



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** December 15, 2022

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:** December 15, 2022

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At its meeting on December 2, 2022, the TPB Steering Committee adopted two resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT), as described in the bullets below:

- TPB SR11-2023, requested by MDOT to add a net total of approximately \$56.7 million under TIP Action 23-07.2. This set of amendments adds one new project, the MD 6 La Plata Safety and Accessibility Improvements Project with \$11.4 million in funding programmed; an addition of \$12 million in funding to the MD 97 at Montgomery Hills Highway Reconstruction project, and an addition of \$33 million in funding for to the US 15/US 40 Frederick Freeway Reconstruction project. The US 40/US 15 and MD 97 projects are included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the MD 6 project adds no capacity to the facility and therefore is exempt from the air quality conformity requirement.
- TPB SR12-2023, requested by VDOT, adds \$6 million in funding for a new project under TIP Action 23-07.3: the I-495 Southside Express Lanes Advance Activities. This project is only funded for planning and engineering and is therefore exempt from the air quality conformity requirement.

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

### Attachments:

- Adopted resolution SR11-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-07.2, as requested by MDOT.
- Adopted resolution SR12-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-07.3, as requested by VDOT.

TPB Steering Committee Attendance – December 2, 2022  
(only voting members and alternates listed)

TPB Chair/ VA rep.:	Pamela Sebesky
MD Rep.:	Reuben Collins
DC Rep.:	Christina Henderson
DDOT:	Mark Rawlings
MDOT:	Tyson Byrne
VDOT:	Amir Shahpar

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 23-07.2 WHICH ADDS FUNDING TO THE US 15/US 40 FREDERICK FREEWAY AND MD 97 AT MONTGOMERY HILLS RECONSTRUCTION PROJECTS AND ADDS A NEW PROJECT, MD 6 LA PLATA SAFETY AND ACCESSIBILITY IMPROVEMENTS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-07.2 which adds a net total of approximately \$12 million to the **US 15/US 40 Frederick Freeway Reconstruction project (T6431)**; a net total of approximately \$33.25 million to the **MD 97 at Montgomery Hills Highway Reconstruction project (T5420)**; and about \$11.4 million for a new project, **MD 6 La Plata Safety and Accessibility Improvements (T11615)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Project Overview report showing how these projects will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the changes in four-year program total, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase,
- ATTACHMENT C) Fund Change Detail report for the two existing projects that shows the Change Summary from the previous attachment in table format, and
- ATTACHMENT D) Letter from MDOT dated November 22, 2022 requesting the amendments; and

**WHEREAS**, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-07.2, creating the 7<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, the US 40/US 15 and MD 97 projects are included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the MD 6 project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-07.2 which adds a net total of approximately \$12 million to the **US 15/US 40 Frederick Freeway Reconstruction project (T6431)**; a net total of approximately \$33.25 million to the **MD 97 at Montgomery Hills Highway Reconstruction project (T5420)**; and about \$11.4 million for a new project, **MD 6 La Plata Safety and Accessibility Improvements (T11615)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, December 2, 2022.  
Final approval following review by the full board on Wednesday, December 21, 2022.**



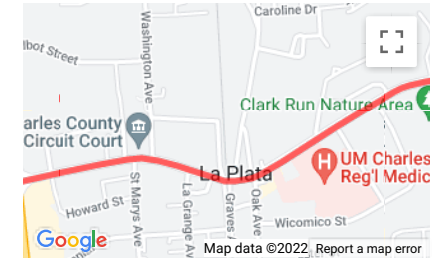
**TIP ID** T11615  
**Project Name** MD 6 La Plata Safety and Accessibility Improvements Project  
**Project Limits** US 301 to Willow Lane

