



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: June 13, 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: June 13, 2024

At its meeting on Friday, June 7, the TPB Steering Committee adopted a resolution to support submission of the VDOT list of SMART Scale projects not included in the Visualize 2045 plan and three resolutions approving amendments to the FY 2023–2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement, as described below.

- TPB SR25-2024 – Localities, agencies and public transportation providers that wish to submit projects for the Commonwealth of Virginia SMART SCALE funding must demonstrate that the project is included in or is exempt from inclusion in Visualize 2045, or, if the project is not in the plan, the project must have an MPO resolution of support, in order to be considered for the SMART SCALE prioritization process. A list of projects that are not in the plan have been identified to be able to submit SMART SCALE applications.
- TPB SR26-2024 – requested by the District Department of Transportation to amend the South Capitol Street Trail Project (T6114) with an additional \$13.4M through Local, CMAQ, and RAISE Grant funding and includes a new DOEE Fast Charger Upgrade Project (T13614) at \$689,877 through a NEVI grant and local match. These projects are exempt from the air quality conformity requirement as defined in the Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012.
- TPB SR27-2024 – requested by MDOT to add a net total of approximately \$35.2 million to the Maryland portion of the TIP by adding approximately \$16.6 million to an existing program (T3760), operating funds (T2594), and a Low-No discretionary grant (T13566), nearly \$9.2 million through the Maryland Equitable Charging Infrastructure Discretionary Grant (T13613), and \$9.4 million to a shared-use path project (T13612), as described in the attached materials. These projects are also exempt from the air quality conformity requirement.
- TPB SR28-2024 – requested by VDOT to add a net total of approximately \$407 million to the Northern Virginia portion of the TIP by adding approximately \$150 million to two existing roadway projects (T6659 & T6634) and Amtrak operations (T13570) and a new VPRAs project (T13611) that separates the construction phase from an existing record, as described in the attached materials. These projects are also exempt from the air quality conformity requirement.

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

Attachments:

- June 7, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR25-2024 approving SMART Scale project list of projects not in Visualize 2045
- Adopted resolution SR26-2024 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR27-2024 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR28-2024 approving an amendment to the TIP, as requested by VDOT

TPB Steering Committee Attendance – June 7, 2024
(only voting members and alternates listed)

TPB Chair/DC rep.:	Christina Henderson
TPB Vice Chair/MD Rep.:	Neil Harris
TPB Vice Chair/VA Rep.:	James Walkinshaw
Past TPB Chair:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Amir Shahpar
	Maria Sinner
	Regina Moore

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

**A RESOLUTION OF SUPPORT FOR SUBMISSION OF NORTHERN VIRGINIA PROJECTS
FOR THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT
PRIORITIZATION PROCESS**

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, on June 15, 2022, the TPB approved the 2022 Update to Visualize 2045, the long-range transportation plan for the National Capital Region, which was developed as specified in the Federal Planning Regulations and is the MPO's metropolitan transportation plan of record; and

WHEREAS, localities, agencies and public transportation providers that wish to submit projects for the Commonwealth of Virginia SMART SCALE funding must demonstrate that the project is included in or is consistent with the MPO's metropolitan transportation plan, and, the project must have an MPO resolution of support, in order to be considered for the SMART SCALE prioritization process; and

WHEREAS, the Virginia Department of Transportation (VDOT) receives all SMART SCALE project submissions, has transmitted the attached list of preliminary applications received by the April 1 pre-application deadline, and has worked with TPB staff in reviewing the project submissions for submission eligibility; and

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit TPB to include any project into its Transportation Improvement Program; and

WHEREAS, VDOT expects the final list of projects submitted to be a subset of the attached preliminary list and will provide the TPB with a list of projects that were submitted at the August 1 deadline, and will also provide TPB with the list of projects that were awarded funding;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board supports submission of the following Northern Virginia projects to the Commonwealth of Virginia SMART SCALE Project Prioritization Process as listed in the attached VDOT letter and materials:

**Adopted by the TPB Steering Committee at its meeting on Friday, June 7, 2024.
Final approval following review by the full board on Thursday, June 20, 2024.**



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

May 28, 2024

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

RE: Northern Virginia SMART SCALE application process – TPB resolution of support to apply for funding

Dear Chair Henderson:

The Virginia Department of Transportation (VDOT) seeks the National Capital Region Transportation Planning Board's (TPB) approval of a resolution of support for the submission of Northern Virginia SMART SCALE projects that are not currently in the recently adopted update of 2022 Visualize 2045 Plan.

Virginia House Bill 2, signed by the Virginia Governor on April 6, 2014, and effective as of July 1, 2014 required the development of a prioritization process, now known as SMART SCALE, and directed the Commonwealth Transportation Board (CTB) to develop and use a performance-based scoring process for project selection. The purpose of SMART SCALE is to fund the right transportation projects through a prioritization process that evaluates each project's merits using key factors, including improvements to safety, congestion reduction, accessibility, land use, economic development, and the environment. The evaluation focuses on the degree to which a project addresses an identified problem or need relative to requested funding for the project. Once projects are scored and prioritized, the CTB has the best information possible to select the right projects for funding.

As part of the SMART SCALE prioritization process, Virginia law requires that Northern Virginia localities, agencies and public transportation providers that wish to submit projects for Virginia SMART SCALE funding must show that the project is included in or is exempt from inclusion in each Virginia Metropolitan Planning Organization's (MPO) Constrained Long Range Plan (CLRP) or, if the project is not in the an MPO's CLRP, it must have a resolution of support.

There are several projects that Virginia TPB member jurisdictions wish to be considered for the SMART SCALE prioritization process, therefore the TPB, as the MPO representing Northern Virginia, is being asked to approve a resolution of support for projects that are not in the TPB's current

Hon. Henderson
May 28, 2024
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long-range plan, 2022 Visualize 2045. This resolution will not be an endorsement of a project, rather it will enable a project to be submitted for review. If the project does get awarded with SMART SCALE funding, it will then re-enter the TPB process as a new project and will be evaluated accordingly as specified in the TPB Technical Solicitation Submission Guide. In addition, the first year of the awarded funding will be FY2028, therefore, there will be time for any project that gets funded to be included in Visualize 2045.

Enclosed are the list of 28 Northern Virginia's projects submitted as pre-applications for the Commonwealth of Virginia 2024 SMART SCALE Project Prioritization Process. VDOT requests that the resolution of support be approved by the TPB Steering Committee at its June 7, 2024 meeting.

We appreciate your cooperation in this matter. Should you have any additional questions, please contact Regina Moore at (703) 963-5388 or via email at Regina.Moore@vdot.virginia.gov

Sincerely,



Bill Cuttler, P.E.
Northern Virginia District Engineer

Enclosure

Cc: Maria Sinner, P.E. VDOT-NoVA
Amir Shahpar, P.E. VDOT-NoVA
Rahul Trivedi, P.E. VDOT-NoVA

**NORTHERN VIRGINIA PROJECTS SUBMITTED TO THE COMMONWEALTH OF VIRGINIA
2024 SMART SCALE PROJECT PRIORIZATION PROCESS**

SMART SCALE PROJECT PROPOSALS NOT CURRENT INCLUDED IN THE 2022 VISUALIZE 2045 PLAN

Highway Projects (12)

- | | |
|--|-----------------------|
| • Eisenhower Ave. and Van Dorn St. Improvements | Alexandria City |
| • Glebe Rd Safety Improvements (I-66-Columbia Pike) | Arlington County |
| • US 50 at VA 27 Interchange Access Improvements | Arlington County |
| • Braddock Rd Phase II | Fairfax County |
| • Herndon Parkway Improvements at Sunset Park Drive | Herndon Town |
| • Old Ox Widening (Shaw Rd to Fairfax County Line) | Loudoun County |
| • Route 7 / Route 601 Intersection Improvements | Loudoun County |
| • Route 15 at Braddock Rd Roundabout | Loudoun County |
| • Route 28 (Centreville Rd Corridor Improvements) | Manassas Park City |
| • Dale Blvd/Rippon Blvd Corridor Improvements | Prince William County |
| • Prince William Parkway (Route 294) Corridor Improvements | Prince William County |
| • US 29 (Lee Highway) Corridor Improvements | Prince William County |

Bicycle and Pedestrian Projects (7)

- | | |
|--|-----------------|
| • Duke St and Route 1 Intersection Improvements | Alexandria City |
| • King St – Bradlee Safety and Mobility Enhancements | Alexandria City |
| • Catoctin Circle Turn-lane and sidewalk | Leesburg Town |
| • Cascades Parkway (Bike and Ped) Church Rd to Victoria Station Dr | Loudoun County |
| • Cascades Parkway (Bike and Ped) Nokes Blvd to Woodshire Dr | Loudoun County |
| • East Broad Way Sidewalk | Loudoun County |
| • North Berlin Turnpike Shared Use Path | Loudoun County |

FOR INFORMATION ONLY

SMART SCALE PROJECT PROPOSALS ALREADY INCLUDED 2022 VISUALIZE 2045 PLAN

Highway Projects (9)

- | | |
|---|-----------------------|
| • Frontier Dr Extension (CE 3460) | Fairfax County |
| • Route 7 Widening (I-495 to I-66) (CE3161) | Fairfax County |
| • Town Center Parkway Underpass (CE3699) | Fairfax County |
| • I-395 Shirlington Rotary & S. Glebe Interchange Improvements (CE3762) | NVTA |
| • Route 7 Improvements – Route 9 to Dulles Greenway (CE3733) | Loudoun County |
| • Route 123 and Old Bridge Road Intersection Improvements (CE3757) | Prince William County |
| • Route 234 (Clover Hill Rd Intersection Improvements) (CE3703) | Prince William County |
| • Route 234 and Sudley Manor Dr Intersection Improvements (CE3467) | Prince William County |
| • Van Buren Rd Improvements (Rt 234 to Cardinal Dr) (CE3372) | Prince William County |

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 23-41.1 WHICH ADDS FUNDING FOR THE SOUTH CAPITOL STREET TRAIL PROJECT (T6114) AND A NEW FAST CHARGER UPGRADE PROJECT (T13614) THROUGH THE DC DEPARTMENT OF ENERGY AND ENVIRONMENT (DOEE), AS REQUESTED BY THE DISTRICT DEPARTMENT TRANSPORTATION (DDOT)

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

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

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

WHEREAS, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-41.1 which amends the **South Capitol Street Trail Project (T6114)** with an additional \$13.4M through Local, CMAQ, and RAISE Grant funding and includes a new **DOEE Fast Charger Upgrade Project (T13614)** at \$689,877 through a NEVI grant and local match, 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 the project phase, and
- ATTACHMENT C) Letters from DDOT dated May 28, 2024 and June 6, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-41.1, creating the 41st 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 trail and fast charger projects are exempt from the air quality requirement, as defined in the 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.

