBD	-	-	-	-	-	\$7,150,000	-	\$7,150,000
	<i>Total ROW</i>	-	-	-	-	-	\$7,150,000	-	\$7,150,000
CON	TBD	-	-	-	-	-	\$23,035,000	-	\$23,035,000
	<i>Total CON</i>	-	-	-	-	-	\$23,035,000	-	\$23,035,000
	<i>Total Programmed</i>	-	\$2,000,000	-	-	-	\$30,185,000	\$2,000,000	\$32,185,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-09.3 Amendment 2023-2026	1/18/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project



TIP ID T6583
Project Name Soapstone Connector
Project Limits Sunrise Valley Dr to Sunset Hills Dr
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID112479

Project Type Road - New Construction
Total Cost \$217,654,887
Completion Date2027

Description New multimodal roadway between Sunset Hills Rd and Sunrise Valley Dr. in Reston. Near Wiehle-Reston East Metrorail Station, includes crossing over the Dulles Corridor. Includes 4 lane cross section, on-road bike, sidewalk, and shared use path.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE REVSH	\$4,600,000	-	-	-	-	-	-	\$4,600,000
PE DC/STATE	\$4,600,000	-	-	-	-	-	-	\$4,600,000
Total PE	\$9,200,000	-	-	-	-	-	-	\$9,200,000
ROW LOCAL	-	\$44,215,838	-	-	-	-	\$44,215,838	\$44,215,838
ROW NVTA	-	\$68,535,436	-	-	-	-	\$68,535,436	\$68,535,436
ROW RSTP AC	-	\$2,260,266	-	-	-	-	\$2,260,266	\$2,260,266
ROW RSTP ACCP	-	\$13,885,304	\$1,614,696	-	-	-		
ROW REVSH	-	\$1,936,863	-	-	-	-	\$1,936,863	\$1,936,863
ROW DC/STATE	-	\$1,936,863	-	-	-	-	\$1,936,863	\$1,936,863
ROW DC/STATE	-	\$565,067	-	-	-	-	\$565,067	\$565,067
ROW DC/STATE ACCP	-	\$3,471,326	\$403,674	-	-	-		
Total ROW	-	\$119,450,333	-	-	-	-	\$119,450,333	\$119,450,333
CON NVTA	-	\$44,577,714	-	-	-	-	\$44,577,714	\$44,577,714
CON RSTP AC	-	\$13,336,901	-	-	-	-	\$13,336,901	\$13,336,901
CON DC/STATE	-	\$27,755,714	-	-	-	-	\$27,755,714	\$27,755,714
CON DC/STATE AC	-	\$3,334,225	-	-	-	-	\$3,334,225	\$3,334,225
Total CON	-	\$89,004,554	-	-	-	-	\$89,004,554	\$89,004,554
Total Programmed	\$9,200,000	\$208,454,887	-	-	-	-	\$208,454,887	\$217,654,887



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-09.3 Amendment 2023-2026	1/18/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, Reviewed & Submitted

Funding Change(s):

Total project cost increased from \$178,160,000 to \$217,654,887
 * ACCP is not part of the Total

ATTACHMENT B

**Amendment Summary Report for TIP Action 23-09.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by the TPB Steering Committee on January 6, 2023**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11619	CSX Overpass at Newington Road	\$0	\$32,185,000	\$32,185,000	0	New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Add Future funds in ROW for \$7,150,000 CON for \$23,035,000 DC/STATE ▶ Add funds in FFY 23 in PE for \$2,000,000 <i>Total project cost \$32,185,000</i>
T11616	Minnieville Road/Prince William Parkway Interchange	\$0	\$18,031,000	\$18,031,000	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): PROFFER ▶ Add funds in FFY 23 in PE for \$4,500,000 RSTP ▶ Add Future funds ROW for \$3,531,000 NVRTA ▶ Add funds in FFY 23 in ROW for \$10,000,000 <i>Total project cost \$18,031,000</i>
T11617	North Woodbridge Mobility Improvements (Marina Way Extended)	\$0	\$25,310,279	\$25,310,279	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Add Future funds in ROW for \$10,071,060 CON for \$11,668,860 DC/STATE ▶ Add funds in FFY 23 in PE for \$3,570,359 <i>Total project cost \$25,310,279</i>

