



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: April 11, 2024

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: April 11, 2024

At its meeting on Friday, April 5, the TPB Steering Committee adopted the following two resolutions approving amendments to the FY 2023–2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement, as requested by the Maryland and Virginia Departments of Transportation (MDOT, and VDOT) and described below.

- TPB SR20-2024 – requested by MDOT to amend three project records on behalf of MDOT’s State Highway Administration (SHA), Maryland Transit Agency (MTA), and Prince George’s County Department of Public Works & Transportation (DPW&T), described respectively below:
 - Areawide Safety and Spot Improvements project grouping (T3084) – this SHA amendment adds a net total of \$82.5 M across all four fiscal years of the program using \$66 M from four FHWA funding sources (NHPP, STBG, HSIP, and CMAQ), and \$16.5 M of state funding.
 - New Charles County Bus Operations and Maintenance Facility project (T13606) – this MTA amendment adds a net total of \$13.375 M in FTA’s Sect. 5307 and Sect. 5311 funding with state and local matching funds for the construction of this new bus facility
 - Lottsford Rd., Bridge No. P-0283 project (T13603) – this DPW&T amendment adds \$500,000 in Bridge Formula Program and local matching funds to fiscal years 2025 and 2026 for preliminary engineering, with an additional \$2 M anticipated to be programmed in FY 2027 and beyond for construction of major repairs and bridge preservation work, bringing the total project cost to \$2.5 M
- TPB SR21-2024 – requested by VDOT on behalf of Virginia Railway Express (VRE) to reprogram state and local funding and add FTA Sect. 5307-SGR funding for a net total increase of approximately \$7.5 M for the Franconia-Springfield Station Improvements project (T11630).

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:

- April 5, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR20-2024 approving three amendments to the TIP, as requested by MDOT
- Adopted resolution SR21 -2024 approving an amendment to the TIP, as requested by VDOT

TPB Steering Committee Attendance – February 2, 2024
(only voting members and alternates listed)

TPB Vice Chair/VA Rep.: James Walkinshaw
Tech. Committee Chair: Amy Garbarini, VDRPT
DDOT: Mark Rawlings, DDOT
MDOT: Kari Snyder, MDOT
VDOT: Amir Shahpar, VDOT



**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 23-37.2 WHICH INCREASES FUNDING FOR STATE HIGHWAY ADMINISTRATION'S (SHA) AREAWIDE SAFETY AND SPOT IMPROVEMENTS PROJECT GROUPING, AND ADDS FUNDING FOR TWO NEW PROJECTS; MARYLAND TRANSIT ADMINISTRATION'S (MTA) NEW CHARLES COUNTY BUS OPERATIONS AND MAINTENANCE FACILITY, AND THE LOTTSFORD ROAD BRIDGE NO. P-0283 PROJECT, SPONSORED BY PRINCE GEORGE'S COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (DPW&T) 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, on behalf of MTA, SHA, and Prince George's County DPW&T, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-37.2 which increases funding for SHA's **Areawide Safety and Spot Improvements project grouping (T3084)**, and adds funding for two new projects: MTA's **New Charles County Bus Operations and Maintenance Facility project (T13606)**, and Prince George's County's **Lottsford Rd., Bridge No. P-0283** project as described at the end of this resolution and in the attached materials; and

WHEREAS, the attached materials include:

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

ATTACHMENT B) Amendment Summary report showing each project's total cost before and after the amendment, the delta, and the percentage increase from the cost before, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Letter from MDOT dated March 27, 2024, requesting the amendments and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-37.2, creating the 37th 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, by definition, the TIP project grouping is not regionally significant since only non-regionally significant projects may be grouped for this purpose, and as such it along with the bus operations and maintenance facility and the bridge project are all exempt from the air quality requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, the additional funds added by this amendment were all accounted for in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 202-2026 TIP; 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 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 23-37.2 which increases funding for SHA's **Areawide Safety and Spot Improvements project grouping (T3084)**, and adds funding for two new projects: MTA's **New Charles County Bus Operations and Maintenance Facility project (T13606)**, and Prince George's County's **Lottsford Rd., Bridge No. P-0283 project (T13603)** as described below and in the attached materials.

- **Areawide Safety and Spot Improvements project grouping (T3084):** This amendment will add a net total of \$82.55 million (approximate breakdown: \$32 M – HSIP, \$12.3 M – NHPP, \$21.5 M – STBG, \$16.5 M – State, and \$177,000 – CMAQ). The 4-year program total increases from \$231.35 M to \$313.9 M.
- **New Charles County Bus Operations and Maintenance Facility project (T13606),** This project adds \$8.8 M in FTA Section 5307 grant funding, \$1.9 M in Section 5311 grant funding, and a combined total of \$2.675 M in state and local matching funds for a total cost of \$13.375 M.
- **Lottsford Rd., Bridge No. P-0283 project (T13603):** This project consists of major repair and bridge preservation work. The project is only funded for preliminary engineering (PE) in fiscal years 2025 and 2026, with \$400,000 in Bridge Formula Program (BFP) funding and \$100,000 in local matching funds. An additional \$2 M is anticipated to be programmed in FY 2027 (\$1.6 M BFP, \$400,000 local match), bringing the total project cost to \$2.5 M.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 5, 2024.
Final approval following review by the full board on Wednesday, April 17, 2024.**

<i>TIP ID</i>	T13606	<i>Lead Agency</i>	Maryland Department of Transportation - Maryland Transit Administration	<i>Project Type</i>	Bus/BRT - Capital/SGR
<i>Project Name</i>	New Charles County Bus Operations and Maintenance Facility	<i>County</i>	Charles	<i>Total Cost</i>	\$14,175,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2027
		<i>Agency Project ID</i>			

Description Construct a new bus operations and maintenance facility for Charles County to support its VanGo transit service. The new facility will be roughly 6.6 acres and include space for approximately fifty-six buses and fifty-one parking spaces for employees and visitors, as well as administrative offices, a maintenance shop, vehicle wash, bus fueling and fare collection structures. Property will not be acquired as part of this project.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		LOCAL	-	-	\$287,500	\$125,000	\$925,000	-	\$1,337,500	\$1,337,500
CON		S. 5307	-	-	\$400,000	\$1,000,000	\$7,400,000	-	\$8,800,000	\$8,800,000
CON		S. 5311	-	-	\$1,900,000	-	-	-	\$1,900,000	\$1,900,000
CON		DC/ STATE	-	-	\$287,500	\$125,000	\$925,000	-	\$1,337,500	\$1,337,500
		<i>Total CON</i>	-	-	\$2,875,000	\$1,250,000	\$9,250,000	-	\$13,375,000	\$13,375,000
		<i>Total Programmed</i>	-	-	\$2,875,000	\$1,250,000	\$9,250,000	-	\$13,375,000	\$13,375,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-37.2	Amendment 2023-2026	4/17/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



**ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
TIP ACTION 23-137.2: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION**

<i>TIP ID</i>	T3084	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	Areawide Safety and Spot Improvements	<i>County</i>	Charles, Frederick, Montgomery, Prince Georges	<i>Total Cost</i>	\$313,902,000
<i>Project Limits</i>		<i>Municipality</i>	City of Frederick, City of Rockville	<i>Completion Date</i>	
		<i>Agency Project ID</i>	AWSS		

Description Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		CMAQ	\$414,000	\$591,000	\$497,000	\$496,000	\$1,998,000	\$1,998,000
PE		HSIP	\$4,688,000	\$5,378,000	\$2,726,000	\$2,445,000	\$15,237,000	\$15,237,000
PE		NHPP	\$9,840,000	\$9,545,000	\$6,655,000	\$3,790,000	\$29,830,000	\$29,830,000
PE		DC/STATE	\$3,488,000	\$4,614,000	\$2,987,000	\$1,569,000	\$12,658,000	\$12,658,000
PE		STBG	\$7,730,000	\$6,338,000	\$6,501,000	\$4,727,000	\$25,296,000	\$25,296,000
		<i>Total PE</i>	\$26,160,000	\$26,466,000	\$19,366,000	\$13,027,000	\$85,019,000	\$85,019,000
ROW		CMAQ	\$9,500	\$9,500	\$9,500	\$9,500	\$38,000	\$38,000
ROW		HSIP	\$359,000	\$359,000	\$334,000	\$299,000	\$1,351,000	\$1,351,000
ROW		NHPP	\$133,000	\$136,000	\$136,000	\$136,000	\$541,000	\$541,000
ROW		DC/STATE	\$111,500	\$92,500	\$78,500	\$72,500	\$355,000	\$355,000
ROW		STBG	\$237,000	\$129,000	\$95,000	\$95,000	\$556,000	\$556,000
		<i>Total ROW</i>	\$850,000	\$726,000	\$653,000	\$612,000	\$2,841,000	\$2,841,000
CON		CMAQ	\$8,282,000	\$4,831,000	\$1,380,000	\$1,380,000	\$15,873,000	\$15,873,000
CON		HSIP	\$8,622,000	\$12,993,000	\$9,201,000	\$5,644,000	\$36,460,000	\$36,460,000
CON		NHPP	\$23,516,000	\$27,757,000	\$14,322,000	\$10,353,000	\$75,948,000	\$75,948,000
CON		DC/STATE	\$4,572,000	\$7,518,000	\$3,388,000	\$2,222,000	\$17,700,000	\$17,700,000
CON		STBG	\$22,086,000	\$32,956,000	\$13,976,000	\$11,043,000	\$80,061,000	\$80,061,000
		<i>Total CON</i>	\$67,078,000	\$86,055,000	\$42,267,000	\$30,642,000	\$226,042,000	\$226,042,000
		<i>Total Programmed</i>	\$94,088,000	\$113,247,000	\$62,286,000	\$44,281,000	\$313,902,000	\$313,902,000