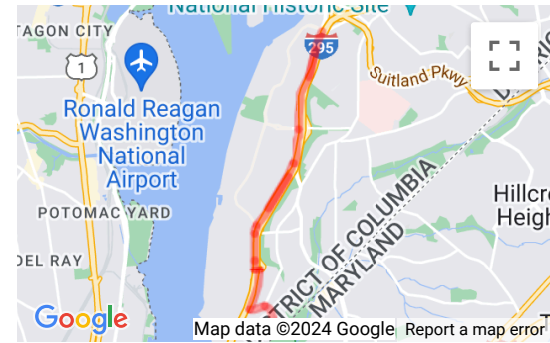
NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-41.1 which amends the **South Capitol Street Trail Project (T6114)** with an additional \$13.4M through Local, CMAQ, and RAISE Grant funding and includes a new **DOEE Fast Charger Upgrade Project (T13614)** at \$689,877 through a NEVI grant and local match, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, June 7, 2024.
Final approval following review by the full board on Thursday, June 20, 2024.**



<i>TIP ID</i>	T6114	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bicycle/Pedestrian - Bike/Ped
<i>Project Name</i>	South Capitol Street Trail	<i>County</i>		<i>Total Cost</i>	\$30,400,000
<i>Project Limits</i>	Firth Sterling Ave. to Southern Ave. Maryland	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2025
		<i>Agency Project ID</i>	ZUT10C		
<i>Description</i>	Design and construct a paved bicycle and pedestrian trail along South Capitol Street.				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	BUILD	-	-	\$10,000,000	-	-	-	\$10,000,000	\$10,000,000
CON	CMAQ	-	-	\$3,960,000	-	-	-	\$3,960,000	\$3,960,000
CON	DC/STATE	\$13,400,000	-	\$3,040,000	-	-	-	\$3,040,000	\$16,440,000
	<i>Total CON</i>	\$13,400,000	-	\$17,000,000	-	-	-	\$17,000,000	\$30,400,000
	<i>Total Programmed</i>	\$13,400,000	-	\$17,000,000	-	-	-	\$17,000,000	\$30,400,000



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
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-32	Amendment 2023-2026	01/16/2024	N/A	N/A
23-41.1	Amendment 2023-2026	06/20/2024	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$17,000,000 to \$30,400,000



<i>TIP ID</i>	T13614	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Other - Alt Fuel Infrastructure
<i>Project Name</i>	DC DOEE Fast Charger Upgrade	<i>County</i>	Washington	<i>Total Cost</i>	\$689,877
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2025
		<i>Agency Project ID</i>			

Description This project will replace an existing, inoperable, publicly accessible electric vehicle (EV) charging station located at 3355a Benning Road NW, Washington, DC. The station will be upgraded from a single port at 50kW DCFC to four ports at 150kW minimum (NEVI corridor standards).

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	NEVI	-	-	\$497,000	-	-	-	\$497,000	\$497,000
CON	DC/STATE	-	-	\$192,877	-	-	-	\$192,877	\$192,877
	<i>Total CON</i>	-	-	\$689,877	-	-	-	\$689,877	\$689,877
	<i>Total Programmed</i>	-	-	\$689,877	-	-	-	\$689,877	\$689,877

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-41.1 Amendment 2023-2026	06/20/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

ATTACHMENT B
Summary Report for TIP Action 23-41.1 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by District Department of Transportation

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6114	South Capitol Street Trail	\$17,000,000	\$30,400,000	\$13,400,000	79	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 24 in CON from \$360,000 to \$3,040,000 BUILD ▶ Add funds in FFY 24 in CON for \$10,000,000 CMAQ + Increase funds in FFY 24 in CON from \$3,240,000 to \$3,960,000 <i>Total project cost increased from \$17,000,000 to \$30,400,000</i>
T13614	DC DOEE Fast Charger Upgrade	\$0	\$689,877	\$689,877	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Add funds in FFY 24 in CON for \$192,877 NEVI ▶ Add funds in FFY 24 in CON for \$497,000 <i>Total project cost \$689,877</i>
TOTAL		\$17,000,000	\$31,089,877	\$14,089,877			

Government of the District of Columbia

Department of Transportation



May 28, 2024

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

Dear Chair Henderson,

The District Department of Transportation (DDOT) requests that the FY 2023-2026 Transportation Improvement Program (TIP) be amended as detailed below.

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes	Revision Classification Reason
South Capitol Street Trail	Formula/CMAQ	T6114	Construction	\$ 900,000	2024	80/20	Increase Formula/CMAQ funding for Construction by \$900,000 in FY 2024	Increase in project cost of over 20%
South Capitol Street Trail	RAISE Grant	T6114	Construction	\$ 10,000,000	2024	100/00	Increase RAISE Grant funding for Construction by \$10,000,000 in FY 2024	Increase in project cost of over 20%
South Capitol Street Trail	DCSTATE	T6114	Construction	\$ 2,500,000	2024	00/100	Increase DCSTATE funding for Construction by \$2,500,000 in FY 2024	Increase in project cost of over 20%

The amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its June 7th meeting.

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

Sincerely,

Shirley Kwan-Hui
 Chief Administrative Officer
 District Department of Transportation
Shirley.Kwan-Hui@dc.gov

Government of the District of Columbia

Department of Transportation



June 6, 2024

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

Dear Chair Henderson,

The District Department of Transportation (DDOT) requests that the FY 2023-2026 Transportation Improvement Program (TIP) be amended as detailed below.

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes	Revision Classification Reason
DC DOEE Fast Charger Upgrade	NEVI Grant	N/A	Construction	\$ 689,877	2024	72/28	Increase EVC-RAA Grant funding for Construction by \$689,877 in FY 2024	Increase in project cost of over 20%

The amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve the amendment at its June 7th meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 369-7845 or by e-mail at mark.rawlings@dc.gov. Of course, please feel free to contact me directly.

Sincerely,

Shirley Kwan-Hui
 Chief Administrative Officer
 District Department of Transportation
Shirley.Kwan-Hui@dc.gov

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-41.2 WHICH ADDS TWO NEW PROJECT RECORDS (T13612 & T13613) AND INCREASES FUNDING FOR THREE EXISTING PROJECT RECORDS (T2594, T3760, & T13566), AS REQUESTED BY THE MARYLAND DEPARTMENT 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 23-41.2 which adds a net total of approximately \$35.2 million to the Maryland portion of the TIP by adding approximately \$16.6 million to an existing program, operating funds, and a Low-No discretionary grant, nearly \$9.2 million through the Maryland Equitable Charging Infrastructure Discretionary Grant, and \$9.4 million to a shared-use path project, as listed at the end of this resolution, and 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 the project phase, and
- ATTACHMENT C) Letters from MDOT and MCDOT dated May 23, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-41.2, creating the 41st amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these projects and programs are exempt from the air quality requirement, as defined in the 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 23-41.2 which adds a net total of approximately \$35.2 million to the Maryland portion of the TIP by adding approximately \$16.6 million to an existing program, operating funds, and a Low-No discretionary grant, nearly \$9.2 million through the Maryland Equitable Charging Infrastructure Discretionary Grant, and \$9.4 million to a shared-use path project, as listed at the end of this resolution, and as described in the attached materials.

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE
T2594	Small Urban Transit Systems - Operating Assistance	\$35,852,500	\$44,815,500	\$8,963,000	25
T3760	Ridesharing - Statewide Program	\$3,492,000	\$5,114,000	\$1,622,000	46
T13566	Prince George's County Bus and Bus Facilities Competitive Low-No	\$31,250,000	\$37,309,000	\$6,059,000	19
T13613	Maryland Equitable Charging Infrastructure Partnership (MECIP)	\$0	\$9,199,289	\$9,199,289	0
T13612	Dale Drive Shared Use Path and Safety Improvements	\$0	\$9,407,000	\$9,407,000	0

Adopted by the TPB Steering Committee at its meeting on Friday, June 7, 2024.
 Final approval following review by the full board on Thursday, June 20, 2024.