ATTACHMENT B

**Amendment Summary Report for TIP Action 23-09.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by the TPB Steering Committee on January 6, 2023**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6583	Soapstone Connector	\$178,160,000	\$217,654,887	\$39,494,887	22	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in ROW for \$44,215,838 <p>REVSH</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 19 in PE for \$1,470,000 <p>- Decrease funds in FFY 21 in PE from \$9,200,000 to \$4,600,000</p> <ul style="list-style-type: none"> - Decrease funds in FFY 21 in ROW from \$3,874,000 to \$0 ▶ Add funds in FFY 23 in ROW for \$1,936,863 <p>AC</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 18 in PE for \$7,740,000 ▶ Delete funds in FFY 21 in ROW for \$129,026,000 <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 21 in PE from \$0 to \$4,600,000 - Decrease funds in FFY 21 in ROW from \$3,100,000 to \$0 ▶ Delete funds in FFY 22 in ROW for \$980,000 <p>+ Increase funds in FFY 23 in ROW from \$1,000,000 to \$2,501,930</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in CON from \$0 to \$31,089,939 ▶ Delete funds in FFY 24 in ROW for \$1,120,000 <p>DC/STATE (ACCP)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in ROW for \$3,471,326 ▶ Add funds in FFY 24 in ROW for \$403,674 <p>ACC</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in ROW for \$3,920,000 ▶ Delete funds in FFY 23 in ROW for \$4,000,000 ▶ Delete funds in FFY 24 in ROW for \$4,480,000 <p>ACC (ACCP)</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 18 in PE for \$7,740,000 ▶ Delete funds in FFY 21 in ROW for \$129,026,000 <p>RSTP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in ROW for \$2,260,266 CON for \$13,336,901 <p>RSTP (ACCP)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in ROW for \$13,885,304 ▶ Add funds in FFY 24 in ROW for \$1,614,696 <p>NVTA</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 17 in PE for \$8,250,000 <p>▶ Add funds in FFY 23 in ROW for \$68,535,436 CON for \$44,577,714</p> <p>Total project cost increased from \$178,160,000 to \$217,654,887</p>
AMENDMENT TOTAL:		\$178.160.000	\$293.181.166	\$115.021.166			

ATTACHMENT C
Fund Change Detail Report for TIP Action 23-09.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by the TPB Steering Committee on January 6, 2023

SOURCE	TIP ACTION	PRIOR TOTAL	2023				2024				2025				2026				GRAND TOTAL
			PE	ROW	CON	TOTAL	PE	ROW	CON	TOTAL	PE	ROW	CON	TOTAL	PE	ROW	CON	TOTAL	
TIP ID T6583 - Soapstone Connector																			
AC*	21-00	\$7,740,000		\$129,026,000		\$129,026,000													\$136,766,000
	23-09.3																		
	DELTA	-\$7,740,000		-\$129,026,000		-\$129,026,000													
ACC	21-00						\$3,920,000		\$3,920,000		\$4,000,000		\$4,000,000		\$4,480,000		\$4,480,000		\$12,400,000
	23-09.3																		
	DELTA						-\$3,920,000		-\$3,920,000		-\$4,000,000		-\$4,000,000		-\$4,480,000		-\$4,480,000		-\$12,400,000
DC/STATE	21-00			\$3,100,000		\$3,100,000		\$980,000		\$980,000		\$1,000,000		\$1,000,000		\$1,120,000		\$1,120,000	\$6,200,000
	23-09.3	\$4,600,000		\$1,936,863	\$27,755,714	\$29,692,577													\$34,292,577
	DELTA	\$4,600,000		-\$1,163,137	\$27,755,714	\$26,592,577		-\$980,000		-\$980,000		-\$1,000,000		-\$1,000,000		-\$1,120,000		-\$1,120,000	\$28,092,577
DC/STATE*	23-09.3		\$565,067	\$3,334,225	\$3,899,292														\$3,899,292
LOCAL	23-09.3		\$44,215,838		\$44,215,838														\$44,215,838
NVTA	21-00	\$8,250,000																	\$8,250,000
	23-09.3			\$68,535,436	\$44,577,714	\$113,113,150													\$113,113,150
	DELTA	-\$8,250,000		\$68,535,436	\$44,577,714	\$113,113,150													\$104,863,150
REVSH	21-00	\$1,470,000	\$9,200,000	\$3,874,000		\$13,074,000													\$14,544,000
	23-09.3	\$4,600,000		\$1,936,863		\$1,936,863													\$6,536,863
	DELTA	\$3,130,000	-\$9,200,000	-\$1,937,137		-\$11,137,137													-\$8,007,137
RSTP*	23-09.3		\$2,260,266	\$13,336,901	\$15,597,167														\$15,597,167
TOTAL	21-00	\$17,460,000	\$9,200,000	\$136,000,000		\$145,200,000		\$4,900,000		\$4,900,000		\$5,000,000		\$5,000,000		\$5,600,000		\$5,600,000	\$178,160,000
	23-09.3	\$9,200,000		\$119,450,333	\$89,004,554	\$208,454,887													\$217,654,887
	DELTA	-\$8,260,000	-\$9,200,000	-\$16,549,667	\$89,004,554	\$63,254,887		-\$4,900,000		-\$4,900,000		-\$5,000,000		-\$5,000,000		-\$5,600,000		-\$5,600,000	\$39,494,887