*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-14	Amendment 2023-2026	03/17/2023	N/A	N/A
23-37.2	Amendment 2023-2026	4/17/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$231,351,000 to \$313,902,000



TIP ID T13603
Project Name Lottsford Rd., Bridge No. P-0283 Project
Project Limits 500 Ft. East to Lottsford Vista Rd to 2000 Ft. West to Archer Ln.

Lead Agency Prince Georges County
County Prince Georges
Municipality Suburban MD
Agency Project ID

Project Type Bridge - Preventive Maintenance
Total Cost \$2,500,000
Completion Date 2028

Description Major bridge project that consists of major repair and bridge preservation work.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		BFP	-	-	-	\$300,000	\$100,000	-	\$400,000	\$400,000
PE		LOCAL	-	-	-	\$75,000	\$25,000	-	\$100,000	\$100,000
		<i>Total PE</i>	-	-	-	\$375,000	\$125,000	-	\$500,000	\$500,000
CON		BFP	-	-	-	-	-	\$1,600,000	-	\$1,600,000
CON		LOCAL	-	-	-	-	-	\$400,000	-	\$400,000
		<i>Total CON</i>	-	-	-	-	-	\$2,000,000	-	\$2,000,000
		<i>Total Programmed</i>	-	-	-	\$375,000	\$125,000	\$2,000,000	\$500,000	\$2,500,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-37.2 Amendment 2023-2026	4/17/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

ATTACHMENT B - AMENDMENT SUMMARY REPORT FOR
TIP ACTION 23-37.2: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
Maryland Department of Transportation - State Highway Administration	T3084	Areawide Safety and Spot Improvements	\$231,351,000	\$313,902,000	\$82,551,000	36	Cost change(s) Programming Update	<p style="text-align: center;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: center;">HSIP</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in PE from \$2,616,000 to \$4,688,000 + Increase funds in FFY 23 in ROW from \$193,000 to \$359,000 + Increase funds in FFY 23 in CON from \$3,313,000 to \$8,622,000 + Increase funds in FFY 24 in PE from \$2,126,000 to \$5,378,000 + Increase funds in FFY 24 in ROW from \$147,000 to \$359,000 + Increase funds in FFY 24 in CON from \$6,043,000 to \$12,993,000 + Increase funds in FFY 25 in PE from \$979,000 to \$2,726,000 + Increase funds in FFY 25 in ROW from \$140,000 to \$334,000 + Increase funds in FFY 25 in CON from \$2,054,000 to \$9,201,000 + Increase funds in FFY 26 in PE from \$1,565,000 to \$2,445,000 + Increase funds in FFY 26 in ROW from \$127,000 to \$299,000 + Increase funds in FFY 26 in CON from \$1,686,000 to \$5,644,000 <p style="text-align: center;">NHPP</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in PE from \$6,046,000 to \$9,840,000 + Increase funds in FFY 24 in PE from \$5,364,000 to \$9,545,000 + Increase funds in FFY 25 in PE from \$3,565,000 to \$6,655,000 + Increase funds in FFY 26 in PE from \$2,572,000 to \$3,790,000 <p style="text-align: center;">STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$1,389,000 to \$6,338,000 + Increase funds in FFY 24 in CON from \$22,086,000 to \$32,956,000 + Increase funds in FFY 25 in PE from \$2,761,000 to \$6,501,000 + Increase funds in FFY 26 in PE from \$2,761,000 to \$4,727,000 <p style="text-align: center;">CMAQ</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$414,000 to \$591,000 <p style="text-align: center;">DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in PE from \$2,022,000 to \$3,488,000 + Increase funds in FFY 23 in ROW from \$70,500 to \$111,500 + Increase funds in FFY 23 in CON from \$3,245,000 to \$4,572,000 + Increase funds in FFY 24 in PE from \$1,475,000 to \$4,614,000 + Increase funds in FFY 24 in ROW from \$39,500 to \$92,500 + Increase funds in FFY 24 in CON from \$3,063,000 to \$7,518,000 + Increase funds in FFY 25 in PE from \$843,000 to \$2,987,000 + Increase funds in FFY 25 in ROW from \$30,500 to \$78,500 + Increase funds in FFY 25 in CON from \$1,601,000 to \$3,388,000 + Increase funds in FFY 26 in PE from \$554,000 to \$1,569,000 + Increase funds in FFY 26 in ROW from \$29,500 to \$72,500 + Increase funds in FFY 26 in CON from \$1,233,000 to \$2,222,000 <p style="text-align: center;"><i>Total project cost increased from \$231,351,000 to \$313,902,000</i></p>

**ATTACHMENT B - AMENDMENT SUMMARY REPORT FOR
TIP ACTION 23-37.2: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION**

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
Maryland Department of Transportation - Maryland Transit Administration	T13606	New Charles County Bus Operations and Maintenance Facility	\$0	\$13,375,000	\$13,375,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ► Add funds in FFY 24 in CON for \$287,500 ► Add funds in FFY 25 in CON for \$125,000 ► Add funds in FFY 26 in CON for \$925,000 DC/STATE ► Add funds in FFY 24 in CON for \$287,500 ► Add funds in FFY 25 in CON for \$125,000 ► Add funds in FFY 26 in CON for \$925,000 S. 5307 ► Add funds in FFY 24 in CON for \$400,000 ► Add funds in FFY 25 in CON for \$1,000,000 ► Add funds in FFY 26 in CON for \$7,400,000 S. 5311 ► Add funds in FFY 24 in CON for \$1,900,000 <i>Total project cost \$13,375,000</i>
Prince Georges County	T13603	Lottsford Rd., Bridge No. P-0283 Project	\$0	\$2,500,000	\$2,500,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ► Add funds in FFY 25 in PE for \$75,000 ► Add funds in FFY 26 in PE for \$25,000 ► Add funds in FFY 27 in CON for \$400,000 BFP ► Add funds in FFY 25 in PE for \$300,000 ► Add funds in FFY 26 in PE for \$100,000 ► Add funds in FFY 27 in CON for \$1,600,000 <i>Total project cost \$2,500,000</i>
TOTAL			\$231,351,000	\$329,777,000	\$98,426,000			

March 27, 2024

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

Dear Chair Henderson:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one existing and two new projects in the FY 2023-2026 TPB TIP on behalf of the Maryland Transit Administration (MTA), the State Highway Administration (SHA), and the Prince George’s County Department of Public Works and Transportation (DPW&T) as described below and in the attached memo.

This action reflects MTA’s, SHA’s, and DPW&T’s updated programmed expenditures and project schedules from FY 2023 to FY 2026 by increasing the funding in SHA’s areawide project for Safety and Spot Improvements and by adding a Bus Operations and Maintenance Facility in Charles County and a bridge replacement project in Prince George’s County, with the associated funds to both the years of the TIP and beyond. These new projects are not included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045; however, they are not regionally significant enough to affect the air quality determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
13606	New Charles County Bus Operations and Maintenance Facility	\$13,375	Adds new project and new 5307, 5311, and matching funds.
3084	Areawide Safety and Spot Improvements	\$82,551	Adds new preliminary engineering, right-of-way, and construction funds
13603	Lottsford Road Bridge project	\$500	Adds new project and new preliminary engineering and construction funds.

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

The Honorable Christina Henderson
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 me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive style with a large, prominent "K" and "S".