<i>TIP ID</i>	T13566	<i>Lead Agency</i>	Maryland Department of Transportation - Maryland Transit Administration	<i>Project Type</i>	Transit - Other
<i>Project Name</i>	Prince George's County Bus and Bus Facilities Competitive Low-No	<i>County</i>	Prince Georges	<i>Total Cost</i>	\$37,309,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description Prince George's County Government will receive funding to purchase 20 zero-emission, battery electric buses, upgrade the electrical system at their transit depot, add additional electric chargers at multiple transit hubs and install a microgrid.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
CON	LOCAL	-	-	\$7,159,000	-	-	-	\$7,159,000	\$7,159,000	
CON	S. 5339(B)	-	-	\$30,150,000	-	-	-	\$30,150,000	\$30,150,000	
	<i>Total CON</i>	-	-	\$37,309,000	-	-	-	\$37,309,000	\$37,309,000	
	<i>Total Programmed</i>	-	-	\$37,309,000	-	-	-	\$37,309,000	\$37,309,000	

Version History

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-23.2 Amendment 2023-2026	09/20/2023	Pending	Pending
23-41.2 Amendment 2023-2026	06/20/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):
 Total project cost increased from \$31,250,000 to \$37,309,000



<i>TIP ID</i>	T2594	<i>Lead Agency</i>	Maryland Department of Transportation - Maryland Transit Administration	<i>Project Type</i>	Bus/BRT - Operating
<i>Project Name</i>	Small Urban Transit Systems - Operating Assistance	<i>County</i>	Charles, Frederick	<i>Total Cost</i>	\$44,815,500
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
<i>Description</i>	Operating assistance to small urban transit systems in Charles and Frederick Counties				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
OTHER	LOCAL	\$2,240,750	\$4,481,500	\$2,240,750	\$2,240,750	\$11,203,750	\$11,203,750
OTHER	S. 5307	\$4,481,500	\$8,963,000	\$4,481,750	\$4,481,750	\$22,408,000	\$22,408,000
OTHER	DC/STATE	\$2,240,750	\$4,481,500	\$2,240,750	\$2,240,750	\$11,203,750	\$11,203,750
	<i>Total Other</i>	\$8,963,000	\$17,926,000	\$8,963,250	\$8,963,250	\$44,815,500	\$44,815,500
	<i>Total Programmed</i>	\$8,963,000	\$17,926,000	\$8,963,250	\$8,963,250	\$44,815,500	\$44,815,500

*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
23-41.2 Amendment 2023-2026	06/20/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carrying over from earlier TIP

Funding Change(s):

Total project cost increased from \$35,852,500 to \$44,815,500



<i>TIP ID</i>	T3760	<i>Lead Agency</i>	Maryland Department of Transportation - Maryland Transit Administration	<i>Project Type</i>	TDM/Micromobility - Ridesharing
<i>Project Name</i>	Ridesharing - Statewide Program	<i>County</i>	Calvert, Charles, Frederick, Montgomery, Prince Georges	<i>Total Cost</i>	\$5,114,000
<i>Project Limits</i>		<i>Municipality</i>	Statewide MD	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description To promote and encourage the establishment of carpools and vanpools. The ridesharing project covers the activities of the ridesharing unit of the Statewide Transportation Program with coordinators in Frederick, Prince George's, Montgomery Counties, and the Tri-County Council of Southern Maryland.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
OTHER	CMAQ	\$873,000	\$2,495,000	\$873,000	\$873,000	\$5,114,000	\$5,114,000	*Map Has Not Been Marked
	<i>Total Other</i>	\$873,000	\$2,495,000	\$873,000	\$873,000	\$5,114,000	\$5,114,000	
	<i>Total Programmed</i>	\$873,000	\$2,495,000	\$873,000	\$873,000	\$5,114,000	\$5,114,000	

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
23-41.2	Amendment 2023-2026	06/20/2024	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$3,492,000 to \$5,114,000



<i>TIP ID</i> T13613	<i>Lead Agency</i> Maryland Department of Transportation - State Highway Administration	<i>Project Type</i> Other - Alt Fuel Infrastructure
<i>Project Name</i> Maryland Equitable Charging Infrastructure Partnership (MECIP)	<i>County</i> Frederick, Montgomery, Prince Georges	<i>Total Cost</i> \$9,199,289
<i>Project Limits</i>	<i>Municipality</i>	<i>Completion Date</i> 2031
	<i>Agency Project ID</i>	

Description will install 58 sites in communities across the State of Maryland. This project will provide density to the existing Alternative Fuel Corridors and giving rural, urban LMI and Justice40 areas access to EV Charging technology.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
OTHER	LOCAL	-	-	-	\$2,138,868	-	-	\$2,138,868	\$2,138,868	
OTHER	SP	-	-	-	\$7,060,421	-	-	\$7,060,421	\$7,060,421	
	<i>Total Other</i>	-	-	-	\$9,199,289	-	-	\$9,199,289	\$9,199,289	
	<i>Total Programmed</i>	-	-	-	\$9,199,289	-	-	\$9,199,289	\$9,199,289	

Version History

Current Change Reason

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-41.2 Amendment 2023-2026	06/20/2024	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T13612	<i>Lead Agency</i>	Montgomery County	<i>Project Type</i>	Bicycle/Pedestrian - Bike/Ped
<i>Project Name</i>	Dale Drive Shared Use Path and Safety Improvements	<i>County</i>	Montgomery	<i>Total Cost</i>	\$9,407,000
<i>Project Limits</i>	Colesville to Georgia	<i>Municipality</i>		<i>Completion Date</i>	2028
		<i>Agency Project ID</i>	P502109		

Description This project provides for the design and construction of a new eight-foot wide shared use path approximately 1 mile of length along the north side of Dale Drive from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	-	\$150,000	-	-	-	\$150,000	\$150,000
	<i>Total PE</i>	-	-	\$150,000	-	-	-	\$150,000	\$150,000
ROW	LOCAL	-	-	-	\$1,364,000	-	-	\$1,364,000	\$1,364,000
	<i>Total ROW</i>	-	-	-	\$1,364,000	-	-	\$1,364,000	\$1,364,000
CON	LOCAL	-	-	-	-	\$1,456,200	-	\$1,456,200	\$1,456,200
CON	TAP	-	-	-	-	\$5,824,800	-	\$5,824,800	\$5,824,800
	<i>Total CON</i>	-	-	-	-	\$7,281,000	-	\$7,281,000	\$7,281,000
UT	LOCAL	-	-	-	\$612,000	-	-	\$612,000	\$612,000
	<i>Total UT</i>	-	-	-	\$612,000	-	-	\$612,000	\$612,000
	<i>Total Programmed</i>	-	-	\$150,000	\$1,976,000	\$7,281,000	-	\$9,407,000	\$9,407,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-41.2 Amendment 2023-2026	06/20/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

ATTACHMENT B
Summary Report for TIP Action 23-41.2 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Maryland Department of Transportation

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2594	Small Urban Transit Systems - Operating Assistance	\$35,852,500	\$44,815,500	\$8,963,000	25	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 24 in OTHER from \$2,240,750 to \$4,481,500 DC/STATE + Increase funds in FFY 24 in OTHER from \$2,240,750 to \$4,481,500 S. 5307 + Increase funds in FFY 24 in OTHER from \$4,481,500 to \$8,963,000 <i>Total project cost increased from \$35,852,500 to \$44,815,500</i>
T3760	Ridesharing - Statewide Program	\$3,492,000	\$5,114,000	\$1,622,000	46	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): CMAQ + Increase funds in FFY 24 in OTHER from \$873,000 to \$2,495,000 <i>Total project cost increased from \$3,492,000 to \$5,114,000</i>
T13566	Prince George's County Bus and Bus Facilities Competitive Low-No	\$31,250,000	\$37,309,000	\$6,059,000	19	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 24 in CON from \$6,250,000 to \$7,159,000 S. 5339(B) + Increase funds in FFY 24 in CON from \$25,000,000 to \$30,150,000 <i>Total project cost increased from \$31,250,000 to \$37,309,000</i>
T13613	Maryland Equitable Charging Infrastructure Partnership (MECIP)	\$0	\$9,199,289	\$9,199,289	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 25 in OTHER for \$2,138,868 SP ▶ Add funds in FFY 25 in OTHER for \$7,060,421 <i>Total project cost \$9,199,289</i>
T13612	Dale Drive Shared Use Path and Safety Improvements	\$0	\$9,407,000	\$9,407,000	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 24 in PE for \$150,000 ▶ Add funds in FFY 25 in ROW for \$1,364,000 UT for \$612,000 ▶ Add funds in FFY 26 in CON for \$1,456,200 TAP ▶ Add funds in FFY 26 in CON for \$5,824,800 <i>Total project cost \$9,407,000</i>
TOTAL		\$70,594,500	\$105,844,789	\$35,250,289			

*ACCP is not part of the Total..

May 23, 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 three existing projects in the FY 2023-2026 TPB TIP on behalf of the Maryland Transit Administration (MTA) and one new project on behalf of the Maryland Clean Energy Center as described below and in the attached memo.

This action reflects MTA’s updated programmed expenditures and project schedules from FY 2023 to FY 2026 by increasing the funding in Small Urban Transit Operating funding and increasing the CMAQ funding for the Ridesharing Program. This amendment also supports a 2nd phase of a Low-No discretionary grant to Prince George’s County Department of Public Works and Transportation (DPW&T) for additional buses and charging units. Additionally, the Maryland Clean Energy Center received a Charging and Fueling Infrastructure Discretionary Grant to install electric vehicle charging stations throughout the region. These projects are either already included or do not affect the Air Quality Conformity Determination for the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
2594	Small Urban Transit - Operating	\$8,964	Adds new 5307 operating funds.
13566	Prince George’s County Bus and Bus Facilities Competitive Low-No	\$6,059	Adds new 5339 funds.
3760	Ridesharing – Statewide Program	\$1,622	Adds new CMAQ funds.
13613	Maryland Equitable Charging Infrastructure Partnership (MECIP)	\$9,199	Adds new project and new CFI funds.

The Honorable Christina Henderson
Page Two

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

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

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

Sincerely,



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

Attachment

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

TO: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

DATE: APRIL 9, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2023-2026
NATIONAL CAPITAL REGION TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request National Capital Region Transportation Planning Board to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. This amendment modifies the 5307 Operating in FY 24 up by \$4,482,000 and the local matching funds by \$4,482,000 to support transit service in Charles and Frederick counties.

SUMMARY

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

TIP	PROJECT	TYPE	FUNDING CHANGE
T2594	Small Urban Transit - Operating	5307 Operating	\$4,482,000
		STATE/LOCAL	\$4,482,000

ANALYSIS

The Small Urban Transit – Operating provides operating assistance to Charles and Frederick counties. This action will allow Charles and Frederick counties to finance their transit operations. This amendment modifies the 5307 Operating in FY 24 up by \$4,482,000 and the state/local match up in FY 24 by \$4,482,000.

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 amend 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, Chief of Strategic Planning, Statewide Project Development, at smiller6@mta.maryland.gov.