ATTACHMENT D



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

December 16, 2022

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

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendments and New TIP Projects:
Soapstone Connector New Roadway TIP ID T6583 / UPC # 112479
North Woodbridge Mobility Improvements (Marina Way Extended) TIP ID T11617 / UPC #120778
CSX Overpass at Newington Road TIP ID T11619 / UPC # T26071
Minnieville Road/Prince William Parkway Interchange TIP ID T11616 / UPC #T26691

Dear Chair Sebesky:

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

Project Request for TIP Amendments

Soapstone Connector New Roadway TIP ID T6583 / UPC # 112479

This project is a new multimodal roadway between Sunset Hills Rd and Sunrise Valley Dr. in Reston, VA and is located near the Wiehle-Reston East Metrorail Station. It includes a crossing over the Dulles Corridor, which is a 4 lane cross section with on-road bike and pedestrian facilities. The proposed amendment will:

- Add \$4,600,000 (STATE) FFY21 for PE Phase
- Add \$4,600,000 (REVSH) FFY21 for PE Phase
- Add \$1,936,863 (REVSH) FFY23 for RW Phase
- Add \$44,215,838 (LOCAL) FFY23 for RW Phase
- Add \$68,535,436 (NVTA) FFY23 for RW Phase
- Add \$5,965,304 (Other funds) FFY23 for RW Phase
- Add \$2,260,266 (AC-RSTP) FFY23 for RW Phase
- Add \$44,577,199 (NVTA) FFY23 CN for Phase
- Add \$27,755,714 (Other funds) FFY23 for CN Phase
- Add \$13,336,901 (AC-RSTP) FFY23 CN Phase

The Honorable Pamela Sebesky
December 16, 2022
Page Two

New Projects Request to Add to TIP

North Woodbridge Mobility Improvements (Marina Way Extended) TIP ID T11617 / UPC #120778

This project will extend Marina Way as a four-lane roadway connecting from Route 123 (Gordon Blvd) to Annapolis Way. It includes signal modifications, turn lane improvements, and pedestrian facilities. The proposed amendment will:

- Add \$3,570,359 (Other funds: STATE) FFY23 PE Phase

CSX Overpass at Newington Road TIP ID T11619 / UPC # T26071

The purpose of this project is to promote, sustain, and expand the availability of passenger and commuter rail service in the Commonwealth. It will replace the existing two-track bridge and construct new two-track bridge, providing space for a multi-use path and wider vehicular access for increased capacity. The proposed amendment will:

- Add \$2,000,000 (Other funds: STATE) FFY23 for PE Phase

Minnieville Road/Prince William Parkway Interchange TIP ID T11616 / UPC #26691

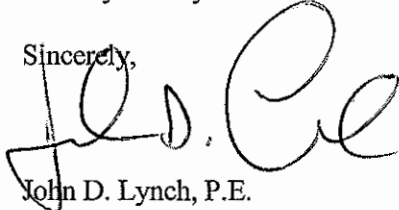
This project constructs an innovative interchange at the intersection of Minnieville Road and Prince William Parkway (Route 294) to improve traffic flow and reduce delays. It includes pedestrian and bicycle facilities and improves safety at this intersection. The proposed amendment will:

- Add \$4,500,000 (Proffers) FFY23 for PE Phase
- Add \$10,000,000 (NVTA) FFY23 for RW Phase
- Add \$3,531,000 (RSTP) FFY28 for RW Phase

VDOT requests approval of the one existing TIP Amendment and three new TIP projects by the Transportation Planning Board's Steering Committee at its meeting on January 6, 2023. VDOT's representative will be available to answer any questions about the amendment and new TIP project requests.

Thank you for your consideration of this matter.

Sincerely,



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

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: January 12, 2023

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 2023
DATE: January 12, 2023

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2023 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings are also identified below. Please note that meetings identified as In-person meetings will be primarily In-person and members would be able to participate virtually to accommodate any special needs of the members. Consistent with the TPB Bylaws, members seeking such accommodations should reply to the monthly survey monkey link and notify staff ahead of time (no later than the Monday before the meeting).

2023 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES				
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board	TPB Meeting Format
	1st Friday at 9 AM	1st Friday at 12:15 PM	3rd Wednesday at 12 Noon	
January	6	6	18	IN PERSON*
February	3	3	15	VIRTUAL**
March	3	3	15	IN PERSON
April	7	7	19	IN PERSON
May	5	5	17	IN PERSON
June	2	2	21	IN PERSON
July	7	7	19	IN PERSON
August	No meetings	No meetings	No Meetings	No Meetings
September	8 (2 nd Friday due to holiday)	8 (2 nd Friday due to holiday)	20	VIRTUAL
October	6	6	18	IN PERSON
November	3	3	15	VIRTUAL
December	1	1	20	IN PERSON

* **IN PERSON** - Meeting will be conducted in a hybrid format, with members coming to the COG building and including an option to participate virtually with notification per the TPB Bylaws (notify by the Monday before the TPB meeting).

** **VIRTUAL** - Meeting will be conducted in an all-virtual manner, with no members coming to the COG building.



Application Period Now Open for TLC and Roadway Safety Programs

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

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

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

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

Solicitation Schedule for FY 2024

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

Application Process

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

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

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

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

TLC Program

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

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

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

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

Regional Roadway Safety Program

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

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

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits
- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program

- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

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

Changes This Year

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

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

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

About the TPB

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

Questions?

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



MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: Final Rule for Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards
DATE: January 12, 2023

On December 20, 2022, the U.S. Environmental Protection Agency (EPA) finalized national clean air standards to cut emissions from heavy-duty trucks beginning with model year 2027. The final rule, entitled “Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards”,¹ is the first update to clean air standards for heavy duty trucks in more than 20 years and will result in substantial reductions in Nitrogen Oxides (NOx). The TPB submitted a joint comment letter with the Metropolitan Washington Air Quality Committee (MWAQC) and COG’s Climate, Energy, and Environment Policy Committee (CEEPC) in support of EPA’s proposed rule on April 15, 2022.²

Although the NOx reduction benefits from this rule will not be included in the air quality conformity analysis of the region’s Long-Range Transportation Plan until the EPA’s MOTO Vehicle Emission Simulator (MOVES) model is updated with the new standards, the region is, nonetheless, expected to benefit from the new standards. Without this final rule, heavy duty vehicles are expected to contribute 90% of on-road mobile source emissions by 2045. EPA estimates that by 2045, a year by which most of the regulated fleet will have turned over, heavy-duty NOX emissions will be almost 50 percent lower than they would have been without this action. This rule’s emission reductions will reduce air pollution near major roadways, where concentrations of many air pollutants are elevated and where people of color and people with low income are disproportionately exposed.

This is the first of three major actions being taken under EPA’s “Clean Trucks Plan”. In the coming months, EPA intends to release proposals for the remaining two steps in the Clean Trucks Plan. These include the “Phase 3” greenhouse gas (GHG) standards for heavy-duty vehicles beginning in Model Year 2027, as well as the multipollutant standards for light- and medium-duty vehicles beginning in Model Year 2027. Together these rules will put in place stringent long-term standards that will reduce smog, soot, and climate pollution from heavy-duty vehicles and will include consideration of greater adoption of zero-emissions vehicle (ZEV) technologies.