Kari Snyder
Regional Planner
Office of Planning and Capital Programming (OPCP)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

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

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

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

DATE: MARCH 21, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2023-2026
TRANSPORTATION PLANNING BOARD (TPB)
TPBTRANSPORTATION 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 and amend the FY 2022-2025 STIP. This amendment will add \$8.8 million in 5307 funding, \$1.9 million in 5311 funding, \$1.3 million in local funding, and \$1.3 million in state funding to FYs 2024 through 2026.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T13606	New Charles County Bus Operations and Maintenance Facility	CO	\$13,375,000

ANALYSIS

The New Charles County Bus Operations and Maintenance Facility is a new project, which the MTA is requesting to add to the FY 2023-FY2026 TIP. The project will construct a new operations and maintenance facility for Charles County's locally operated transit system, VanGo. This amendment will add \$1.9 million in 5311 funding, \$230,500 in local funding, and \$230,500 in state funding for a total of \$13,375,00 within the FY 2023-2026 TIP. Prior to the project's inclusion within the TIP as a standalone project, \$640,000 was spent in 5307 funds with \$160,000 in matching State and Local contributions. The total project cost is \$14,175,000.

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 modify the FY 2023-2026 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, MTA Office of Statewide Planning, 917-214-1150 or via email at smiller6@mdot.maryland.gov.

ATTACHMENTS

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

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Stephen P. Miller, Chief of Strategic Planning, Office of Statewide Planning, MTA
Ms. Amanda Wilson, Grants Administrator, Capital Programming and Asset Management, MTA

TPB TIP FY 2023-2026

MDOT TIP ID: T13606

SUMMARY TABLE

Project: New Charles County Bus Operations and Maintenance Facility	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	A	Exempt		Federal	State/Local	Total
				\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	TPB	N/a	Federal	State/Local	Total
				\$ 10,700	\$ 2,675	\$ 13,375
Description	Construct a new bus operations and maintenance facility for Charles County to support its VanGo transit service. The new facility will be roughly 6.6 acres and include space for approximately fifty-six buses and fifty-one parking spaces for employees and visitors, as well as administrative offices, a maintenance shop, vehicle wash, bus fueling and fare collection structures. Property will not be acquired as part of this project.					
Justification	The project will support bus operations within Charles County.					

INDIVIDUAL REQUEST FORM

<p>STIP/TIP Amendment Criteria</p> <p><input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP</p> <p><input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change</p> <p><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP</p> <p><input type="checkbox"/> D) Other</p>		Funding	FY 2023	FY 2024	FY 2025	FY 2026	Total
	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ 2,875	\$ 1,250	\$ 9,250	\$ 13,375
		Federal	\$ -	\$ 2,300	\$ 1,000	\$ 7,400	\$ 10,700
	State/Local	\$ -	\$ 575	\$ 250	\$ 1,850	\$ 2,675	
Change (000s)	Total	\$ -	\$ 2,875	\$ 1,250	\$ 9,250	\$ 13,375	
	Federal	\$ -	\$ 2,300	\$ 1,000	\$ 7,400	\$ 10,700	
	State/Local	\$ -	\$ 575	\$ 250	\$ 1,850	\$ 2,675	

PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTHER	Section 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Section 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTHER	Section 5307	\$ -	\$ -	\$ 400	\$ -	\$ 1,000	\$ -	\$ 7,400	\$ -	\$ 8,800	\$ -	\$ 8,800
	Section 5311	\$ -	\$ -	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,900	\$ -	\$ 1,900
	Local	\$ -	\$ -	\$ -	\$ 288	\$ -	\$ 125	\$ -	\$ 925	\$ -	\$ 1,338	\$ 1,338
	State	\$ -	\$ -	\$ -	\$ 288	\$ -	\$ 125	\$ 925	\$ -	\$ -	\$ 1,338	\$ 1,338
Total		\$ -	\$ -	\$ 2,300	\$ 575	\$ 1,000	\$ 250	\$ 7,400	\$ 1,850	\$ 10,700	\$ 2,675	\$ 13,375

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	Section 5307	\$ -	\$ -	\$ 400	\$ -	\$ 1,000	\$ -	\$ 7,400	\$ -	\$ 8,800	\$ -	\$ 8,800
	Section 5311	\$ -	\$ -	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,900	\$ -	\$ 1,900
	Local	\$ -	\$ -	\$ -	\$ 288	\$ -	\$ 125	\$ -	\$ 925	\$ -	\$ 1,338	\$ 1,338
	State	\$ -	\$ -	\$ -	\$ 288	\$ -	\$ 125	\$ 925	\$ -	\$ -	\$ 1,338	\$ 1,338
Total		\$ -	\$ -	\$ 2,300	\$ 575	\$ 1,000	\$ 250	\$ 7,400	\$ 1,850	\$ 10,700	\$ 2,675	\$ 13,375

TOTAL PROJECT COST

Prior Cost (≤ FY 2023)		TIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ 640	Federal	\$ 10,700	Federal	\$ -	Federal	\$ 11,340
State/Local	\$ 160	State/Local	\$ 2,675	State/Local	\$ -	State/Local	\$ 2,835
Total	\$ 800	Total	\$ 13,375	Total	\$ -	Total	\$ 14,175

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T13606

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	New Charles County Bus Operations and Maintenance Facility	A	Exempt	Federal	State/Local	Total
				\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	TPB	N/a	Federal	State/Local	Total
				\$ 3,300	\$ 825	\$ 4,125
Description	Construct a new bus operations and maintenance facility for Charles County to support its VanGo transit service. The new facility will be roughly 6.6 acres and include space for approximately fifty-six buses and fifty-one parking spaces for employees and visitors, as well as administrative offices, a maintenance shop, vehicle wash, bus fueling and fare collection structures. Property will not be acquired as part of this project.					
Justification	The project will support bus operations within Charles County.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total	
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current	Total	\$ -	\$ -	\$ -	\$ -	
		Federal	\$ -	\$ -	\$ -	\$ -	
		State/Local	\$ -	\$ -	\$ -	\$ -	
	Proposed	Total	\$ -	\$ -	\$ 2,875	\$ 1,250	\$ 4,125
		Federal	\$ -	\$ -	\$ 2,300	\$ 1,000	\$ 3,300
		State/Local	\$ -	\$ -	\$ 575	\$ 250	\$ 825
	Change	Total	\$ -	\$ -	\$ 2,875	\$ 1,250	\$ 4,125
		Federal	\$ -	\$ -	\$ 2,300	\$ 1,000	\$ 3,300
		State/Local	\$ -	\$ -	\$ 575	\$ 250	\$ 825

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
OTHER	Section 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Section 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed												
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
OTHER	Section 5307	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ -	\$ 1,000	\$ -	\$ 1,400	\$ -	\$ 1,400
	Section 5311	\$ -	\$ -	\$ -	\$ -	\$ 1,900	\$ -	\$ -	\$ -	\$ 1,900	\$ -	\$ 1,900
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 288	\$ -	\$ 125	\$ -	\$ 413	\$ 413
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 288	\$ -	\$ 125	\$ -	\$ 413	\$ 413
Total		\$ -	\$ -	\$ -	\$ -	\$ 2,300	\$ 575	\$ 1,000	\$ 250	\$ 3,300	\$ 825	\$ 4,125

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
OTHER	Section 5307	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ -	\$ 1,000	\$ -	\$ 1,400	\$ -	\$ 1,400
	Section 5311	\$ -	\$ -	\$ -	\$ -	\$ 1,900	\$ -	\$ -	\$ -	\$ 1,900	\$ -	\$ 1,900
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 288	\$ -	\$ 125	\$ -	\$ 413	\$ 413
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 288	\$ -	\$ 125	\$ -	\$ 413	\$ 413
Total		\$ -	\$ -	\$ -	\$ -	\$ 2,300	\$ 575	\$ 1,000	\$ 250	\$ 3,300	\$ 825	\$ 4,125

TOTAL PROJECT COST															
Prior Cost (≤ FY 2021)				STIP Cost (FY 2025-2028)				Balance to Complete (≥ FY 2026)				Total Project Cost			
Federal		\$	640	Federal		\$	3,300	Federal		\$	7,400	Federal		\$	11,340
State/Local		\$	160	State/Local		\$	825	State/Local		\$	1,850	State/Local		\$	2,835
Total		\$	800	Total		\$	4,125	Total		\$	9,250	Total		\$	14,175

MEMORANDUM

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

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

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *TJP* 3/27/2024
ACTING CHIEF TARA PENDERS

SUBJECT: REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE NATIONAL
CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) FY 2023-
2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND
NOTIFICATION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)

DATE: MARCH 27, 2024

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPCP approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T3084	Areawide Safety and Spot Improvements	PE	\$38,830,000
		RW	\$929,000
		CO	\$42,792,000

ANALYSIS

Areawide Safety and Spot Improvements (TPB 3084) – This requested amendment reflects the addition of \$82,551,000 in funds to the FY 2023-2026 TPB TIP, which includes \$38,830,000 in funds for preliminary engineering, \$929,000 in funds for right-of-way, and \$42,792,000 in funds for construction to accommodate SHA updated programmed project expenditures and project schedules in FY 2023-2026. The project’s total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$231,351,000 to \$313,902,000.