ATTACHMENTS


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

cc: Ms. Erika Falk, Capital Analyst, Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA
Mr. Darrell Smith, Director, Statewide Project Development, MTA

National Capital Region TIP FY2023-2026

MDOT TIP # T2594												
SUMMARY TABLE												
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)								
				Federal	State/Local	Total						
Small Urban Transit Operating	B	Exempt	n/a	\$ -	\$ -	\$ 35,852						
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)								
	MDOT MTA	TPB		\$ 4,481	\$ 4,481	\$ 8,963						
Description	Operating Assistance to small urban transit systems in Charles and Frederick Counties											
Justification	Operating Assistance will enable Charles and Frederick Counties transportation systems to finance the operation of their services.											
INDIVIDUAL REQUEST FORM												
STIP/TIP Amendment Criteria				Funding	FY 2023	FY 2024	FY 2025	FY 2026	Total			
<input type="checkbox"/> A) Adds new individual projects to the current TIP <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 TIP <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction fund				Current (000s)	Total	\$ 8,963	\$ 8,963	\$ 8,963	\$ 8,963	\$ 35,852		
					Federal	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 17,926		
				State/Local	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 17,926			
				Proposed (000s)	Total	\$ 8,963	\$ 17,926	\$ 8,963	\$ 8,963	\$ 44,815		
					Federal	\$ 4,482	\$ 8,963	\$ 4,482	\$ 4,482	\$ 22,408		
				State/Local	\$ 4,482	\$ 8,963	\$ 4,482	\$ 4,482	\$ 22,408			
				Change (000s)	Total	\$ -	\$ 8,963	\$ -	\$ -	\$ 8,963		
					Federal	\$ -	\$ 4,481	\$ -	\$ -	\$ 4,481		
				State/Local	\$ -	\$ 4,481	\$ -	\$ -	\$ 4,481			
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
PE	5307 Operating	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 17,926	\$ 17,926	\$ 35,852
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Total		\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 17,926	\$ 17,926	\$ 35,852
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
PE	5307 Operating	\$ 4,482	\$ 4,482	\$ 8,963	\$ 8,963	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 22,408	\$ 22,408	\$ 44,815
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Total		\$ 4,482	\$ 4,482	\$ 8,963	\$ 8,963	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 22,408	\$ 22,408	\$ 44,815
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
PE	5307 Operating	\$ -	\$ -	\$ 4,481	\$ 4,481	\$ -	\$ -	\$ -	\$ -	\$ 4,481	\$ 4,481	\$ 8,963
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Total		\$ -	\$ -	\$ 4,481	\$ 4,481	\$ -	\$ -	\$ -	\$ -	\$ 4,481	\$ 4,481	\$ 8,963
TOTAL PROJECT COST												
Prior Cost (≤ FY 2023)				TIP Cost (FY 2024-2027)				Balance to Complete (≥ FY 2028)				Total Project Cost
		Federal	\$ -	Federal		\$ 22,408	Federal		\$ -	Federal		\$ 22,408
		State/Local	\$ -	State/Local		\$ 22,408	State/Local		\$ -	State/Local		\$ 22,408
Total		\$ -	Total		\$ 44,815	Total		\$ -	Total		\$ 44,815	

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP # TPB T2594														
SUMMARY TABLE														
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)										
Small Urban Transit Operating	B	Exempt	n/a	Federal	State/Local	Total	\$ 17,926	\$ 17,926	\$ 35,852					
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)										
	MDOT MTA	TPB		Federal	State/Local	Total	\$ 4,481	\$ 4,481	\$ 8,963					
Description	Operating Assistance to small urban transit systems in Charles and Frederick Counties													
Justification	Operating Assistance will enable Charles and Frederick Counties transportation systems to finance the operation of their services.													
INDIVIDUAL REQUEST FORM														
STIP/TIP Amendment Criteria				Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total					
<input type="checkbox"/> A) Adds new individual projects to the current TIP				Current (000s)	Total	\$ 8,963	\$ 8,963	\$ 8,963	\$ 8,963	\$ 35,852				
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change				Federal	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 17,926					
<input type="checkbox"/> C) Removes or deletes individual listed project from the TIP				State/Local	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 17,926					
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction fund				Proposed (000s)	Total	\$ 8,963	\$ 8,963	\$ 17,926	\$ 8,963	\$ 44,815				
				Federal	\$ 4,482	\$ 4,482	\$ 8,963	\$ 4,482	\$ 22,408					
				State/Local	\$ 4,482	\$ 4,482	\$ 8,963	\$ 4,482	\$ 22,408					
				Change (000s)	Total	\$ -	\$ -	\$ 8,963	\$ -	\$ 8,963				
				Federal	\$ -	\$ -	\$ 4,481	\$ -	\$ 4,481					
State/Local	\$ -	\$ -	\$ 4,481	\$ -	\$ 4,481									
PHASE DETAIL														
Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL				
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total		
CO	5307 Operating	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 17,926	\$ 17,926	\$ 35,852		
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Total		\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 17,926	\$ 17,926	\$ 35,852		
Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL				
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total		
CO	5307 Operating	\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 8,963	\$ 8,963	\$ 4,482	\$ 4,482	\$ 22,408	\$ 22,408	\$ 44,815		
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Total		\$ 4,482	\$ 4,482	\$ 4,482	\$ 4,482	\$ 8,963	\$ 8,963	\$ 4,482	\$ 4,482	\$ 22,408	\$ 22,408	\$ 44,815		
Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL				
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total		
CO	5307 Operating	\$ -	\$ -	\$ -	\$ -	\$ 4,481	\$ 4,481	\$ -	\$ -	\$ 4,481	\$ 4,481	\$ 8,963		
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total		\$ -	\$ -	\$ -	\$ -	\$ 4,481	\$ 4,481	\$ -	\$ -	\$ 4,481	\$ 4,481	\$ 8,963		
TOTAL PROJECT COST														
Prior Cost (≤ FY 2021)				TIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ -		Federal		\$ 22,408		Federal		\$ -		Federal	\$ 22,408	
State/Local		\$ -		State/Local		\$ 22,408		State/Local		\$ -		State/Local	\$ 22,408	
Total		\$ -		Total		\$ 44,815		Total		\$ -		Total	\$ 44,815	

TO: OPCP DEPUTY DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

DATE: MAY 21, 2024

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

PURPOSE OF MEMORANDUM

To request OPCP request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. This amendment will add \$5,150,000 in 5339 funds and \$909,000 in local match to FY 24.

SUMMARY

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

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T-13566	Prince George’s County Bus and Bus Facilities Competitive Low-No	5339	\$5,150,000

ANALYSIS

This amendment supports a 2nd phase of a Low-No discretionary grant in Prince George's County for additional buses and charging units. The amendment will increase the federal 5339 funds by \$5,150,000 and local by \$909,000 in FY 24.

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 Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.


ATTACHMENTS

- FY 2024-2027 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 Miller, Chief of Strategic Planning, Statewide Project Development, MTA
Mr. Darrell Smith, Director, Statewide Project Development, MTA

TPB TIP FY 2023-2026

MDOT TIP # 13566						
SUMMARY TABLE						
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in Millions)		
				Federal	State/Local	Total
Prince George's County Bus and Bus Facilities Competitive Low-No	A	Exempt	n/a	\$ -	\$ -	\$ 31,250
	Administration		Area/MPO	Net Funding Change (000s)		
	MDOT MTA		TPB	CTP Page	Federal	State/Local
				\$ 5,150	\$ 909	\$ 6,059
Description	Prince George's County Government will receive funding to purchase 20 zero-emission, battery electric buses, upgrade the electrical system at their transit depot, add additional electric chargers at multiple transit hubs and install a microgrid.					
Justification	The project will create good-paying jobs, reduce greenhouse gas emissions by an estimated 1,228 metric tons per year, and provide access to jobs, schools, and essential services, particularly for those in historically disadvantaged communities.					

INDIVIDUAL REQUEST FORM										
STIP/TIP Amendment Criteria				Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total	
<input checked="" type="checkbox"/> A) Adds new individual projects to the current TIP				Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change					Federal	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the TIP				Proposed (000s)	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]					Total	\$ -	\$ -	\$ -	\$ -	\$ -
				Change (000s)	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
					State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PHASE DETAIL												
Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5339	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250

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

Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5339	\$ -	\$ -	\$ 5,150	\$ 909	\$ -	\$ -	\$ -	\$ -	\$ 5,150	\$ 909	\$ 6,059
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 5,150	\$ 909	\$ -	\$ -	\$ -	\$ -	\$ 5,150	\$ 909	\$ 6,059

TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost	
Federal		\$ -		Federal		\$ 30,150		Federal		\$ -		Federal	\$ 30,150
State/Local		\$ -		State/Local		\$ 7,159		State/Local		\$ -		State/Local	\$ 7,159
Total		\$ -		Total		\$ 37,309		Total		\$ -		Total	\$ 37,309

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T13566												
SUMMARY TABLE												
Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)								
Prince George's County Bus and Bus Facilities Competitive Low-No	B	Exempt		Federal	State/Local	Total						
				\$ 25,000	\$ 6,250	\$ 31,250						
							Net Funding Change (000s)					
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total						
	MTA	TPB	Multiple	\$ 5,150	\$ 909	\$ 6,059						
Description	Prince George's County Government will receive funding to purchase 20 zero-emission, battery electric buses, upgrade the electrical system at their transit depot, add additional electric chargers at multiple transit hubs and install a microgrid.											
Justification	The project will create good-paying jobs, reduce greenhouse gas emissions by an estimated 1,228 metric tons per year, and provide access to jobs, schools, and essential services, particularly for those in historically disadvantaged communities.											
INDIVIDUAL REQUEST FORM												
STIP/TIP Amendment Criteria												
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other		Current (000s)	Total	FY 2022	FY 2023	FY 2024	FY 2025	Total				
		Federal	\$ -	\$ -	\$ 25,000	\$ -	\$ 31,250	\$ -	\$ 31,250			
		State/Local	\$ -	\$ -	\$ 6,250	\$ -	\$ 6,250	\$ -	\$ 6,250			
		Proposed (000s)	Total	FY 2022	FY 2023	FY 2024	FY 2025	Total				
		Federal	\$ -	\$ -	\$ 30,150	\$ -	\$ 30,150	\$ -	\$ 30,150			
		State/Local	\$ -	\$ -	\$ 7,159	\$ -	\$ 7,159	\$ -	\$ 7,159			
		Change (000s)	Total	FY 2022	FY 2023	FY 2024	FY 2025	Total				
		Federal	\$ -	\$ -	\$ 5,150	\$ -	\$ 5,150	\$ -	\$ 5,150			
		State/Local	\$ -	\$ -	\$ 909	\$ -	\$ 909	\$ -	\$ 909			
PHASE DETAIL												
Current												
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250
Proposed												
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 37,309
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 37,309
Change												
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ 5,150	\$ 909	\$ -	\$ -	\$ 5,150	\$ 909	\$ 6,059
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 5,150	\$ 909	\$ -	\$ -	\$ 5,150	\$ 909	\$ 6,059
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal	\$ -	Federal	\$ 30,150	Federal	\$ -	Federal	\$ -	Federal	\$ 30,150			
State/Local	\$ -	State/Local	\$ 7,159	State/Local	\$ -	State/Local	\$ -	State/Local	\$ 7,159			
Total	\$ -	Total	\$ 37,309	Total	\$ -	Total	\$ -	Total	\$ 37,309			

TO: OPCP DEPUTY DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

DATE: MAY 20, 2024

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

PURPOSE OF MEMORANDUM

To request OPCP request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the administrative modification to the TPB FY 2023-FY2026 TIP. This amendment will add \$1,622,000 in CMAQ funds to FY 24.