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

**Project Type** Bike/Ped  
**Total Cost** \$11,394,000  
**Completion Date** 2029

**Description** The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$31,000	\$36,000	\$36,000	\$36,000	-	\$139,000	\$139,000
PE	STBG	-	\$284,000	\$324,000	\$324,000	\$324,000	-	\$1,256,000	\$1,256,000
<b>Total PE</b>		-	\$315,000	\$360,000	\$360,000	\$360,000	-	\$1,395,000	\$1,395,000
ROW	DC/STATE	-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
ROW	STBG	-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
<b>Total ROW</b>		-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
CON	TBD	-	-	-	-	-	\$7,000,000	-	\$7,000,000
<b>Total CON</b>		-	-	-	-	-	\$7,000,000	-	\$7,000,000
UT	TBD	-	-	-	-	-	\$1,764,000	-	\$1,764,000
UT	DC/STATE	-	-	-	-	\$73,000	-	\$73,000	\$73,000
UT	STBG	-	-	-	-	\$662,000	-	\$662,000	\$662,000
<b>Total UT</b>		-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
<b>Total Programmed</b>		-	\$315,000	\$360,000	\$610,000	\$1,345,000	\$8,764,000	\$2,630,000	\$11,394,000



**Version History**

**Current Change Reason**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-07.2 Amendment 2023-2026	Pending	Pending	N/A

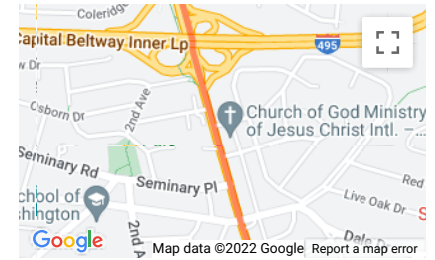
SCHEDULE / FUNDING / SCOPE - New project



<b>TIP ID</b>	T5420	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Road - Add Capacity/Widening
<b>Project Name</b>	MD 97 at Montgomery Hills Highway Reconstruction	<b>County</b>	Montgomery	<b>Total Cost</b>	\$57,080,000
<b>Project Limits</b>	MD 390 to MD 192	<b>Municipality</b>		<b>Completion Date</b>	2029
		<b>Agency Project ID</b>	MDMO2241		

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

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	TBD	-	-	-	-	-	\$500,000	-	\$500,000
PE	NHPP	\$722,000	\$1,187,000	\$490,000	\$490,000	\$490,000	-	\$2,657,000	\$3,379,000
PE	DC/STATE	\$3,626,000	\$63,000	\$10,000	\$10,000	\$10,000	-	\$93,000	\$3,719,000
	<b>Total PE</b>	<b>\$4,348,000</b>	<b>\$1,250,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$2,750,000</b>	<b>\$7,598,000</b>
ROW	NHPP	-	\$4,500,000	\$8,640,000	\$8,640,000	-	-	\$21,780,000	\$21,780,000
ROW	DC/STATE	-	\$500,000	\$960,000	\$960,000	-	-	\$2,420,000	\$2,420,000
	<b>Total ROW</b>	<b>-</b>	<b>\$5,000,000</b>	<b>\$9,600,000</b>	<b>\$9,600,000</b>	<b>-</b>	<b>-</b>	<b>\$24,200,000</b>	<b>\$24,200,000</b>
CON	TBD	-	-	-	-	-	\$17,339,000	-	\$17,339,000
	<b>Total CON</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$17,339,000</b>	<b>-</b>	<b>\$17,339,000</b>
UT	TBD	-	-	-	-	-	\$1,729,000	-	\$1,729,000
UT	NHPP	-	-	-	\$1,297,000	\$1,556,000	-	\$2,853,000	\$2,853,000
UT	DC/STATE	-	-	-	\$144,000	\$173,000	-	\$317,000	\$317,000
	<b>Total UT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,441,000</b>	<b>\$1,729,000</b>	<b>\$1,729,000</b>	<b>\$3,170,000</b>	<b>\$4,899,000</b>
PLANNING	LOCAL	\$3,044,000	-	-	-	-	-	-	\$3,044,000
	<b>Total PLANNING</b>	<b>\$3,044,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,044,000</b>
	<b>Total Programmed</b>	<b>\$7,392,000</b>	<b>\$6,250,000</b>	<b>\$10,100,000</b>	<b>\$11,541,000</b>	<b>\$2,229,000</b>	<b>\$19,568,000</b>	<b>\$30,120,000</b>	<b>\$57,080,000</b>



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-07.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