Ms. Heather Murphy
Page Two

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 Mr. David Rodgers, SHA RIPD Regional Planner, at 410-545-5670 or drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP project T3084 report
- FY 2022-2025 Maryland STIP project TPB 3084 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Mr. David Rodgers, Regional Planner, RIPD, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA
Mr. David Schlie, Regional Planner, RIPD, SHA



National Capital Region Transportation Planning Board
 FY 2023-2026 Transportation Improvement Program
 Maryland Department of Transportation - State Highway Administration
 ALL 23TIP TIP ACTIONS

TIP ID T3084
Project Name Areawide Safety and Spot Improvements
Project Limits
Description Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

Lead Agency Maryland Department of Transportation - State Highway Administration
County Charles, Frederick, Montgomery, Prince Georges
Municipality City of Frederick, City of Rockville
Agency Project ID AWSS

Project Type Road - Other Improvement
Total Cost \$313,902,000
Completion Date

Phase	AC/ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		CMAQ	\$414,000	\$591,000	\$497,000	\$496,000	\$1,998,000	\$1,998,000
PE		HSIP	\$4,688,000	\$5,378,000	\$2,726,000	\$2,445,000	\$15,237,000	\$15,237,000
PE		NHPP	\$9,840,000	\$9,545,000	\$6,655,000	\$3,790,000	\$29,830,000	\$29,830,000
PE		DC/STATE	\$3,488,000	\$4,614,000	\$2,987,000	\$1,569,000	\$12,658,000	\$12,658,000
PE		STBG	\$7,730,000	\$6,338,000	\$6,501,000	\$4,727,000	\$25,296,000	\$25,296,000
		Total PE	\$26,160,000	\$26,466,000	\$19,366,000	\$13,027,000	\$85,019,000	\$85,019,000
ROW		CMAQ	\$9,500	\$9,500	\$9,500	\$9,500	\$38,000	\$38,000
ROW		HSIP	\$359,000	\$359,000	\$334,000	\$299,000	\$1,351,000	\$1,351,000
ROW		NHPP	\$133,000	\$136,000	\$136,000	\$136,000	\$541,000	\$541,000
ROW		DC/STATE	\$111,500	\$92,500	\$78,500	\$72,500	\$355,000	\$355,000
ROW		STBG	\$237,000	\$129,000	\$95,000	\$95,000	\$556,000	\$556,000
		Total ROW	\$850,000	\$726,000	\$653,000	\$612,000	\$2,841,000	\$2,841,000
CON		CMAQ	\$8,282,000	\$4,831,000	\$1,380,000	\$1,380,000	\$15,873,000	\$15,873,000
CON		HSIP	\$8,622,000	\$12,993,000	\$9,201,000	\$5,644,000	\$36,460,000	\$36,460,000
CON		NHPP	\$23,516,000	\$27,757,000	\$14,322,000	\$10,353,000	\$75,948,000	\$75,948,000
CON		DC/STATE	\$4,572,000	\$7,518,000	\$3,388,000	\$2,222,000	\$17,700,000	\$17,700,000
CON		STBG	\$22,086,000	\$32,956,000	\$13,976,000	\$11,043,000	\$80,061,000	\$80,061,000
		Total CON	\$67,078,000	\$86,055,000	\$42,267,000	\$30,642,000	\$226,042,000	\$226,042,000
		Total Programmed	\$94,088,000	\$113,247,000	\$62,286,000	\$44,281,000	\$313,902,000	\$313,902,000

*Not Location Specific

Version History

Current Change Reason

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-14	Amendment 2023-2026	03/17/2023	N/A	N/A
23-37.2	Amendment 2023-2026	Pending	Pending	N/A

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):
 Total project cost increased from \$231,351,000 to \$313,902,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 3084 MC# 22-39 Appvd. 9/7/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Areawide Safety and Spot Improvements (AWSS)	B	Exempt	n/a	\$ 184,923	\$ 12,388	\$ 197,311
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	A-34 FY 2024	\$ 57,850	\$ 14,460	\$ 72,310
Description	Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.					
Justification	Areawide project funding flows by major federal funding program included in the FY2023-2026 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with CMAQ, HSIP, NHPP, and STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
		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 [Administrative modification to add and shift federal/state construction funding]	Current (000s)	Total	\$ -	\$ 79,913	\$ 75,009	\$ 42,389	\$ 197,311	
		Federal	\$ -	\$ 74,576	\$ 70,432	\$ 39,915	\$ 184,923	
		State/Local	\$ -	\$ 5,337	\$ 4,577	\$ 2,474	\$ 12,388	
		Total	\$ -	\$ 94,088	\$ 113,247	\$ 62,286	\$ 269,621	
		Federal	\$ -	\$ 85,917	\$ 101,023	\$ 55,833	\$ 242,773	
		State/Local	\$ -	\$ 8,171	\$ 12,224	\$ 6,453	\$ 26,848	
	Change (000s)	Total	\$ -	\$ 14,175	\$ 38,238	\$ 19,897	\$ 72,310	
		Federal	\$ -	\$ 11,341	\$ 30,591	\$ 15,918	\$ 57,850	
		State/Local	\$ -	\$ 2,834	\$ 7,647	\$ 3,979	\$ 14,460	



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	CMAQ	\$ -	\$ -	\$ 414	\$ -	\$ 414	\$ -	\$ 497	\$ -	\$ 1,325	\$ -	\$ 1,325
	HSIP	\$ -	\$ -	\$ 2,616	\$ -	\$ 2,126	\$ -	\$ 979	\$ -	\$ 5,721	\$ -	\$ 5,721
	NHPP	\$ -	\$ -	\$ 6,046	\$ -	\$ 5,364	\$ -	\$ 3,565	\$ -	\$ 14,975	\$ -	\$ 14,975
	STBG	\$ -	\$ -	\$ 7,730	\$ -	\$ 1,389	\$ -	\$ 2,761	\$ -	\$ 11,880	\$ -	\$ 11,880
	State	\$ -	\$ -	\$ -	\$ 2,022	\$ -	\$ 1,475	\$ -	\$ 843	\$ -	\$ 4,340	\$ 4,340
RW	CMAQ	\$ -	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 30	\$ -	\$ 30
	HSIP	\$ -	\$ -	\$ 193	\$ -	\$ 147	\$ -	\$ 140	\$ -	\$ 480	\$ -	\$ 480
	NHPP	\$ -	\$ -	\$ 133	\$ -	\$ 136	\$ -	\$ 136	\$ -	\$ 405	\$ -	\$ 405
	STBG	\$ -	\$ -	\$ 237	\$ -	\$ 129	\$ -	\$ 95	\$ -	\$ 461	\$ -	\$ 461
	State	\$ -	\$ -	\$ -	\$ 70	\$ -	\$ 39	\$ -	\$ 30	\$ -	\$ 139	\$ 139
CO	CMAQ	\$ -	\$ -	\$ 8,282	\$ -	\$ 4,831	\$ -	\$ 1,380	\$ -	\$ 14,493	\$ -	\$ 14,493
	HSIP	\$ -	\$ -	\$ 3,313	\$ -	\$ 6,043	\$ -	\$ 2,054	\$ -	\$ 11,410	\$ -	\$ 11,410
	NHPP	\$ -	\$ -	\$ 23,516	\$ -	\$ 27,757	\$ -	\$ 14,322	\$ -	\$ 65,595	\$ -	\$ 65,595
	STBG	\$ -	\$ -	\$ 22,086	\$ -	\$ 22,086	\$ -	\$ 13,976	\$ -	\$ 58,148	\$ -	\$ 58,148
	State	\$ -	\$ -	\$ -	\$ 3,245	\$ -	\$ 3,063	\$ -	\$ 1,601	\$ -	\$ 7,909	\$ 7,909
Total		\$ -	\$ -	\$ 74,576	\$ 5,337	\$ 70,432	\$ 4,577	\$ 39,915	\$ 2,474	\$ 184,923	\$ 12,388	\$ 197,311