SUMMARY

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

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T-3760	Ridesharing – Statewide Program	CMAQ	\$1,622,000

ANALYSIS

This amendment supports ridesharing in Frederick, Prince George's, Montgomery and the Tri-County Council of Southern Maryland. The amendment will increase the FY 24 CMAQ by \$1,622,000. This increase is allowing for the MTA to obligate the FY 22, FY 23 and FY 24 CMAQ grants.

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 Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 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 Miller, Chief of Strategic Planning, Statewide Project Development, MTA
Mr. Darrell Smith, Director, Statewide Project Development, MTA

TPB TIP FY 2023-2026

MDOT TIP ID: 3760

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Ridesharing - Statewide Program	B	Nonattainment	PCE anticipated (tbd)	\$ 3,492	\$ -	\$ 3,492
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT MTA	TPB		\$ 1,622	\$ -	\$ 1,622

Description: The Ridesharing Program is to promote the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare Program. The ridesharing project covers activities of the ridesharing unit of the Statewide Transportation Program in Frederick, Prince George's, Montgomery Counties, and the Tri-County Council of Southern Maryland.

Justification: To promote the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total \$ 873	\$ 873	\$ 873	\$ 873	\$ 3,492
		Federal \$ 873	\$ 873	\$ 873	\$ 873	\$ 3,492
		State/Local \$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total \$ 873	\$ 2,495	\$ 873	\$ 873	\$ 5,114
		Federal \$ 873	\$ 2,495	\$ 873	\$ 873	\$ 5,114
		State/Local \$ -	\$ -	\$ -	\$ -	\$ -
MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Total \$ -	\$ 1,622	\$ -	\$ -	\$ 1,622
		Federal \$ -	\$ 1,622	\$ -	\$ -	\$ 1,622
		State/Local \$ -	\$ -	\$ -	\$ -	\$ -

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CMAQ	\$ 873	\$ -	\$ 873	\$ -	\$ 873	\$ -	\$ 873	\$ -	\$ 3,492	\$ -	\$ 3,492
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 873	\$ -	\$ 873	\$ -	\$ 873	\$ -	\$ 873	\$ -	\$ 3,492	\$ -	\$ 3,492


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	P3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CMAQ	\$ 873	\$ -	\$ 2,495	\$ -	\$ 873	\$ -	\$ 873	\$ -	\$ 5,114	\$ -	\$ 5,114
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 873	\$ -	\$ 2,495	\$ -	\$ 873	\$ -	\$ 873	\$ -	\$ 5,114	\$ -	\$ 5,114

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	P3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,622	\$ -	\$ 1,622
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ 1,622	\$ -	\$ -	\$ -	\$ -	\$ 1,622	\$ -	\$ 1,622

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)	STIP Cost (FY 2023-2026)	Balance to Complete (≥ FY 2026)	Total Project Cost
Federal	\$ -	\$ 5,114	\$ 5,114
State/Local	\$ -	\$ -	\$ -
Total	\$ -	\$ 5,114	\$ 5,114

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP # TPB T3760													
SUMMARY TABLE													
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)									
				Federal	State/Local	Total							
Small Urban Transit Operating	A	Exempt	n/a	\$ 2,619	\$ -	\$ 2,619							
	Administration			Area/MPO									
	MDOT MTA			TPB									
				Net Funding Change (000s)									
				Federal	State/Local	Total							
				\$ 1,622	\$ -	\$ 1,622							
Description:	The Ridesharing Program is to promote the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare Program. The ridesharing project covers activities of the ridesharing unit of the Statewide Transportation Program in Frederick, Prince George's, Montgomery Counties, and the Tri-County Council of Southern Maryland.												
Justification:	To promote the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools.												
INDIVIDUAL REQUEST FORM													
STIP/TIP Amendment Criteria													
<input type="checkbox"/> A) Adds new individual projects to the current TIP <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 TIP <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction fund													
													
				Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total				
Current (000s)				Total	\$ -	\$ 873	\$ 873	\$ 873	\$ 2,619				
				Federal	\$ -	\$ 873	\$ 873	\$ 873	\$ 2,619				
				State/Local	\$ -	\$ -	\$ -	\$ -	\$ -				
Proposed (000s)				Total	\$ -	\$ 873	\$ 2,495	\$ 873	\$ 4,241				
				Federal	\$ -	\$ 873	\$ 2,495	\$ 873	\$ 4,241				
				State/Local	\$ -	\$ -	\$ -	\$ -	\$ -				
Change (000s)				Total	\$ -	\$ -	\$ 1,622	\$ -	\$ 1,622				
				Federal	\$ -	\$ -	\$ 1,622	\$ -	\$ 1,622				
				State/Local	\$ -	\$ -	\$ -	\$ -	\$ -				
PHASE DETAIL													
Current													
		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	
OTH	CMAQ	\$ -	\$ -	\$ 873	\$ -	\$ 873	\$ -	\$ 873	\$ -	\$ 2,619	\$ -	\$ 2,619	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total		\$ -	\$ -	\$ 873	\$ -	\$ 873	\$ -	\$ 873	\$ -	\$ 2,619	\$ -	\$ 2,619	
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	
OTH	CMAQ	\$ -	\$ -	\$ 873	\$ -	\$ 2,495	\$ -	\$ 873	\$ -	\$ 4,241	\$ -	\$ 4,241	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total		\$ -	\$ -	\$ 873	\$ -	\$ 2,495	\$ -	\$ 873	\$ -	\$ 4,241	\$ -	\$ 4,241	
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	
OTH	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 1,622	\$ -	\$ -	\$ -	\$ 1,622	\$ -	\$ 1,622	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total		\$ -	\$ -	\$ -	\$ -	\$ 1,622	\$ -	\$ -	\$ -	\$ 1,622	\$ -	\$ 1,622	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)				TIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost	
Federal		\$ -		Federal		\$ 4,241		Federal		\$ 873		Federal	\$ 5,114
State/Local		\$ -		State/Local		\$ -		State/Local		\$ -		State/Local	\$ -
Total		\$ -		Total		\$ 4,241		Total		\$ 873		Total	\$ 5,114



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

May 23, 2024

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

Dear Ms. Snyder:

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

MCEC was awarded a grant from the U.S. Department of Transportation, Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure Discretionary Grant Opportunity (CFI). The project is entitled Maryland Equitable Charging Infrastructure Partnership (MECIP) and will install 58 sites in communities across the State of Maryland.

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

There will be 40 of these sites in the National Capital Region which will invest \$7,060,421 of federal funds with a local match of \$2,138,868 in the Maryland National Capital Region to complete this project. Total overall project cost is \$9,199,289.

Additional information about this program is available at

<https://www.mdcleanenergy.org/15m-federal-grant-awarded-to-maryland-public-private-partnership-to-support-ev-charging-network/>

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Amy Gillespie".

Amy Gillespie
Grants Administration and Compliance Officer
Maryland Clean Energy Center



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

May 23, 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

RE: Request to Amend the FY 2023 - 2026 Transportation Improvement Program

Dear Chair Henderson:


The Montgomery County Department of Transportation requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program, as identified in the attachment. This project, Dale Drive Shared Use Path and Safety Improvements, is not a capacity enhancement project and therefore does not need air quality conformity analysis. The purpose of the project is to add it to the current TIP FY 2023-2026. The funding is from the Transportation Assistance Program (TAP). Local match funding is from Montgomery County. The total project cost is \$9,407,000.

This project provides for the design and construction of a new eight-foot-wide shared use path approximately 1 mile of length along the north side of Dale Drive from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks.

Montgomery County requests that this amendment be approved by the TPB Steering Committee at its June 7, 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 to obligate the federal funding.


Office of the Director

101 Monroe Street, 10th Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax
www.montgomerycountymd.gov/mcdot

montgomerycountymd.gov/311  301-251-4850 TTY

We appreciate your cooperation in this matter. If you have any comments or questions, please do not hesitate to contact Christopher Van Alstyne at chris.vanalstyne@montgomerycountymd.gov or Gary Erenrich at gary.erenrich@montgomerycountymd.gov.

Sincerely,


Haley Peckett (May 22, 2024 13:26 EDT)

Haley Peckett
Deputy Director of Policy
Montgomery County DOT

HP:ge

Enclosure: Dale Drive Shared Use Path and Safety Improvements form

Cc: Kanti Srikanth, Director of Transportation, WMCOG
Kari Synder, Regional Planner, Maryland Department of Transportation
Gary Erenrich, Montgomery County DOT
Chris Van Alstyne, Montgomery County DOT

PROJECT DESCRIPTION

Title	Dale Drive Shared Use Path and Safety Improvements
Project ID	T13612
Lead Agency	Montgomery County



PROJECT INFORMATION

Route/Facility Name	Dale Drive
From	Colesville
To	Georgia
Primary Project Type	Bicycle/Pedestrian - Bike/Ped
County	Montgomery
Municipality	
Accommodations	Included
Complete Street Advance	Advances Goals
Primary Contact	Angel Cheng
Contact Email	angel.cheng@montgomerycountymd.gov
Project Information URL	https://www.montgomerycountymd.gov/dot-dte/project
Project Description	This project provides for the design and construction of a new eight-foot wide shared use path approximately 1 mile of length along the north side of Dale Drive from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks.