Attachment: [Fact Sheet: Heavy-Duty 2027 and Beyond: Clean Trucks Final Rulemaking \(pdf\)](#)

¹ United States Environmental Protection Agency (EPA) Office of Transportation and Air Quality, “Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards” [EPA-HQ-OAR-2019-0055; FRL-7165-02-OAR]. December 2022. [Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards – Final Rule \(December 20, 2022\) \(epa.gov\)](#)

² Takis Karantonis, Chair, Metropolitan Washington Air Quality Committee (MWAQC), Koran Saines, Chair, Climate, Energy and Environment Policy Committee (CEEPC), and Pamela Sebesky, Chair, National Capital Region Transportation Planning Board (TPB). Letter to Michael S. Regan, Administrator, U.S. Environmental Protection Agency. “Comment on Proposed Rule Regarding Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards; Docket ID No EPA-HQ-OAR-2019-0055” Letter, April 15, 2022.

Heavy-Duty 2027 and Beyond: Clean Trucks Final Rulemaking

This final action “Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards,” adopts new, stronger emissions standards that will reduce nitrogen oxide (NO_x) emissions from the heavy-duty vehicles and engines starting in model year Model Year (MY) 2027. These standards will result in widespread air quality improvements across the U.S., especially in areas already overburdened by air pollution and diesel emissions.

The final program includes new, more stringent emissions standards that cover a wider range of heavy-duty engine operating conditions compared to today’s standards, and it requires these more stringent emissions standards to be met for a larger portion of the time these engines operate on the road. This rule does not include final action regarding the proposed targeted updates to the existing Heavy-Duty Greenhouse Gas Emissions Phase 2 program (HD GHG Phase 2). We intend to consider potential changes to certain HD GHG Phase 2 standards as part of the Phase 3 GHG rulemaking.

The comprehensive national NO_x program for heavy-duty engines and the rigorous regulatory regime established by this rulemaking is based on a robust, complete technical record consistent with the authority set forth in the Clean Air Act. EPA consulted with a wide variety of stakeholders, including State and local governments. Additionally, this final rule provides a comprehensive approach to ensuring the new, much more stringent emissions standards are met during more of the operating life of these vehicles by including provisions for longer useful life for engines and longer emission-related warranty periods for pollution control equipment.

Clean Trucks Plan

This final rule is one of three major actions being taken under EPA’s “Clean Trucks Plan.” Under this plan, the Agency intends to propose two additional rulemakings in 2023 which, when considered cumulatively with this final rule, would put in place stringent long-term standards that would reduce smog, soot, and climate pollution from heavy-duty vehicles and would include consideration of greater adoption of

zero-emissions vehicle technologies. These actions are consistent with President Biden’s Executive Order (E.O.) 14037, Strengthening American Leadership in Clean Cars and Trucks.

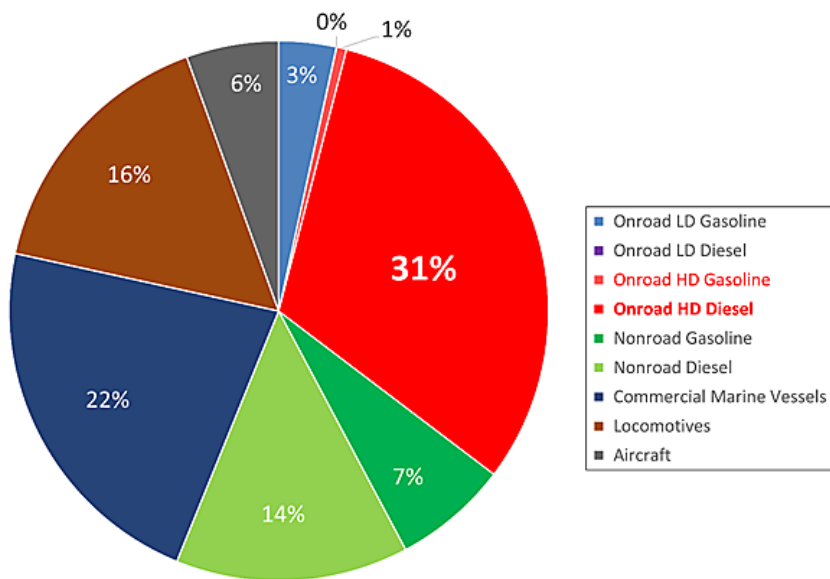
By the end of March 2023, EPA intends to release the proposals for the remaining two steps in the Clean Truck Plan. This includes the proposal for the heavy-duty greenhouse gas (GHG) standards “Phase 3” rule for Model Years 2027 and later, and the multipollutant standards proposal for light- and medium-duty vehicles for Model Years 2027 and later. EPA intends to also issue final decisions in early 2023 regarding several California waiver requests for California’s heavy-duty vehicle and engine emission standards.