MARYLAND STATEWIDE TIP FY 2022-2025

PHASE DETAIL

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	CMAQ	\$ -	\$ -	\$ 414	\$ -	\$ 591	\$ -	\$ 497	\$ -	\$ 1,502	\$ -	\$ 1,502
	HSIP	\$ -	\$ -	\$ 4,688	\$ -	\$ 5,378	\$ -	\$ 2,726	\$ -	\$ 12,792	\$ -	\$ 12,792
	NHPP	\$ -	\$ -	\$ 9,840	\$ -	\$ 9,545	\$ -	\$ 6,655	\$ -	\$ 26,040	\$ -	\$ 26,040
	STBG	\$ -	\$ -	\$ 7,730	\$ -	\$ 6,338	\$ -	\$ 6,501	\$ -	\$ 20,569	\$ -	\$ 20,569
	State	\$ -	\$ -	\$ -	\$ 3,488	\$ -	\$ 4,614	\$ -	\$ 2,987	\$ -	\$ 11,089	\$ 11,089
RW	CMAQ	\$ -	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 30	\$ -	\$ 30
	HSIP	\$ -	\$ -	\$ 359	\$ -	\$ 359	\$ -	\$ 334	\$ -	\$ 1,052	\$ -	\$ 1,052
	NHPP	\$ -	\$ -	\$ 133	\$ -	\$ 136	\$ -	\$ 136	\$ -	\$ 405	\$ -	\$ 405
	STBG	\$ -	\$ -	\$ 237	\$ -	\$ 129	\$ -	\$ 95	\$ -	\$ 461	\$ -	\$ 461
	State	\$ -	\$ -	\$ -	\$ 111	\$ -	\$ 92	\$ -	\$ 78	\$ -	\$ 281	\$ 281
CO	CMAQ	\$ -	\$ -	\$ 8,282	\$ -	\$ 4,831	\$ -	\$ 1,380	\$ -	\$ 14,493	\$ -	\$ 14,493
	HSIP	\$ -	\$ -	\$ 8,622	\$ -	\$ 12,993	\$ -	\$ 9,201	\$ -	\$ 30,816	\$ -	\$ 30,816
	NHPP	\$ -	\$ -	\$ 23,516	\$ -	\$ 27,757	\$ -	\$ 14,322	\$ -	\$ 65,595	\$ -	\$ 65,595
	STBG	\$ -	\$ -	\$ 22,086	\$ -	\$ 32,956	\$ -	\$ 13,976	\$ -	\$ 69,018	\$ -	\$ 69,018
	State	\$ -	\$ -	\$ -	\$ 4,572	\$ -	\$ 7,518	\$ -	\$ 3,388	\$ -	\$ 15,478	\$ 15,478
Total		\$ -	\$ -	\$ 85,917	\$ 8,171	\$ 101,023	\$ 12,224	\$ 55,833	\$ 6,453	\$ 242,773	\$ 26,848	\$ 269,621

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	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 177	\$ -	\$ -	\$ -	\$ 177	\$ -	\$ 177
	HSIP	\$ -	\$ -	\$ 2,072	\$ -	\$ 3,252	\$ -	\$ 1,747	\$ -	\$ 7,071	\$ -	\$ 7,071
	NHPP	\$ -	\$ -	\$ 3,794	\$ -	\$ 4,181	\$ -	\$ 3,090	\$ -	\$ 11,065	\$ -	\$ 11,065
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 4,949	\$ -	\$ 3,740	\$ -	\$ 8,689	\$ -	\$ 8,689
	State	\$ -	\$ -	\$ -	\$ 1,466	\$ -	\$ 3,139	\$ -	\$ 2,144	\$ -	\$ 6,749	\$ 6,749
RW	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ 166	\$ -	\$ 212	\$ -	\$ 194	\$ -	\$ 572	\$ -	\$ 572
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ 41	\$ -	\$ 53	\$ -	\$ 48	\$ -	\$ 142	\$ 142
CO	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ 5,309	\$ -	\$ 6,950	\$ -	\$ 7,147	\$ -	\$ 19,406	\$ -	\$ 19,406
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 10,870	\$ -	\$ -	\$ -	\$ 10,870	\$ -	\$ 10,870
	State	\$ -	\$ -	\$ -	\$ 1,327	\$ -	\$ 4,455	\$ -	\$ 1,787	\$ -	\$ 7,569	\$ 7,569
Total		\$ -	\$ -	\$ 11,341	\$ 2,834	\$ 30,591	\$ 7,647	\$ 15,918	\$ 3,979	\$ 57,850	\$ 14,460	\$ 72,310

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 242,773	Federal	\$ 40,418	Federal	\$ 283,191
State/Local	\$ -	State/Local	\$ 26,848	State/Local	\$ 3,863	State/Local	\$ 30,711
Total	\$ -	Total	\$ 269,621	Total	\$ 44,281	Total	\$ 313,902



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Angela D. Alsobrooks
County Executive

Michael D. Johnson, P.E.
Director

March 19, 2024

The Honorable Cristina Henderson, 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 Henderson:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of this amendment is to add the Lottsford Road Bridge project to the FY 2023-2026 TIP. This major bridge repair project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 federal/local split with the remaining funding to come from Prince George's County. This bridge was built in 1989 and the superstructure elements are in poor condition, making this project eligible for major repair and bridge preservation activities to be delivered by this project.

An amount of \$500,000 will be programmed for the current TIP (FY 2023-2026). An additional \$2,000,000 will be programmed for FY 2027 for a total project cost of \$2,500,000. This project is to be designated "not regionally significant" as there is no capacity increase associated with this project and does not require conformity testing.

Prince George's County requests that this amendment be approved by the TPB Steering Committee at its April 5, 2024 meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Victor Weissberg at (240) 508-9813 or vweissberg@co.pg.md.us or Erv Beckert at (240) 508-9610 or etbeckert@co.pg.md.us.

Sincerely,

Michael D. Johnson

Michael D. Johnson, P.E.,
Director, Prince George's County DPW&T

Attachment

cc: Kanti Srikanth, Director of Transportation, MWCOG
Oluseyi Olugbenle, Deputy Director, DPW&T
Victor Weissberg, Special Assistant to the Director, DPW&T
Kate Mazzara, P.E., Associate Director, OEPM, DPW&T
Erv T. Beckert, P.E., Chief, Highway and Bridge Design Division (HBDD), OEPM, DPW&T
Nawaf E. Esayed, P.E., Bridge Program Manager, HBDD, OEPM, DPW&T
Kari Snyder, Regional Planner, Office of Planning and Capital Programming, MDOT
Lyn Erickson, Plan Development and Coordination Program Director, MWCOG

9400 Peppercorn Place, Suite 300, Largo, Maryland 20774
(301) 883-5600 FAX (301) 883 -5709 Maryland Relay 711

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 23-37.3 WHICH ADDS FUNDING FOR A NEW PROJECT: THE VIRGINIA RAILWAY EXPRESS (VRE) FRANCONIA-SPRINGFIELD STATION IMPROVEMENTS PROJECT AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) ON BEHALF OF 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, on VRE's behalf, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-37.3 which removes approximately \$1.18 million in local funds and adds \$2.67 million in state funding and \$5.96 million in FTA Section 5337-SGR funding for a net total increase of \$7.45 million, bringing the revised total cost to \$32.8 million, as described in the attached materials:

WHEREAS, the attached materials include:

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

ATTACHMENT B) Amendment Summary report showing project's total cost before and after the amendment, the delta, and the percentage increase from the cost before, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Letter from VDOT dated January 23, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-37.3, creating the 37th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this project is exempt from the air quality 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 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 23-37.3 which removes approximately \$1.18 million in local funds and adds \$2.67 million in state funding and \$5.96 million in FTA Section 5337-SGR funding for a net total increase of \$7.45 million, bringing the revised total cost to \$32.8 million, as described the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 5, 2024.
Final approval following review by the full board on Wednesday, April 5, 2024.**



<i>TIP ID</i>	T11630	<i>Lead Agency</i>	VRE	<i>Project Type</i>	Rail/Fixed Guideways - Capital/SGR
<i>Project Name</i>	VRE Franconia-Springfield Station Improvements	<i>County</i>		<i>Total Cost</i>	\$32,802,556
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2026
		<i>Agency Project ID</i>			

Description Design and construct an extension to the existing VRE Franconia-Springfield Station west platform (adjacent to the WMATA Metrorail Station), an extension to the existing east platform, and a new pedestrian ramp and tunnel entrance at the east platform. These improvements will enable the station to serve trains up to eight cars long and improve pedestrian flows to allow for improved operational efficiency. The tunnel will maintain continuous, safe pedestrian access to the VRE Station when the Franconia to Occoquan Third Track (TIP ID 6706) is constructed by others, which will block existing access from the east to the VRE east platform.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NVTA	-	\$3,310,920	-	-	-	-	\$3,310,920	\$3,310,920
	<i>Total PE</i>	-	\$3,310,920	-	-	-	-	\$3,310,920	\$3,310,920
CON	LOCAL	-	-	\$792,102	-	-	-	\$792,102	\$792,102
CON	NVTA	-	\$9,689,080	-	-	-	-	\$9,689,080	\$9,689,080
CON	S. 5337- SGR	-	-	\$15,842,045	-	-	-	\$15,842,045	\$15,842,045
CON	DC/STATE	-	-	\$3,168,409	-	-	-	\$3,168,409	\$3,168,409
	<i>Total CON</i>	-	\$9,689,080	\$19,802,556	-	-	-	\$29,491,636	\$29,491,636
	<i>Total Programmed</i>	-	\$13,000,000	\$19,802,556	-	-	-	\$32,802,556	\$32,802,556