SCHEDULE AND FUNDING INFORMATION

Estimated Project Completion Date	2028
Current Implementation Status	Engineering/Plans, Specifications and Estimates
Total Project Cost	\$9,407,000.00

ENVIRONMENTAL REVIEW INFORMATION

Environmental Document Type	Categorical Exclusion
Environmental Review Status	Under preparation

PROJECT DESCRIPTION

Title Dale Drive Shared Use Path and Safety Improvements

Project ID T13612

Lead Agency Montgomery County



- This project has been identified for the following potential environmental mitigation activities.

-

REGIONAL POLICY QUESTION RESPONSES

- 32a. This project promotes non-auto travel or can be expected to reduce VMT in the region.
- 32b. Please identify all travel mode options that this project promotes, enhances, or supports.
- **Bicycling**
 - **Local Bus**
 - **Walking**
33. This project improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency)
- 34a. This project is physically located in an Equity Emphasis Area (EEA)
- 34b. Please provide additional written information that describes how this project further supports or advances equity as described by the TPB July 2020 resolution.
- Project provides safe pedestrian, bike access along a major roadway that connects to several public schools and to regional trails. Connects and is adjacent to equity emphasis areas.**
- 35a. This project begins or ends in an Activity Center.
- 35b. This project connects two or more Activity Centers.
- 35c. This project promotes non-auto travel within one or more Activity Centers.
- 35d. This project connects an Equity Emphasis Area to an Activity Center.
36. This project contributes to enhanced system maintenance or preservation.
37. This project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.).
38. This project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists.
39. This project is expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS).

PROJECT DESCRIPTION

Title Dale Drive Shared Use Path and Safety Improvements

Project ID T13612

Lead Agency Montgomery County



- 40a. This project is expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030.
- 40b. If the answer to question 40a. regarding contributing to greenhouse gas emission reductions was yes, then how is this project anticipated to reduce emissions?
41. This project enhances, supports, or promotes the following freight carrier modes.
-
42. This project enhances, supports, or promotes the following passenger carrier modes.
-
43. Please check each strategy that is implemented by this project.
- **Apply effective technologies that advance the TPB's goals.**
 - **Apply the endorsed safety strategies to design and operate safer infrastructure and encourage safer behavior.**
 - **Improve Walk and Bike Access to Transit.**
- 44a. Please provide additional written information that describes how this project further supports or advances the TPB Strategies.
- 44b. Please provide additional written information that describes how this project further supports or advances other regional goals or needs.
45. Federal Planning Factors: This project supports the following planning factors (select all that apply)
- **Emphasize the preservation of the existing transportation system**
 - **Enhance the integration and connectivity of the transportation system across and between modes for people and freight**
 - **Enhance travel and tourism**
 - **Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation**
 - **Increase accessibility and mobility of people**

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 23-41.3 WHICH ADDS A NEW VPRA PROJECT (T13611) THAT SEPARATES THE CONSTRUCTION PHASE FROM AN EXISTING RECORD AND INCREASES FUNDING FOR THREE PROJECTS (T13570, T6659, & T6634), AS REQUESTED BY THE VIRGINIA DEPARTMENT 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 23-41.3 which adds a net total of approximately \$407 million to the Northern Virginia portion of the TIP by adding approximately \$150 million to two existing roadway projects (T6659 & T6634) and Amtrak operations (T13570) and a new VPRA project (T13611) that separates the construction phase from an existing record, as listed at the end of this resolution, and 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 the project phase, and

ATTACHMENT C) Letter from VDOT dated May 24, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-41.3, creating the 41st amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these projects and programs are exempt from the air quality requirement, as defined in the 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 23-41.3 which adds a net total of approximately \$407 million to the Northern Virginia portion of the TIP by adding approximately \$150 million to two existing roadway projects (T6659 & T6634) and Amtrak operations (T13570) and a new VPRA project (T13611) that separates the construction phase from an existing record, as listed at the end of this resolution, and as described in the attached materials.

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE
T13570	Virginia State-Supported Amtrak Operations	\$239,620,799	\$274,074,889	\$34,454,090	14
T13611	Intercity Rail Service Expansion	\$0	\$257,200,000	\$257,200,000	0
T6659	VA Route 645 - Westwind Drive (Loudoun Co. Parkway to Rt. 606)	\$43,278,410	\$136,350,324	\$93,071,914	215
T6634	Northstar Blvd. Extension	\$170,843,682	\$193,446,682	\$22,603,000	13

**Adopted by the TPB Steering Committee at its meeting on Friday, June 7, 2024.
Final approval following review by the full board on Thursday, June 20, 2024.**

<i>TIP ID</i>	T13570	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Other
<i>Project Name</i>	Virginia State-Supported Amtrak Operations	<i>County</i>		<i>Total Cost</i>	\$274,074,889
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>	124309		
<i>Description</i>	Operating expenses for two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51). The cost included is only for a portion of the routes, and a portion of the train costs is estimated for the jurisdiction. This TIP ID is connected to TIP ID T13611.				

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	
PE		CMAQ	-	-	\$81,901,009	-	-	-	\$81,901,009	\$81,901,009	*Not Location Specific
PE	AC	CMAQ	-	-	\$43,296,138	-	-	-	\$43,296,138	\$43,296,138	
PE	ACCP	CMAQ	-	-	-	\$19,197,761	\$22,302,363	\$1,796,014	*	*	
PE		DC/STATE	-	-	\$138,053,707	-	-	-	\$138,053,707	\$138,053,707	
PE	AC	DC/STATE	-	-	\$10,824,035	-	-	-	\$10,824,035	\$10,824,035	
PE	ACCP	DC/STATE	-	-	-	\$4,762,575	\$5,628,498	\$432,961	*	*	
		<i>Total PE</i>	-	-	\$274,074,889	-	-	-	\$274,074,889	\$274,074,889	
		<i>Total Programmed</i>	-	-	\$274,074,889	-	-	-	\$274,074,889	\$274,074,889	

Version History

<i>TIP Document</i>			<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-23.3	Amendment	2023-2026	09/20/2023	Pending	Pending
23-41.3	Amendment	2023-2026	06/20/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$239,620,799 to \$274,074,889

* ACCP is not part of the Total



<i>TIP ID</i>	T13611	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Other
<i>Project Name</i>	Intercity Rail Service Expansion	<i>County</i>		<i>Total Cost</i>	\$257,200,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>	120532		
<i>Description</i>	Operating expenses for two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51). The cost included is only for a portion of the routes, and a portion of the train costs is estimated for the jurisdiction. This TIP ID is connected to TIP ID T13570.				

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
CON		CMAQ	-	-	\$15,296,413	-	-	-	\$15,296,413	\$15,296,413	
CON	AC	CMAQ	-	-	\$4,688,475	-	-	-	\$4,688,475	\$4,688,475	
CON	ACCP	CMAQ	-	-	-	\$670,243	\$819,001	\$3,199,231	*	*	
CON		DC/STATE	-	-	\$236,042,993	-	-	-	\$236,042,993	\$236,042,993	
CON	AC	DC/STATE	-	-	\$1,172,119	-	-	-	\$1,172,119	\$1,172,119	
CON	ACCP	DC/STATE	-	-	-	\$167,613	\$205,121	\$799,385	*	*	
		<i>Total CON</i>	-	-	\$257,200,000	-	-	-	\$257,200,000	\$257,200,000	
		<i>Total Programmed</i>	-	-	\$257,200,000	-	-	-	\$257,200,000	\$257,200,000	

Version History

Current Change Reason

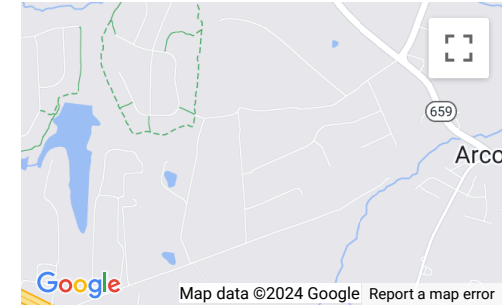
<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-41.3 Amendment 2023-2026	06/20/2024	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T6634	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - New Construction
<i>Project Name</i>	Northstar Blvd. Extension	<i>County</i>	Loudoun	<i>Total Cost</i>	\$193,446,682
<i>Project Limits</i>	US 50 John Mosby Highway to Shreveport Drive	<i>Municipality</i>		<i>Completion Date</i>	2025
		<i>Agency Project ID</i>	106994		
<i>Description</i>	Northstar Blvd. Extension between US 50 (John Mosby Highway) & Shreveport Drive in Loudoun with a 6-lane divided roadway				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	REVSH	\$2,307,744	-	-	-	-	-	-	\$2,307,744
PE	DC/STATE	\$2,307,744	-	-	-	-	-	-	\$2,307,744
	<i>Total PE</i>	\$4,615,488	-	-	-	-	-	-	\$4,615,488
ROW	BUILD	\$8,081,055	-	-	-	-	-	-	\$8,081,055
ROW	LOCAL	\$91,716,721	-	\$18,000,000	-	-	-	\$18,000,000	\$109,716,721
ROW	REVSH	\$7,295,256	-	-	-	-	-	-	\$7,295,256
ROW	DC/STATE	\$7,292,256	-	-	-	-	-	-	\$7,292,256
	<i>Total ROW</i>	\$114,385,288	-	\$18,000,000	-	-	-	\$18,000,000	\$132,385,288
CON	BUILD	\$16,918,945	-	-	-	-	-	-	\$16,918,945
CON	LOCAL	\$34,926,961	-	\$4,600,000	-	-	-	\$4,600,000	\$39,526,961
	<i>Total CON</i>	\$51,845,906	-	\$4,600,000	-	-	-	\$4,600,000	\$56,445,906
	<i>Total Programmed</i>	\$170,846,682	-	\$22,600,000	-	-	-	\$22,600,000	\$193,446,682