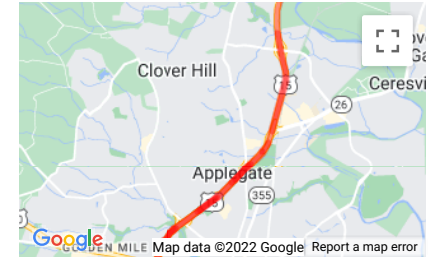
Total project cost increased from \$45,039,085 to \$57,080,000



**TIP ID** T6431 **Lead Agency** Maryland Department of Transportation - State Highway Administration **Project Type** Road - Add Capacity/Widening  
**Project Name** US 15/US 40 Frederick Freeway Reconstruction Project **County** Frederick **Total Cost** \$182,907,000  
**Limits** I 270 to N. of Biggs Road **Municipality** City of Frederick **Completion Date** 2030  
**Agency Project ID** FR1881

**Description** Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$1,069,000	\$4,300,000	\$3,150,000	\$2,195,000	-	-	\$9,645,000	\$10,714,000
PE	DC/STATE	\$119,000	\$450,000	\$200,000	\$110,000	-	-	\$760,000	\$879,000
	<b>Total PE</b>	<b>\$1,188,000</b>	<b>\$4,750,000</b>	<b>\$3,350,000</b>	<b>\$2,305,000</b>	-	-	<b>\$10,405,000</b>	<b>\$11,593,000</b>
ROW	TBD	-	-	-	-	-	\$1,811,000	-	\$1,811,000
ROW	NHPP	-	-	\$1,630,000	\$1,630,000	\$1,630,000	-	\$4,890,000	\$4,890,000
ROW	DC/STATE	-	-	\$181,000	\$181,000	\$181,000	-	\$543,000	\$543,000
	<b>Total ROW</b>	-	-	<b>\$1,811,000</b>	<b>\$1,811,000</b>	<b>\$1,811,000</b>	<b>\$1,811,000</b>	<b>\$5,433,000</b>	<b>\$7,244,000</b>
CON	TBD	-	-	-	-	-	\$102,644,000	-	\$102,644,000
CON	NHPP	-	-	-	-	\$48,841,000	-	\$48,841,000	\$48,841,000
CON	DC/STATE	-	-	-	-	\$5,427,000	-	\$5,427,000	\$5,427,000
	<b>Total CON</b>	-	-	-	-	<b>\$54,268,000</b>	<b>\$102,644,000</b>	<b>\$54,268,000</b>	<b>\$156,912,000</b>
UT	NHPP	-	-	\$1,432,000	\$1,718,000	-	-	\$3,150,000	\$3,150,000
UT	DC/STATE	-	-	\$159,000	\$191,000	-	-	\$350,000	\$350,000
	<b>Total UT</b>	-	-	<b>\$1,591,000</b>	<b>\$1,909,000</b>	-	-	<b>\$3,500,000</b>	<b>\$3,500,000</b>
PLANNING	NHPP	\$411,000	-	-	-	-	-	-	\$411,000
PLANNING	DC/STATE	\$3,247,000	-	-	-	-	-	-	\$3,247,000
	<b>Total PLANNING</b>	<b>\$3,658,000</b>	-	-	-	-	-	-	<b>\$3,658,000</b>
	<b>Total Programmed</b>	<b>\$4,846,000</b>	<b>\$4,750,000</b>	<b>\$5,161,000</b>	<b>\$5,707,000</b>	<b>\$57,988,000</b>	<b>\$104,455,000</b>	<b>\$73,606,000</b>	<b>\$182,907,000</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-07.2 Amendment 2023-2026	Pending	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$149,655,000 to \$182,907,000