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-17.3 Amendment 2023-2026	05/17/2023	Pending	Pending
23-37.3 Amendment 2023-2026	4/17/24	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$25,351,100 to \$32,802,556

ATTACHMENT B

**Summary Report for TIP Action 23-37.3 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11630	VRE Franconia-Springfield Station Improvements	\$25,351,100	\$32,802,556	\$7,451,456	29	Programming Update	<p align="right">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p align="right">LOCAL</p> <p align="right">- Decrease funds in FFY 24 in CON from \$1,976,176 to \$792,102</p> <p align="right">DC/STATE</p> <p align="right">+ Increase funds in FFY 24 in CON from \$494,044 to \$3,168,409</p> <p align="right">S. 5337-SGR</p> <p align="right">+ Increase funds in FFY 24 in CON from \$9,880,880 to \$15,842,045</p> <p align="right"><i>Total project cost increased from \$25,351,100 to \$32,802,556</i></p>



COMMONWEALTH of VIRGINIA

Jennifer B. DeBruhl
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
(800) 828-1120 (TDD)

April 2, 2024

The Honorable Christina Henderson, Chair
Chair, National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4202

RE: FY2023-2026 Transportation Improvement Program (TIP) Amendment:
VRE Franconia-Springfield Station Improvements (TIP ID: T11630 / STIP ID: VRE0016)

Dear Chair Henderson:

The Virginia Department of Rail and Public Transportation (DRPT) requests an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) to reflect project funding updates.

VRE Franconia-Springfield Station Improvements (TIP ID T11630/STIP ID VRE0016)

The proposed amendment is needed due to an updated cost estimate for the project that resulted in an increase in the project cost. The funding source is existing, allocated VRE Section 5337 Formula funds and the TIP will remain fiscally constrained. The project does not add railroad capacity and is exempt from air quality conformity analysis. No public review and comment are required although VRE solicits public comment at all Operations Board meetings including the December 15, 2023 meeting where the VRE FY2026-2030 Capital Improvement Program, which includes the project, was adopted by the VRE Operations Board. The proposed amendment will:

- Add \$11,121,123 (Section 5337) FFY 24 for CON Phase
- Add \$2,234,225 (State Funds) FFY24 for CON Phase
- Add \$556,056 (Local Funds) FFY24 for CON Phase

DRPT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on April 5, 2025. DRPT's representative will be available to answer any questions about this amendment request. Upon formal adoption from the Transportation Planning Board, the DRPT FY24-27 STIP will be updated to reflect the amended project. Thank you for your consideration of this matter.

The Honorable Christina Henderson

April 2, 2024

Page 2

Thank you for your assistance in facilitating this amendment action. Should you have any questions, please reach out to me at (703) 253-3334 or at amy.garbarini@drpt.virginia.gov.

Sincerely,

Amy Garbarini,
Northern Virginia Transit Planning Manager

CC: Regina Moore, VDOT
Maria Sinner, VDOT
Amir Shahpar, VDOT
Cynthia Porter Johnson, PRTC
Christine Hoeffner, VRE
Mark Schofield, VRE
Andrew Austin, MWCOG



March 21, 2024

Ms. Amy Gabarini
NOVA Transit Planning Manager
Virginia Department of Rail and Public Transportation
1725 Duke St., Alexandria, VA 22314

Dear Ms. Gabarini:

The Potomac & Rappahannock Transportation Commission (PRTC) and Virginia Railway Express (VRE) requests amendment to the National Capital Region Transportation Planning Board (TPB) FY 2023-2026 Transportation Improvement Program (TIP) and Virginia Department of Rail and Public Transportation (DRPT) FY 2024-2027 STIP to reflect the following project funding update.

The amendment will modify and add Federal Section 5337 funding, including non-Federal match, for the **VRE Rail/Fixed Guideways – Capital/SGR TIP ID: T11630 STIP ID: VRE0016, VRE Franconia-Springfield Station Improvements** as outlined below.

Federal Fiscal Year (FFY)	Funding Source	Project Phase	Previously Programmed	New Funding to be Added	Total
2023	Local - NVTA	PE	\$3,310,920		\$3,310,920
2023	Local - NVTA	CON	\$9,689,080		\$9,689,080
2024	Section 5337 Federal	CON	\$4,720,922	\$11,121,123	\$15,842,045
2024	Section 5337 State Match	CON	\$ 944,184	\$2,224,225	\$3,168,409
2024	Section 5337 Local Match	CON	\$ 236,046	\$ 556,056	\$ 792,102
Total			\$18,901,152	\$13,901,404	\$32,802,556

Once the TIP amendment is adopted by the TPB, PRTC and VRE request the DRPT STIP be amended to reflect the above changes as project funds must be included in an approved TIP and STIP before PRTC can access these funds through the Federal Transit Administration grant application process for use of VRE federal grant funds.

The proposed amendment is needed due to the preparation of an updated cost estimate for the project that resulted in an increase in the project cost. The funding source is existing, allocated VRE Section 5337 Formula funds and the TIP will remain fiscally constrained. The project does not add railroad capacity and is exempt from air quality conformity analysis. No public review and comment are required although VRE solicits public comment at all Operations Board meetings including the December 15, 2023 meeting where the VRE FY2026-2030 Capital Improvement Program, which includes the project, was adopted by the VRE Operations Board.

Letter to Ms. Amy Gabarini


March 21, 2024

Page 2

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

Sincerely,

Robert A. Schneider, PhD

DocuSigned by:

E927700F6103428
Executive Director

cc: Regina Moore, VDOT
Amir Shahpar, VDOT
Todd Horsley, DRPT
Mike Mucha, DRPT
Kanti Srikanth, MWCOG-TPB
Andrew Austin, MWCOG-TPB
Phillip Parella, PRTC
Bhupendra Kantha, PRTC
Cynthia Porter-Johnson, PRTC
Mark Schofield, VRE
Christine Hoeffner, VRE



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: April 11, 2024

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



National Capital Region
Transportation Planning Board

March 14, 2025

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

Re: FY 2024 Safe Streets and Roads for All (SS4A) Grant Program application by the Town of Herndon, Virginia to develop a Transportation Safety Action Plan

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Town of Herndon for a FY 2024 Safe Streets and Roads for All (SS4A) Program grant to enable the development of a Transportation Safety Action Plan.

The Transportation Safety Action Plan for the Town of Herndon will lead to improved safety for pedestrians, bicyclists, and motorists on the Town's transportation network. The plan will support communication with stakeholders, justify and prioritize safety investment decisions, identify access and mobility challenges for persons with special accessibility needs, and facilitate additional safety investments. Future activities to be supported by the development of a Safety Action Plan may consist of supplemental planning (e.g., road safety audits, topical safety sub-plans, equity assessments, Safety Action Plan progress reporting), demonstration activities (e.g., quick-build feasibility studies, pilot programs, innovative technology solutions), and implementation (e.g., planning, design, and development activities for projects and strategies identified in the Action Plan).

This SS4A Safety Action Plan application is consistent with the regional transportation goals adopted by the TPB as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in safety improvements, particularly in communities with traditionally disadvantaged residents that suffer from inequitable safety outcomes. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the Town of Herndon. I anticipate that upon a successful SS4A grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the project and grant funding.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Christina Henderson'.

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Lisa Gilleran, Community Development Director, Town of Herndon



National Capital Region
Transportation Planning Board

March 21, 2024

Veronica Vanterpool
Acting Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program Grant Application by Frederick County, Maryland

Dear Administrator Vanterpool:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Frederick County, Maryland, for a FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program grant to procure two electric buses.

Transit Services of Frederick County has been an innovator in deploying battery-electric buses, with the introduction of five electric buses in 2014 using refurbished chassis from 1999. These buses are no longer operational. The No Low grant would be used to fund the procurement of two American-made electric buses to start replacement of this fleet. Procurement of new electric buses will advance Frederick County's, the State of Maryland's, and FTA's climate action plans.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and in the region's bus system. New buses using zero emissions systems will provide benefits to the region's residents and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Christina Henderson'.