Air Quality and Health Impacts of Heavy-Duty Vehicles

Emissions from heavy-duty vehicles contribute to poor air quality and health across the country, especially in overburdened and underserved communities. Without further reductions, heavy-duty vehicles will continue to be one of the largest contributors to mobile source emissions of NOx, which react in the atmosphere to form ozone and particulate matter (PM). Heavy-duty vehicles would contribute 32 percent of the mobile source NOx emissions, and 90% of on-road NOx emissions, in calendar year 2045. These pollutants are linked to respiratory and/or cardiovascular problems and other adverse health impacts that lead to hospital admissions, emergency department visits, and premature deaths.

Pollution from trucks also directly affect people who live near roads and other areas of high truck activity like ports. Populations who live, work, or go to school near high-traffic roadways experience higher rates of numerous adverse health effects. EPA has estimated that 72 million people live within 200 meters of a truck freight route, and, relative to the rest of the population, people of color and those with lower incomes are more likely to live near truck routes. NOx pollution from heavy-duty vehicles also impairs visibility and causes damage to terrestrial and aquatic ecosystems.

Mobile Source NOx



Source: MOVES3 for onroad and nonroad and 2016 Emissions Modeling Platform for all other mobile sectors.

Significant Benefits to Public Health and Welfare

This final rule will deliver significant and needed public health benefits through ambitious standards that are feasible for the trucking industry, with appropriate consideration to cost and other factors. In 2045, this final rule will reduce NO_x emissions from the in-use fleet of heavy-duty trucks by almost 50% and would result in widespread air quality improvements across the U.S., especially in areas already overburdened by air pollution and diesel emissions. Reducing these emissions will provide cleaner air for communities across the country, prevent health issues like asthma, and ultimately save money, lives, and trips to the hospital.

The final rule will result in a present value of the stream of health-related benefits for the years 2027 through 2045 of \$200 billion, assuming a 3% discount rate. EPA estimates that in 2045, the final standards will result in public health benefits by preventing the following annually:

- Between 860 and 2,900 fewer premature deaths
- 6,700 fewer hospital admissions and emergency department visits
- 18,000 fewer cases of asthma onset in children
- 3.1 million fewer cases of asthma symptoms and allergic rhinitis symptoms
- 78,000 fewer lost days of work
- 1.1 million fewer lost school days for children

The benefits of the final rule would exceed its costs by as much as \$29 billion.

Reducing NO_x Emissions from Heavy-duty Vehicles: Final Standards

We are finalizing a program that will begin in MY 2027, which is the earliest year that these new criteria pollutant standards can begin to apply under CAA section 202(a)(3)(C).¹ The final NO_x standards are a single-step program that reflect the greatest degree of emission reduction achievable starting in MY2027, giving appropriate consideration to costs and other statutory factors. The final rule establishes not only new, much more stringent NO_x standards compared to today's standards, but also requires lower NO_x emissions over a much wider range of testing conditions both in the laboratory and when engines are operating on the road. Further, the final standards include longer useful life periods, as well as significant increases in the emissions-related warranty periods. The longer useful life and emissions warranty periods are particularly important for ensuring continued emissions control when the engines are operating on the road. These final standards will result in significant reductions in emissions of NO_x, PM_{2.5}, and other air pollutants across the country, which we project will meaningfully decrease ozone concentrations across the country. We expect the largest improvements in both ozone and PM_{2.5} to occur in areas with the worst baseline air quality, and EPA conducted an analysis that found larger numbers of people of color are projected to reside in these areas.