**ATTACHMENT B: Summary Report for TIP Action 23-07.2: Formal Amendment  
 FY 2023-2026 Transportation Improvement Program  
 Approved by the TPB Steering Committee on December 2, 2022**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	\$0	\$11,394,000	\$11,394,000	-	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Add funds in FFY 27 in CON for \$7,000,000 UT for \$1,764,000 DC/STATE ▶ Add funds in FFY 23 in PE for \$31,000 ▶ Add funds in FFY 24 in PE for \$36,000 ▶ Add funds in FFY 25 in PE for \$36,000 ROW for \$25,000 ▶ Add funds in FFY 26 in PE for \$36,000 ROW for \$25,000 UT for \$73,000 STBG ▶ Add funds in FFY 23 in PE for \$284,000 ▶ Add funds in FFY 24 in PE for \$324,000 ▶ Add funds in FFY 25 in PE for \$324,000 ROW for \$225,000 ▶ Add funds in FFY 26 in PE for \$324,000 ROW for \$225,000 UT for \$662,000 <i>Total project cost \$11,394,000</i>
T5420	MD 97 at Montgomery Hills Highway Reconstruction	\$45,039,085	\$57,080,000	\$12,040,915	27	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD + Increase funds in FFY 27 in PE from \$0 to \$500,000 + Increase funds in FFY 27 in CON from \$0 to \$17,339,000 - Decrease funds in FFY 27 in OTHER from \$30,200,000 to \$0 + Increase funds in FFY 27 in UT from \$0 to \$1,729,000 DC/STATE - Decrease funds in FFY 22 in ROW from \$1,197,000 to \$0 + Increase funds in FFY 23 in PE from \$28,000 to \$63,000 + Increase funds in FFY 23 in ROW from \$85 to \$500,000 + Increase funds in FFY 24 in PE from \$0 to \$10,000 + Increase funds in FFY 24 in ROW from \$85,000 to \$960,000 ▶ Add funds in FFY 25 in PE for \$10,000 ROW for \$960,000 UT for \$144,000 ▶ Add funds in FFY 26 in PE for \$10,000 UT for \$173,000 NHP - Decrease funds in FFY 22 in PE from \$1,464,000 to \$458,000 - Decrease funds in FFY 22 in ROW from \$60,000 to \$0 - Decrease funds in FFY 23 in PE from \$1,679,000 to \$1,187,000 + Increase funds in FFY 23 in ROW from \$1,696,000 to \$4,500,000 + Increase funds in FFY 24 in PE from \$0 to \$490,000 + Increase funds in FFY 24 in ROW from \$1,696,000 to \$8,640,000 ▶ Add funds in FFY 25 in PE for \$490,000 ROW for \$8,640,000 UT for \$1,297,000 ▶ Add funds in FFY 26 in PE for \$490,000 UT for \$1,556,000

T6431	US 15/US 40 Frederick Freeway Reconstruction	\$149,655,000	\$182,907,000	\$33,252,000	22	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <p>+ Add funds in FFY 27 in ROW for \$1,811,000 CON for \$102,644,000</p> <p>- Decrease funds in FFY 27 in OTHER from \$134,100,000 to \$0</p> <p>DC/STATE</p> <p>- Decrease funds in FFY 19 in PLANNING from \$1,780,000 to \$1,419,000</p> <p>- Decrease funds in FFY 19 in PE from \$431,000 to \$0</p> <p>- Decrease funds in FFY 20 in PE from \$212,000 to \$0</p> <p>- Decrease funds in FFY 21 in PE from \$45,000 to \$44,000</p> <p>+ Increase funds in FFY 23 in PE from \$200,000 to \$450,000</p> <p>+ Increase funds in FFY 24 in PE from \$150,000 to \$200,000</p> <p>+ Increase funds in FFY 24 in ROW from \$0 to \$181,000</p> <p>+ Increase funds in FFY 25 in ROW from \$0 to \$181,000</p> <p>+ Increase funds in FFY 25 in UT from \$0 to \$159,000</p> <p>► Add funds in FFY 26 in ROW for \$181,000 CON for \$5,427,000 UT for \$191,000</p> <p>NHPP</p> <p>+ Increase funds in FFY 22 in PLANNING from \$50,000 to \$411,000</p> <p>- Decrease funds in FFY 22 in PE from \$1,496,000 to \$1,069,000</p> <p>+ Increase funds in FFY 23 in PE from \$3,990,000 to \$4,300,000</p> <p>+ Increase funds in FFY 24 in PE from \$2,993,000 to \$3,150,000</p> <p>+ Increase funds in FFY 24 in ROW from \$0 to \$1,630,000</p> <p>+ Increase funds in FFY 25 in ROW from \$0 to \$1,630,000</p> <p>+ Increase funds in FFY 25 in UT from \$0 to \$1,432,000</p> <p>► Add funds in FFY 26 in ROW for \$1,630,000 CON for \$48,841,000 UT for \$1,718,000</p>
<b>Grand Total:</b>		<b>\$194,694,085</b>	<b>\$251,381,000</b>	<b>\$56,686,915</b>			