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Jason Stitt, P.E., Division Director, Frederick County Division of Public Works



National Capital Region
Transportation Planning Board

March 28, 2024

Leslie Ann Dauphin, PhD
Director
National Center for State, Tribal, Local, and Territorial
Public Health Infrastructure and Workforce
Centers for Disease Control and Prevention
Atlanta, GA, 30341-3717

Re: Strengthening Public Health Systems and Services through National Partnerships to Improve and Protect the Nation's Health (CDC-RFA-PW-24-0080) Grant Application by the Rails to Trails Conservancy for Capacity Building Assistance

Dear Director Dauphin:

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 Rails to Trails Conservancy (RTC) to the Centers for Disease Control and Prevention's Strengthening Public Health Systems and Services through National Partnerships to Improve and Protect the Nation's Health (CDC-RFA-PW-24-0080) program to fund a Capacity Building Assistance effort.

The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. The TPB has adopted a National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045, the Washington region's metropolitan transportation plan. The RTC grant would develop a Capacity Building Assistance program to assist local governments in funding, constructing and promoting active transportation infrastructure across urban, suburban, and rural portions of our region with a focus on the needs of underserved and under-resourced communities that are more likely to experience health disparities.

We urge your favorable consideration of the Rails to Trails Conservancy's request, as it directly responds to regional transportation goals and priorities adopted by the TPB. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities through a focus on transportation choices for traditionally disadvantaged communities and would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Christina Henderson'.

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Liz Thorstensen, Vice President, Trail Development, Rails to Trails Conservancy



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: April 11, 2024

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanathur Srikanth, TPB Staff Director
SUBJECT: Update on the WMATA Budget and Transit Future Funding Discussions
DATE: April 11, 2024

This memorandum summarizes recent developments regarding the FY 2025 operating budget for Washington Metropolitan Area Transit Authority (WMATA, or Metro) and a regional effort to look at the long-term plans for a predictable and dedicated funding for the operating and capital needs of WMATA and other transit systems in the region.

WMATA Budget Update

As of today, the WMATA member jurisdictions have identified a pathway to largely fund WMATA's FY 2025 operating budget, preventing the drastic reduction in service that would have been necessary without additional funding. The District of Columbia, Maryland and the state government and local jurisdictions in Virginia have indicated their readiness to provide the additional funding, though there are pending legislative and executive actions may still impact the final budget. WMATA's public hearing and participation process on the FY 2025 capital and operating budgets for the fiscal year starting July 1, 2024, concluded on March 5, 2024. The WMATA Board reviewed the outcomes of that process in March and is anticipated to approve the final FY 2025 operating and capital budgets on April 25.

A Unified Vision for Transit in the Region

The COG Board had worked with the Chief Administrative Officers of the region together with WMATA and representatives of the legislatures and executives of the District of Columbia, Maryland, and Virginia during the later part of 2023 to help revise WMATA's FY 2025 operating budget to reflect considerable savings from management and operational efficiency actions, targeted changes in service and fares, and most importantly to not reduce service drastically. This effort led to the development of an [interim report](#) by the COG Chief Administrative Officers (CAO) Committee and helped secure a commitment for additional funding from the WMATA member jurisdictions for FY 2025 and potentially for FY 2026.

During this process both the COG and WMATA boards articulated the need to undertake a comprehensive examination of public transportation in the region, how it is funded, operated and governed, so as to develop a long term model that brings cost and service efficiency together with coordinated and collaborative governance among the various systems based on a stream of predictable and dedicated funding.

On April 1, 2024, COG Board Chair Charles Allen sent a letter to the WMATA Board of Directors Chair, Paul Smedberg, requesting the convening of a joint meeting by the two boards “to develop a long-term solution that fully addresses the complex transit needs of our region.”

WMATA Chair Smedberg responded affirmatively in his response noting: “we graciously accept your invitation to partner and work towards viable solutions in the next year to address our region’s transit needs for generations to come.”

On April 10, the COG Board meeting met and Mr. Allen; Clark Mercer, COG Executive Director; Mr. Smedberg; and Randy Clarke, WMATA General Manager & CEO all spoke to the need for and agreed to jointly undertake the development of a unified vision for transit service in the region. A joint meeting of the COG and WMATA boards has been scheduled for May 1 to officially launch this regional initiative. Further details will be forthcoming.



April 1, 2024

The Honorable Paul C. Smedberg
Chair, Board of Directors
Washington Metropolitan Area Transit Authority
300 7th Street SW
Washington, DC 20024

Dear Chair Smedberg:

Since our summer COG Leadership Retreat, area leaders have been laser-focused on addressing WMATA's FY 2025 financial challenges. The good news is the close coordination among officials at COG, our jurisdictions, partner organizations, and WMATA has us on track to avoid major service disruptions and reduce the budget deficit shared by WMATA's General Manager. In addition, this region has seen Metro deliver strong ridership rebounds, service improvements, and enhanced efforts on public safety.

While the recent regional coordination and WMATA's progress have been encouraging, we are still facing some critical decisions that will impact our future and require our thoughtful and decisive leadership. It's often pointed out that WMATA hasn't had sustainable funding since the system's founding in the 1970s. And WMATA is just one part of a regional public transit network that has evolved over time with more than a dozen rail and bus providers offering varying service levels, different technologies and fare policies, as well as an array of funding and governing models that do not always work together for the benefit of our constituents. It should be noted that these providers have also worked hard to modify their operations and address financial challenges in recent years.

If we want to unlock our transit network's full potential and reap the transportation, economic, and environmental benefits it offers, we should seize this opportunity. I propose bringing our boards of directors together immediately to develop a long-term solution that fully addresses the complex transit needs of our region. Let's determine the type of transit network our region wants and needs, how much it will cost, how we'll pay for it, and how to best manage and govern it. On behalf of the COG Board of Directors, I invite WMATA to join us to deliver this initiative over the next year. Our two organizations are uniquely positioned to lead this effort. COG can convene a diverse group of public, private, and civic sector leaders in our role as the region's planning organization and association of area governments. Together, we can ensure all the relevant stakeholders—transit providers, union representatives, businesses, and community groups—have a seat at the table.

World-class regions deserve world-class transit, and it's up to us, as leaders, to advance this vision and ensure a more equitable, prosperous, accessible, livable, and sustainable future. I look forward to your favorable reply and encourage you and the WMATA staff to communicate with Executive Director Clark Mercer at cmercerc@mwkog.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Charles Allen'.

Charles Allen
Chair, Board of Directors

April 2, 2024

The Honorable Charles Allen, Chair
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002



Dear Chair Allen:

On behalf of the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors, thank you for your willingness to partner with the Board and work with Metro leadership to address the real challenges the region, Metro and other transit providers are facing now and in the years ahead. We have been encouraged by the collaboration, conversation, and leadership that COG has shown regarding our fiscal challenges over the last several years.

The commitments made by our regional leaders have helped Metro avoid draconian service cuts that would devastate this region and erase the positive gains you acknowledged in your letter. But we still have much work to do to identify predictable and sustainable investment in WMATA and the region's transit networks.

As the WMATA Board Chair and a long-time transit advocate for this region, I have a vested interest in working towards sustainable solutions to benefit every constituent in and visitors to the District of Columbia, Virginia, and Maryland. I agree no one entity, no matter how well intentioned, can do this alone. We must act together with the sense of urgency you express in your invitation to partner. You are correct – we have momentum on our side, but it will fizzle, and we will find ourselves in the same frustrating position if we do not move from ideas to implementation.

I speak on behalf of the WMATA Board of Directors when I say we graciously accept your invitation to partner and work towards viable solutions in the next year to address our region's transit needs for generations to come.

WMATA plays a critical role in supporting the federal government and it will be important to continue to engage Congressional leaders to ensure their support and involvement in a long-term funding solution.

I look forward to the partnership and work we have ahead in the coming year. I believe this is our region's opportunity to build a long-term vision for a comprehensive, world-class transit system that benefits the National Capital region and serves as a multimodal model for our country.

Sincerely,

A handwritten signature in black ink that reads "Paul C. Smedberg".

Chair Paul C. Smedberg
WMATA Board of Directors

cc: WMATA Board of Directors
Randy Clarke, GM/CEO

**Washington
Metropolitan Area
Transit Authority**

300 7th Street, SW
Washington, DC 20024
202-962-1234

wmata.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: EPA Finalizes Phase 3 Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles
DATE: April 11, 2024

On March 29, 2024, the US Environmental Protection Agency (EPA) announced a final rule, "[Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3](#)" that establishes national greenhouse gas pollution standards for heavy-duty vehicles for model years 2027 through 2032. The final rule is pending publication in the Federal Register. The TPB, along with COG's Climate, Energy, and Environment Policy Committee (CEEPC) and the Metropolitan Washington Air Quality Committee (MWAQC), sent a [joint comment letter](#) dated June 2, 2023 in support of the proposed rule.