The final standards and requirements are based on further consideration of the data included in the proposed rule, as well as additional supporting data from our own test programs, and consideration of the extensive public input EPA received in response to the proposed rule. The EPA proposal included two options for the NO_x program. Proposed Option 1 was the more stringent option, and it included new standards and other program elements starting in MY 2027, which were further strengthened in MY 2031. Proposed Option 2 was the less stringent option, with new standards and requirements implemented fully in MY 2027. The final numeric NO_x standards and testing requirements are

¹ CAA section 202(a)(3)(C) requires that standards under CAA section 202(a)(3)(A), such as the standards in this final rule, apply no earlier than 4 years after promulgation, and apply for no less than 3 model years.

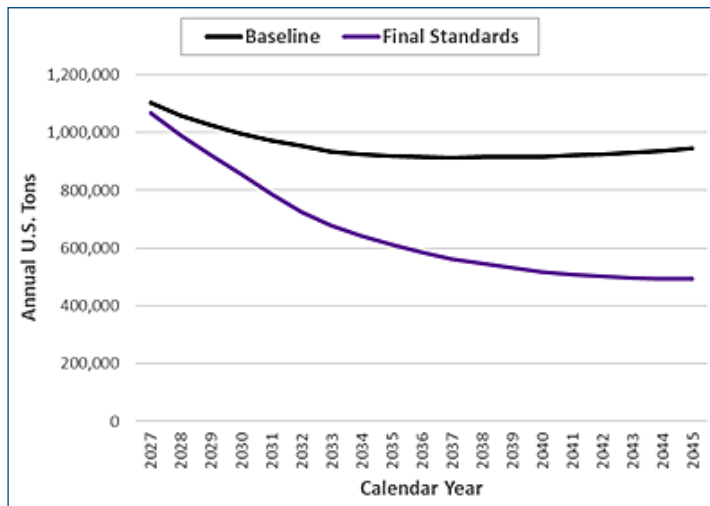
largely consistent with the proposed Option 1 in MY 2027. The final numeric standards and regulatory useful life values will reduce NOx emissions not only when trucks are new, but throughout a longer period of their operational life under real-world conditions. For the smaller engine service-class categories, we are finalizing the longest regulatory useful life and emissions warranty periods proposed, and for the largest engines we are finalizing requirements for useful life and emissions aftertreatment durability demonstration that are significantly longer than required today.

Addressing Emissions Throughout a Heavy-Duty Vehicle’s Operational Life

As part of our comprehensive approach, the final rule includes longer regulatory useful life and emission-related warranty requirements to ensure the final emissions standards will be met through more of the operational life of heavy-duty vehicles. The final rule also includes maintenance and serviceability requirements that more clearly describe owner responsibilities for maintenance and use and provide more information on how to diagnose and repair emission control systems. We expect the new maintenance and serviceability requirements for manufacturers would help operators keep in-use engines and emission control systems working properly to maintain their certified emission levels in the real world.

Data also show that tampering and poor maintenance of the engine’s emission control system after the useful life period is projected to result in NOx emissions that would represent a substantial part of the HD emissions inventory in 2045. To address this problem, as part of our comprehensive approach, the final rule requires manufacturers to design their engines to prevent operators from reprogramming the engine to bypass or disable emission controls (i.e., tamper). The final rule also includes a balanced approach to engine derates related to the SCR emission control system (i.e., SCR inducements). The final SCR inducement program requires engines to provide more advance notice for operators that their SCR system is not working properly, which we believe will encourage ongoing maintenance while limiting frustration due to unexpected engine derates. The requirements for electronic controls and SCR inducements are expected to reduce the risk of operators completely disabling emission control systems and further ensure that the new, emissions standards continue to be met during in-use operations.

National Heavy-duty Vehicle NOx Emissions (Annual US Tons) for Calendar Years Between 2027 and 2045



For More Information

You can access the final rule and related documents on the U.S. Environmental Protection Agency, Office of Transportation and Air Quality webpage at:

<https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-and-related-materials-control-air-pollution>