ATTACHMENT C: Fund Detail Change Report for TIP Action 23-07.2: Formal Amendment  
 FY 2023-2026 Transportation Improvement Program  
 Approved by the TPB Steering Committee on December 2, 2022

SOURCE	TIP ACTION	PRIOR TOTAL																FUTURE TOTAL	GRAND TOTAL					
			PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL							
TIP ID T6431 - US 15/US 40 Frederick Freeway Reconstruction																								
DC/STATE	23-00	\$4,371,000	\$200,000	\$0	\$0	\$0	\$200,000	\$150,000	\$0	\$0	\$0	\$150,000	\$110,000	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,831,000
	23-07.2	\$3,366,000	\$450,000	\$0	\$0	\$0	\$450,000	\$200,000	\$181,000	\$0	\$0	\$381,000	\$110,000	\$181,000	\$0	\$159,000	\$450,000	\$0	\$181,000	\$5,427,000	\$191,000	\$5,799,000	\$0	\$10,446,000
	DELTA	-\$1,005,000	\$250,000	\$0	\$0	\$0	\$250,000	\$50,000	\$181,000	\$0	\$0	\$231,000	\$0	\$181,000	\$0	\$159,000	\$340,000	\$0	\$181,000	\$5,427,000	\$191,000	\$5,799,000	\$0	\$5,615,000
NHPP	23-00	\$1,546,000	\$3,990,000	\$0	\$0	\$0	\$3,990,000	\$2,993,000	\$0	\$0	\$0	\$2,993,000	\$2,195,000	\$0	\$0	\$0	\$2,195,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,724,000
	23-07.2	\$1,480,000	\$4,300,000	\$0	\$0	\$0	\$4,300,000	\$3,150,000	\$1,630,000	\$0	\$0	\$4,780,000	\$2,195,000	\$1,630,000	\$0	\$1,432,000	\$5,257,000	\$0	\$1,630,000	\$48,841,000	\$1,718,000	\$52,189,000	\$0	\$68,006,000
	DELTA	-\$66,000	\$310,000	\$0	\$0	\$0	\$310,000	\$157,000	\$1,630,000	\$0	\$0	\$1,787,000	\$0	\$1,630,000	\$0	\$1,432,000	\$3,062,000	\$0	\$1,630,000	\$48,841,000	\$1,718,000	\$52,189,000	\$0	\$57,282,000
TBD	23-00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,100,000	\$134,100,000
	23-07.2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,455,000	\$104,455,000
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$29,645,000	-\$29,645,000
TOTAL	23-00	\$5,917,000	\$4,190,000	\$0	\$0	\$0	\$4,190,000	\$3,143,000	\$0	\$0	\$0	\$3,143,000	\$2,305,000	\$0	\$0	\$0	\$2,305,000	\$0	\$0	\$0	\$0	\$0	\$134,100,000	\$149,655,000
	23-07.2	\$4,846,000	\$4,750,000	\$0	\$0	\$0	\$4,750,000	\$3,350,000	\$1,811,000	\$0	\$0	\$5,161,000	\$2,305,000	\$1,811,000	\$0	\$1,591,000	\$5,707,000	\$0	\$1,811,000	\$54,268,000	\$1,909,000	\$57,988,000	\$104,455,000	\$182,907,000
	DELTA	-\$1,071,000	\$560,000	\$0	\$0	\$0	\$560,000	\$207,000	\$1,811,000	\$0	\$0	\$2,018,000	\$0	\$1,811,000	\$0	\$1,591,000	\$3,402,000	\$0	\$1,811,000	\$54,268,000	\$1,909,000	\$57,988,000	-\$29,645,000	\$33,252,000