According to an EPA [fact sheet](#) about the new rule, "transportation is the single largest U.S. source of greenhouse gas emissions, making up 29 percent of total greenhouse gas emissions. Within the transportation sector, heavy-duty vehicles are the second largest contributor, at 25 percent of all transportation sources." According to an EPA [press release](#), the new standards will "avoid 1 billion tons of greenhouse gas emissions [from 2027 through 2055] and provide \$13 billion in annualized net benefits to society related to public health, the climate, and savings for truck owners and operators." In addition, according to the fact sheet, "the final standards will reduce air pollution [which includes ozone, particulate matter, and other pollutants] for the 72 million people who live near major truck freight routes, who bear the burden of higher levels of pollution and are more likely to be people of color or low-income."

Vehicles covered under this rule include heavy-duty vocational vehicles (such as delivery trucks, refuse haulers, public utility trucks, transit, shuttle, and school buses) and tractors (such as day cabs and sleeper cabs on tractor-trailer trucks). The EPA press release states that "the standards are technology-neutral and performance-based, allowing each manufacturer to choose what set of emissions control technologies is best suited for them and the needs of their customers. Available technologies include advanced internal combustion engine vehicles, hybrid vehicles, plug-in hybrid electric vehicles, battery electric vehicles, and hydrogen fuel cell vehicles."



MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, Senior Transportation Planner
SUBJECT: Status Report on Spring 2024 Street Smart campaign
DATE: April 11, 2024

This memorandum discusses the status and planned activities for the Spring 2024 Street Smart Pedestrian and Bicycle Safety Campaign. The campaign dates are April 22 to May 19.

For this campaign wave we are forgoing a formal press event in favor of “Virtual Reality (VR) Training” events which we will use to attract press coverage and directly engage the public.

OBJECTIVE:

The Spring 2024 regional *Street Smart* campaign’s objective is to raise awareness of pedestrian/bicycle safety issues and increased enforcement of laws that protect people walking and biking. To achieve that objective, the campaign will:

- Hold outreach events and run media flights, to educate the public and raise awareness.
- Work with local jurisdictional law enforcement as they deploy activations to enforce traffic laws that keep people safe.
- Engage the press to generate news coverage and amplify the message.

CAMPAIGN COMPONENTS:

OUTREACH

The campaign will kick off with a Virtual Reality Challenge Experience on April 21. The VR Challenge is an immersive virtual reality experience that allows participants to experience first-hand what it’s like to be a driver in high-risk scenarios frequently associated with crashes. Participants sit in a real Camaro to play the educational virtual reality game, while a large monitor displays the participant’s play, so those waiting to test their own skills can watch and learn. The VR Challenge Experience will visit locations in all three jurisdictions:

- April 21 at the Springfield Town Center in Springfield, VA
- April 25 adjacent to the Washington Nationals Ballpark at 1200 Half Street SE in DC (TBC)
- May 11 at Montgomery County DOT’s Safety Day in Rockville, MD

LAW ENFORCEMENT ACTIVATIONS

The campaign will also work with law enforcement partners in all Street Smart jurisdictions as they deploy enforcement activations in identified High Incidence Areas. These activations will stop (and potentially cite) people who violate traffic laws.

The enforcement activations will be held at various locations during the enforcement period of April 22 to May 19.

MEDIA OUTREACH

The campaign will engage in media outreach to generate news coverage on the VR Challenge events, as well as the high visibility law enforcement activations to amplify the Street Smart message.

PAID MEDIA

Street Smart will run transit ads to reinforce the educational messaging of the program.

- Exterior bus ads will run four weeks, April 22 to May 19.
- Additionally, Street Smart has secured donated media space across the region to further extend the reach.



Sherry Matthews Group Contact: 202-416-0110

Jami Hill: jamih@sherrymatthews.com

Kenna Swift: kennas@sherrymatthews.com

Adrienne Dealy: adrienned@sherrymatthews.com



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Upcoming Solicitations for Applications for the Transportation Alternatives Set-Aside Program (TAP)
DATE: April 11, 2024

This year's application period in Maryland for the Transportation Alternatives Set-Aside Program (TAP) opened on April 1. The deadline for applications is May 15, 2024. Applications in Maryland must be submitted through the Maryland Department of Transportation (MDOT). For more information, see <https://roads.maryland.gov/mdotsha/pages/index.aspx?PageId=144>.

TAP is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting projects in our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve TAP funding for Maryland in July of this year. In addition to the TPB's suballocation, a portion of TAP funding is reserved for project selection on a statewide basis, which is overseen by MDOT.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP) are encouraged to consider seeking funding through TAP. The TPB also encourages TAP applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan.

The TPB's selection criteria, which are expected to be used this year, include:

- Focus on expanding nonmotorized transportation options;
- Enhancing roadway safety for walkers and bicyclists;
- Support for Regional Activity Centers;
- Access to high-capacity transit, especially in Transit Access Focus Areas (TAFAs);
- Support for the National Capital Trail Network;
- Access in Equity Emphasis Areas; and
- Increased access for people with disabilities.

Unlike MDOT which solicits TAP applications every year, Virginia and the District of Columbia both conduct their TAP solicitations on two-year cycles. DDOT will conduct their next application solicitation this fall. VDOT will begin their next application period in the spring of 2025.

For more information about the TPB's role in this program, please contact John Swanson jswanson@mwkog.org or 202-962-3295. For information about the Maryland application process, contact Cheryl Ladota at cladota@mdot.maryland.gov.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner
April 3, 2024

1401 East Broad Street
Richmond, Virginia 23219

Dear Local Official:

The Commonwealth Transportation Board (CTB) will conduct a public meeting in our area to give residents the opportunity to provide comments on projects and programs to be included in the Fiscal Year 2025-2030 Six-Year Improvement Program (FY2025-2030 SYIP), including highway, rail, and public transportation initiatives. These projects and programs represent important improvements to address safety, congestion, and preservation of Virginia's transportation network.

The Northern Virginia District Spring Six-Year public meeting will start at 5:00 p.m. on Tuesday, April 23, 2024, at the Ida Lee Park Recreation Center located at 60 Ida Lee Drive, N.W., Leesburg, Virginia. A map showing the meeting entrance location is on the attachment. Formal public comments on projects proposed to be included in the SYIP will be accepted at the meeting. Written comments may also be submitted during the meeting, or they may be mailed or e-mailed afterwards and accepted until May 20, 2024.

I encourage you to attend the public meeting in our region, or one of the other meetings listed on the attachment. If you cannot attend the meeting, you may send your comments to Infrastructure Investment Director at 1401 E. Broad Street, Richmond, VA 23219 or e-mail them to Six-YearProgram@vdot.virginia.gov. For transit and public transportation projects, you may send your comments to DRPTPR@drpt.virginia.gov, Public Information Office, Virginia Department of Rail and Public Transportation 600 East Main Street, Suite 2102, Richmond VA, 23219. Comments on the Draft SYIP and candidate projects will be accepted until May 20, 2024. For more information, please visit <https://www.ctb.virginia.gov/planning/springmeetings2024/default.asp>.

I truly appreciate your attendance at this session. If you have any questions prior to the meeting, please contact Regina Moore at 703-963-5388.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Cuttler".

for

Bill Cuttler, P.E.
Northern Virginia District Engineer

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

Spring Public Meeting Dates and Locations

Public meetings begin at 4:00 p.m. in each of the locations except as noted below:

Public meetings begin at 4 p.m. in each of the locations except as noted below:

A formal comment period will be held at these meetings.

<p>Thursday, April 18 Richmond District Richmond District/Hawthorne Room 2430 Pine Forest Drive Colonial Heights, VA 23834</p>	<p>Monday, April 22 Staunton District Shenandoah University Halpin-Harrison Hall Margaret Byrd Simpson Auditorium 600 Millwood Avenue Winchester, VA 22601</p>	<p>Tuesday, April 23 *Northern Virginia District Ida Lee Park Recreation Center 60 Ida Lee Drive, N.W. Leesburg, VA 20176</p>
<p>Wednesday, May 1 Lynchburg District Lynchburg District Ramey Auditorium 4303 Campbell Avenue Lynchburg, VA 24501</p>	<p>Thursday, May 2 Hampton Roads District Hampton Roads District Office James River Auditorium 7511 Burbage Drive Suffolk, VA 23435</p>	<p>Monday, May 6 Bristol District Southwest Virginia Higher Education Center One partnership Circle Abingdon, VA 24210</p>
<p>Tuesday May 7 Salem District Salem Civic Center Community Room 1001 Roanoke Boulevard Salem, VA 24153</p>	<p>Wednesday, May 8 Culpeper District TJPDC Water Street Center 401 East Water Street Charlottesville, VA 22902</p>	<p>Thursday, May 9 Fredericksburg District VDOT Fredericksburg District Auditorium 86 Deacon Road Fredericksburg, VA 22405</p>

*The Northern Virginia District meeting will begin at 5 p.m.