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
23-15.3	Amendment 2023-2026	04/19/2023	4/19/2023	N/A
23-41.3	Amendment 2023-2026	06/20/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$170,843,682 to \$193,446,682



TIP ID T6659
Project Name VA Route 645 - Westwind Drive (Loudoun Co. Parkway to Rt. 606)
Project Limits VA 607 Loudoun County (opposite Moorefield Boulevard) Parkway to VA 606 Old Ox Road

Lead Agency Virginia Department of Transportation
County Loudoun
Municipality
Agency Project ID 111670

Project Type Road - Add Capacity/Widening
Total Cost \$136,350,324
Completion Date 2026

Description Westwind Drive/Ladbrook Drive (VA Route 645 Extended) will provide an additional road connection across Broad Run between Loudoun County Parkway (VA Route 607) (in the Ashburn Community) and the Old Ox Road (VA Route 606) corridor. Future construction of this four lane divided road segment (Loudoun Typical Section for U4M) and bridge crossing will provide another east west connection in Loudoun's UDA. Between the Dulles Greenway and Evergreen Mills Road there are no other east west roadways across Broad Run, thereby hindering economic development and increasing vehicle miles travels for residents. This project can be found in Loudoun County's Capital Improvement Program and missing link #101 in Eastern Loudoun's Transportation Study.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	HIP	\$2,062,290	-	-	-	-	-	-	\$2,062,290
PE	LOCAL	-	-	\$3,675,109	-	-	-	\$3,675,109	\$3,675,109
PE	STBG	\$1,481,501	-	-	-	-	-	-	\$1,481,501
	<i>Total PE</i>	\$3,543,791	-	\$3,675,109	-	-	-	\$3,675,109	\$7,218,900
ROW	LOCAL	-	-	-	-	\$48,115,960	-	\$48,115,960	\$48,115,960
	<i>Total ROW</i>	-	-	-	-	\$48,115,960	-	\$48,115,960	\$48,115,960
CON	TBD	-	-	-	-	-	\$81,015,464	-	\$81,015,464
	<i>Total CON</i>	-	-	-	-	-	\$81,015,464	-	\$81,015,464
	<i>Total Programmed</i>	\$3,543,791	-	\$3,675,109	-	\$48,115,960	\$81,015,464	\$51,791,069	\$136,350,324



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4 Amendment 2023-2026	09/20/2023	10/18/2023	10/18/2023
23-41.3 Amendment 2023-2026	06/20/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$43,278,410 to \$136,350,324

ATTACHMENT B
Summary Report for TIP Action 23-41.3 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
T13570	Virginia State-Supported Amtrak Operations	\$239,620,799	\$274,074,889	\$34,454,090	14	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in + Increase funds in FFY 24 in PE from \$0 to \$148,877,742 - Decrease funds in FFY 24 in OTHER from \$45,539,603 to \$0 ▶ Delete funds in FFY 25 in ▶ Delete funds in FFY 26 in ▶ Add funds in FFY 25 in PE for \$4,762,575 ▶ Add funds in FFY 26 in PE for \$5,628,498 ▶ Add funds in FFY 27 in PE for \$432,961 <p>CMAQ</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$0 to \$125,197,147 - Decrease funds in FFY 24 in OTHER from \$12,196,898 to \$0 ▶ Delete funds in FFY 25 in ▶ Delete funds in FFY 26 in ▶ Add funds in FFY 25 in PE for \$19,197,761 ▶ Add funds in FFY 26 in PE for \$22,302,363 ▶ Add funds in FFY 27 in PE for \$1,796,014 <p><i>Total project cost increased from \$239,620,799 to \$274,074,889</i></p>
T13611	Intercity Rail Service Expansion	\$0	\$257,200,000	\$257,200,000	0	New project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in CON for \$237,215,112 ▶ Add funds in FFY 25 in CON for \$167,613 ▶ Add funds in FFY 26 in CON for \$205,121 ▶ Add funds in FFY 27 in CON for \$799,385 <p>CMAQ</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in CON for \$19,984,888 ▶ Add funds in FFY 25 in CON for \$670,243 ▶ Add funds in FFY 26 in CON for \$819,001 ▶ Add funds in FFY 27 in CON for \$3,199,231 <p><i>Total project cost \$257,200,000</i></p>

ATTACHMENT B
Summary Report for TIP Action 23-41.3 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
T6659	VA Route 645 - Westwind Drive (Loudoun Co. Parkway to Rt. 606)	\$43,278,410	\$136,350,324	\$93,071,914	215	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in PE for \$3,675,109 ▶ Add funds in FFY 26 in ROW for \$48,115,960 TBD ▶ Add funds in FFY 28 in CON for \$81,015,464 DC/STATE ▶ Delete funds in FFY 26 in ROW for \$7,600,000 ▶ Delete funds in FFY 27 in CON for \$31,024,700 STBG <p>- Decrease funds in FFY 22 in PE from \$2,591,420 to \$1,481,501 <i>Total project cost increased from \$43,278,410 to \$136,350,324</i></p>
T6634	Northstar Blvd. Extension	\$170,843,682	\$193,446,682	\$22,603,000	13	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 20 in PE for \$2,307,744 ROW for \$7,292,256 CON for \$19,561,484 ▶ Add funds in FFY 22 in ROW for \$91,716,721 CON for \$34,926,961 <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in CON for \$15,365,477 ▶ Add funds in FFY 24 in ROW for \$18,000,000 CON for \$4,600,000 REVSH ▶ Add funds in FFY 22 in PE for \$2,307,744 ROW for \$7,295,256 DC/STATE ▶ Delete funds in FFY 20 in PE for \$2,307,744 ROW for \$7,108,458 <ul style="list-style-type: none"> + Increase funds in FFY 22 in PE from \$0 to \$2,307,744 + Increase funds in FFY 22 in ROW from \$183,798 to \$7,292,256 HIP ▶ Delete funds in FFY 20 in ROW for \$8,081,055 CON for \$16,918,945 BUILD ▶ Add funds in FFY 22 in ROW for \$8,081,055 CON for \$16,918,945 NVTA ▶ Delete funds in FFY 20 in ROW for \$7,080,084 ▶ Delete funds in FFY 22 in ROW for \$38,288,007 ▶ Delete funds in FFY 23 in ROW for \$46,348,630 <p><i>Total project cost increased from \$170,843,682 to \$193,446,682</i></p>
TOTAL		\$453,742,891	\$861,071,895	\$407,329,004			

*ACCP is not part of the Total..



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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May 24, 2024

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

- RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendments:
1. Westwind Drive (Loudoun Co Pkwy to Route 606) (TIP ID T6659 / UPC 111670)
 2. Northstar Blvd Extension (Evergreen Mills Road to Route 50) (TIP ID 6634 / UPC 106994)
 3. Transforming Rail in Virginia VPRA (TIP ID T13570 / UPC 124309)
 4. Intercity Rail Service Expansion (TIP ID T13611 / UPC 120532) – New Project

Dear Chair Henderson:

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

Westwind Drive (Loudoun Co Pkwy to Route 606) (TIP ID T6659 / UPC 111670)

This project provides for the planning, design, right-of-way acquisition, and construction of Westwind Drive (Route 2988) between Loudoun County Parkway and Old Ox Road (Route 606). The scope of work includes the widening of the existing roadway; construction of a new four-lane, median-divided roadway as a suburban controlled access minor arterial facility; construction of a sidewalk on one side of the road; construction of a shared use path on the other side of the road within a 90-foot right-of-way; and construction of a bridge over Broad Run. This amendment is needed to reflect an update in the project cost to include local funding in the PE and RW phases. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Add \$329,468 (STP) Previous FFY for PE Phase
- Add \$2,062,290 (HIP) Previous FFY for PE Phase
- Add \$1,152,033 (STP) Previous FFY for PE Phase
- Add \$3,675,109 (Local) FFY24 for PE Phase
- Add \$48,115,960 (Local) FFY26 for RW Phase
- Add \$81,015,464 (Local) Future TBD for CN Phase

Northstar Blvd Extension (Shreveport Drive to Route 50) (TIP ID 6634 / UPC 106994)

This project will design and construct 1.6 mile four-lane, median divided segment of Northstar Boulevard from Evergreen Mills Road (formerly Shreveport Drive) to U.S. Route 50. The project scope includes a 10 foot wide shared use path on both sides of the roadway and a traffic signal at Evergreen Mills Road. At the northern end of the project, a new bridge will carry Northstar Boulevard over North Fork Broad Run. Arcola Mills Drive will then be realigned to the south to intersect with Northstar Boulevard. This amendment is needed to reflect an update in

the project cost to include local funding in the RW and CN phases. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Add \$2,307,744 (RS) Previous FFY for PE Phase
- Add \$2,307,744 (State) Previous FFY for PE Phase
- Add \$8,081,055 (BUILD) Previous FFY for RW Phase
- Add \$91,716,721 (Local) Previous FFY for RW Phase
- Add \$18,000,000 (Local) FFY24 for RW Phase
- Add \$7,292,256 (RS) Previous FFY for RW Phase
- Add \$7,292,256 (State) Previous FFY for RW Phase
- Add \$16,918,945 (BUILD) Previous FFY for CN Phase
- Add \$34,926,961 (Local) Previous FFY for CN Phase
- Add \$4,600,000 (Local) FFY24 for CN Phase

Virginia State-Supported Amtrak Operations (TIP ID T13570 / UPC 124309)

This VPRA project is for operating expenses for two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51). The cost included is only for a portion of the routes, and a portion of the train costs estimated for the jurisdiction. This TIP ID is connected to TIP ID T13611. The proposed amendment is requested to reflect a cost increase of approximately \$34M in project's PE Phase. This project is not considered regionally significant for air quality, based on FHWA's rules on CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements. The proposed amendment will:

- Add \$81,901,009 (CMAQ) FFY24 for PE Phase
- Add \$20,475,252 (State) FFY24 for PE Phase
- Add \$117,578,455 (State) FFY24 for PE Phase
- Add \$43,296,138 (CMAQ-AC) FFY24 for PE Phase
- Add \$10,824,035 (State-AC) FFY24 for PE Phase
- Add \$19,197,761 (CMAQ-ACC) FFY25 for PE Phase
- Add \$4,762,575 (State-ACC) FFY25 for PE Phase
- Add \$22,302,363 (CMAQ-ACC) FFY26 for PE Phase
- Add \$5,628,498 (State-ACC) FFY26 for PE Phase
- Add \$1,796,014 (CMAQ-ACC) FFY27 for PE Phase
- Add \$432,962 (State-ACC) FFY27 for PE Phase

New Project Request Added to TIP

Intercity Rail Service Expansion (TIP ID T13611 / UPC 120532)

This Virginia Passenger Rail Authority (VPRA) project is part of the Virginia State-Supported Amtrak Operations project as identified in TIP ID T13570. The proposed new amendment is requested to separate out and update the CN Phase. It includes operating expenses for two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51). The cost included is only for a portion of the routes, and a portion of the train costs estimated for the jurisdiction. This project is not considered regionally significant for air quality, based on FHWA's rules on CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements. The proposed amendment will:

- Add \$15,296,413 (CMAQ) FFY24 for CN Phase
- Add \$3,824,103 (State) FFY24 for CN Phase
- Add \$4,688,475 (CMAQ-AC) FFY24 for CN Phase

Hon. Henderson
May 24, 2024
Page Three

- Add \$1,172,119 (State-AC) FFY24 for CN Phase
- Add \$232,218,890 (State) FFY24 for CN Phase
- Add \$670,243 (CMAQ-ACC) FFY25 for CN Phase
- Add \$167,613 (State-ACC) FFY25 for CN Phase
- Add \$819,001 (CMAQ-ACC) FFY26 for CN Phase
- Add \$205,121 (State-ACC) FFY26 for CN Phase
- Add \$3,199,231 (CMAQ-ACC) FFY27 for CN Phase
- Add \$799,385 (State-ACC) FFY27 for CN Phase

VDOT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on June 7, 2024. VDOT and VPRA representatives will be available to answer any questions about these amendment requests.

Thank you for your consideration of this matter.

Sincerely,



Bill Cuttler, P.E.
Northern Virginia District Engineer

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: June 13, 2024

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



National Capital Region
Transportation Planning Board

May 9, 2024

Dr. Morteza Farajian
Executive Director
Build America Bureau
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Innovative Finance and Asset Concession Grant Application by the Maryland Department of Transportation

Dear Director Farajian:

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 Maryland Department of Transportation (MDOT) for an Innovative Finance and Asset Concession Grant program grant.

In partnership with state agencies and local jurisdictions, MDOT is comprehensively examining Transit Oriented Development (TOD) opportunities along the Maryland Area Rail Commuter (MARC) Penn Line and Baltimore's MetroLink Subway system. The Penn Line stations are the busiest in the MARC system, representing great potential to create focal points for community growth and activity. There are about 50 acres of state-owned land adjacent to MARC stations along this line, offering a major starting point for catalyzing TOD in the State of Maryland.

MDOT will utilize the grant to support statewide goals of increasing transit ridership, creating inclusionary housing opportunities, and reducing greenhouse gas emissions by creating denser activity centers near transit. The grant would help fund these efforts and build organizational capacity to develop and enter into innovative finance arrangements and public-private partnerships to execute sustainable and equitable TOD projects. Specifically, MDOT is seeking assistance in identifying opportunities to consolidate potentially redundant publicly owned parking sites at MARC Penn Line stations to encourage denser land-use patterns near rail transit.

The work proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's metropolitan transportation plan, Visualize 2045; bring jobs and housing closer together and improved access to transit are two of the seven Aspirational Initiatives of the plan. 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 MDOT for Innovative Finance and Asset Concession Grant Program funding.

Sincerely,

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

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Sean Winkler, Manager, Federal Infrastructure Strategy, Office of Government Affairs, MDOT



National Capital Region
Transportation Planning Board

June 12, 2024

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

Re: FY 2023 ATIIIP Program Grant Application for Manassas Line Rail with Trail Project by Prince William County, Virginia

Dear Secretary Buttigieg:

I write to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, to support an application by Prince William County for grant funding under the FY2023 Active Transportation Infrastructure Investment Program (ATIIIP) to plan and design Phase 1 of the Virginia Railway Express (VRE) Manassas Line Trail: Landmark to City of Manassas project from the VRE Manassas Station to Fairfax County.

The Manassas Line Rail with Trail Study will develop a conceptual active transportation network plan for a shared used path along a 3-mile section of the Manassas VRE commuter rail line connecting Historic Downtown Manassas with the Bull Run Trail in Fairfax County. The Rail with Trail Study will take a holistic, network-level approach to walking, biking, and rolling by addressing gaps in active transportation routes to connect economic hubs and activity centers to parks and open space. Additionally, the Rail with Trail Study will safely connect multi-modal users to two VRE stations located adjacent to and within multiple federally designated Historically Disadvantaged Communities with significant existing and planned residential and commercial land use.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and the Washington region's long-range transportation plan, Visualize 2045. The Manassas Line Trail is part of the TPB's adopted National Capital Trail Network. 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. 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 Prince William County. I anticipate that upon a successful grant award, subject to the availability of the required match funding, the region's transportation improvement program (TIP) will be amended to include the project and grant funding.

Sincerely,

Christina Henderson
Chair, National Capital Region Transportation Planning Board

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: June 13, 2024

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

COG, WMATA hold first DMVMoves regional Task Force meeting

ARLINGTON, VA – June 11 – Yesterday, the regional task force overseeing DMVMoves, a joint initiative of the Metropolitan Washington Council of Governments (COG) and the Washington Metropolitan Area Transit Authority (WMATA), held its inaugural meeting at the Arlington County Bozman Government Center. The group of leaders – co-chaired by COG Board Chair and District of Columbia Councilmember Charles Allen and WMATA Board Chair Paul C. Smedberg – met to discuss local and regional transit systems’ ridership, service levels, assets, and finances with the goal of developing a unified vision and sustainable funding model for the region’s transit network, which are fundamental to the advancement of the National Capital Region’s transportation, environmental, and economic goals.

The task force took an in-depth look at topics that vary across local transit systems – from fare policies and payment methods to service hours and signage. Members expressed interest in exploring how to provide more frequent transit service regionwide as well as creating a more seamless network among the region’s more than dozen systems to enhance transit users’ experience and make transit their preferred option. The group also discussed the funding models of peer transit agencies across the nation as a next step in establishing dedicated capital and operational funding that will serve as a foundation for the future of transit in the DMV. Officials have outlined an ambitious timeline for the DMVMoves initiative with final recommendations planned for May 2025.

“We are starting from a good place with a lot of really great transit. Now, how do we make it better and more integrated, seamless, and reliable?” said Smedberg. “We have a lot of work ahead of us, but by next May, we hope to have everyone on the same page about what world class transit means to the DMV and how to fund it.”

Smedberg and Allen said they were encouraged by the collective sense of urgency to address a transit funding issue that has been around for nearly 50 years.

“Today was a great starting point for a very big conversation. We look forward to identifying the region’s priorities for great transit and coming up with a plan to make it a reality,” said Allen. “We can find our way towards solutions, but I think what the discussion represented today was the will to get it done.”

The discussion was the first of many as part of the DMVMoves work plan. [The task force is made up of 23 regional leaders](#) – eighteen COG appointees, four WMATA appointees, and a federal representative. Additionally, two government and community advisory groups will be providing insight to help guide task force recommendations and support action plans. The selected individuals represent the region and will provide strategic direction to shape the DMVMoves initiative.

Last week, COG and WMATA announced the launch of the DMVMoves website, www.dmvmoves.org. The site provides a central location for news, resources, and updates on the progress of the initiative as well as livestreams of the task force meetings. The next task force meeting will be held in September 2024 at a location in Maryland.

MORE:

For documents and video of the June 10 DMVMoves Task Force meeting, [visit the event page](#).

CONTACT:

Whitney Nichels, wnichels@wmata.com

Steve Kania, skania@mwkog.org

About DMVMoves

DMV Moves is a joint initiative of the Metropolitan Washington Council of Governments and Washington Metropolitan Area Transit Authority to create a unified vision and sustainable funding model for the region's transit network.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: USDOT Finalizes New Fuel Economy and Fuel Efficiency Standards for Model Years 2027 and beyond
DATE: June 13, 2024

On June 7, 2024, the U.S. Department of Transportation's (USDOT) National Highway Traffic Safety Administration (NHTSA) announced final [fuel economy and fuel efficiency standards](#) for model years 2027 and beyond. 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 September 27, 2023 in support of the proposed rule.

According to a [press release](#):

In this final rule, fuel economy will increase 2% per year for model years 2027-2031 for passenger cars, while light trucks will increase 2% per year for model years 2029-2031.¹ These increases will bring the average light-duty vehicle fuel economy up to approximately 50.4 miles per gallon by model year 2031, saving passenger car and light truck owners more than \$600 in fuel over the lifetime of their vehicles

Heavy-duty pickup truck and van fuel efficiency will increase 10% per year for model years 2030-2032 and 8% per year for model years 2033-2035.² This will result in a fleetwide average of approximately 35 miles per gallon by model year 2035, saving heavy-duty pickup and van owners more than \$700 in fuel over the lifetime of their vehicles.

The press release notes that "though NHTSA does not consider electric and other alternative fuels when setting standards, manufacturers may use all available technologies – including advanced internal combustion engines, hybrid technologies and electric vehicles – for compliance." NHTSA estimates that new standards will prevent 710 million metric tons of carbon dioxide emissions by 2050.

NHTSA's fuel economy standards compliment the Environmental Protection Agency's (EPA) "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles," which were announced on March 20, 2024 and the TPB, MWAQC, and CEEPC also [supported](#).

¹ From the press release: "Passenger cars are generally sedans, station wagons, and two-wheel drive crossovers and SUVs, while light trucks are generally four-wheel drive SUVs, pickups, minivans, and passenger/cargo vans."

² From the press release: "Heavy-duty pickup trucks and vans are generally Class 2b/3 work trucks, fleet SUVs, work vans, and cutaway chassis-cab vehicles."