TIP ID T5420 - MD 97 at Montgomery Hills Highway Reconstruction																								
DC/STATE	23-00	\$4,823,000	\$28,000	\$85	\$0	\$0	\$28,085	\$0	\$85,000	\$0	\$0	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,936,085
	23-07.2	\$3,626,000	\$63,000	\$500,000	\$0	\$0	\$563,000	\$10,000	\$960,000	\$0	\$0	\$970,000	\$10,000	\$960,000	\$0	\$144,000	\$1,114,000	\$10,000	\$0	\$0	\$173,000	\$183,000	\$0	\$6,456,000
	DELTA	-\$1,197,000	\$35,000	\$499,915	\$0	\$0	\$534,915	\$10,000	\$875,000	\$0	\$0	\$885,000	\$10,000	\$960,000	\$0	\$144,000	\$1,114,000	\$10,000	\$0	\$0	\$173,000	\$183,000	\$0	\$1,519,915
LOCAL	23-00	\$3,044,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,044,000
	23-07.2	\$3,044,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,044,000
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	23-00	\$1,788,000	\$1,679,000	\$1,696,000	\$0	\$0	\$3,375,000	\$0	\$1,696,000	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,859,000
	23-07.2	\$722,000	\$1,187,000	\$4,500,000	\$0	\$0	\$5,687,000	\$490,000	\$8,640,000	\$0	\$0	\$9,130,000	\$490,000	\$8,640,000	\$0	\$1,297,000	\$10,427,000	\$490,000	\$0	\$0	\$1,556,000	\$2,046,000	\$0	\$28,012,000
	DELTA	-\$1,066,000	-\$492,000	\$2,804,000	\$0	\$0	\$2,312,000	\$490,000	\$6,944,000	\$0	\$0	\$7,434,000	\$490,000	\$8,640,000	\$0	\$1,297,000	\$10,427,000	\$490,000	\$0	\$0	\$1,556,000	\$2,046,000	\$0	\$21,153,000
TBD	23-00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,200,000	\$30,200,000
	23-07.2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,568,000	\$19,568,000
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$10,632,000	-\$10,632,000
TOTAL	23-00	\$9,655,000	\$1,707,000	\$1,696,085	\$0	\$0	\$3,403,085	\$0	\$1,781,000	\$0	\$0	\$1,781,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,200,000	\$45,039,085
	23-07.2	\$7,392,000	\$1,250,000	\$5,000,000	\$0	\$0	\$6,250,000	\$500,000	\$9,600,000	\$0	\$0	\$10,100,000	\$500,000	\$9,600,000	\$0	\$1,441,000	\$11,541,000	\$500,000	\$0	\$0	\$1,729,000	\$2,229,000	\$19,568,000	\$57,080,000
	DELTA	-\$2,263,000	-\$457,000	\$3,303,915	\$0	\$0	\$2,846,915	\$500,000	\$7,819,000	\$0	\$0	\$8,319,000	\$500,000	\$9,600,000	\$0	\$1,441,000	\$11,541,000	\$500,000	\$0	\$0	\$1,729,000	\$2,229,000	-\$10,632,000	\$12,040,915

November 22, 2022

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

Dear Chairman Sebesky:

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

This action reflects MDOT SHA's updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the projects below, including the additions of the new increases in funding from the Infrastructure Investment and Jobs Act (IIJA). As these projects are either already included in or do not affect the Air Quality Conformity Determination for Visualize 2045, this additional funding will not affect the determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5420	MD 97 at Montgomery Hills Highway Reconstruction, Silver Spring	\$24,851	Add new funds and reallocate previously designated funds for preliminary engineering, right-of-way, and utilities.
6431	US 15/US 40 Frederick Freeway Reconstruction	\$63,968	Add new funds and reallocate previously designated funds for preliminary engineering, right-of-way, construction, and utilities.
11615	MD 6 La Plata Safety and Accessibility Improvements	\$2,630	Adds new project with funds for preliminary engineering, right-of-way, and utilities.

The Honorable Pamela Sebesky  
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MDOT requests that this amendment be approved by the TPB Steering Committee at its December 2, 2022 meeting.

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

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

Sincerely,



Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

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

**MEMORANDUM**

**TO:** OPCP DIRECTOR HEATHER MURPHY  
**ATTN:** OPCP REGIONAL PLANNING MANAGER TYSON BYRNE  
 OPCP REGIONAL PLANNER KARI SNYDER  
**FROM:** OPPE DEPUTY DIRECTOR ERIC BECKETT *E. Beckett*  
**SUBJECT:** REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL  
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION  
 IMPROVEMENT PROGRAM (TIP)  
**DATE:** NOVEMBER 22, 2022  
**RESPONSE**  
**REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

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

**SUMMARY**

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

TIP	PROJECT	PHASE	NEW FUNDING
5420	MD 97 at Montgomery Hills Highway Reconstruction	ENG	(\$492,000)
		RW	\$1,535,000
		UT	\$20,638,000
6431	US 15/US 40 Frederick Freeway Reconstruction	UT	\$3,170,000
		ENG	\$767,000
		RW	\$5,433,000
		CO	\$54,268,000
11615	MD 6 La Plata Safety and Accessibility Improvements	UT	\$3,500,000
		ENG	\$1,395,000
		RW	\$500,000
		UT	\$735,000

**ANALYSIS**

*MD 97 at Montgomery Hills Highway Reconstruction (TPB 5420)* – This requested amendment reflects the reduction of \$492,000 in FY 2023-2026 TPB TIP preliminary engineering funding for TPB 5420. This amendment also reflects the addition of \$1,535,000 in funds for preliminary engineering, the addition of \$20,638,000 for right-of-way, and the addition of \$3,170,000 for utilities. The MDOT SHA

requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA's updated programmed project expenditures and project schedule in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$45,039,085 to \$57,080,000, including funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

*US 15/US 40 Frederick Freeway Reconstruction (TPB 6431)* – This requested amendment reflects the addition of \$767,000 in FY 2023-2026 TPB TIP preliminary engineering funding for TPB 6431. This amendment also reflects the addition of \$5,433,000 in funds for right-of-way, the addition of \$54,268,000 in funds for construction, and the addition of \$3,500,000 in funds for utilities. The MDOT SHA requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA's updated programmed project expenditures and project schedule in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$149,655,000 to \$182,907,000, including funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

*MD 6 La Plata Safety and Accessibility Improvements Project (TPB 11615)* – This requested amendment reflects the addition of a new project to the FY 2023-2026 TPB TIP and adds \$1,395,000 to the FY 2023-2026 TPB TIP preliminary engineering funding for TPB 11615. This amendment also reflects the addition of \$500,000 in funds for right-of-way and the addition of \$735,000 in funds for utilities. This amendment ensures the FY 2023-2026 TPB TIP reflects MDOT SHA updated programmed funds and project schedule in FY 2023-2026. A project scope and cost estimates will be refined upon the completion of the design process, which is anticipated to be complete by 2026.

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

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

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

## **ATTACHMENTS**

- FY 2023-2026 TPB TIP project 5420 report
- FY 2022-2025 Maryland STIP project TPB 5420 report
- FY 2023-2026 TPB TIP project 6431 report
- FY 2022-2025 Maryland STIP project TPB 6431 report
- FY 2023-2026 TPB TIP project 11615 report
- FY 2022-2025 Maryland STIP project TPB 11615 report

Ms. Heather Murphy  
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cc: Mr. Matt Baker, Chief, RIPD, OPPE, MDOT SHA  
Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, MDOT SHA  
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HDD), Office of Highway  
Development (OHD), MDOT SHA  
Mr. Sean Boyle, Transportation Design Engineer, HDD, OHD, MDOT SHA  
Jeff Davis, P.E., AICP, Assistant Chief, HDD, OHD, MDOT SHA  
Ms. Marie-France Guiteau, Transportation Engineering Manager, HDD, OHD, MDOT SHA  
Derek Gunn, P.E., Acting District Engineer, District 3, MDOT SHA  
Jill Lemke, Assistant Chief, RIPD, OPPE, MDOT SHA  
Eric Marabello, P.E., Director, OHD, MDOT SHA  
Andrew Radcliffe, Jr., P.E., Acting District Engineer, District 7, MDOT SHA  
Mr. David Rodgers, Regional Planner, RIPD, OPPE, MDOT SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, MDOT SHA  
Mr. David Schlie, Regional Planner, RIPD, OPPE, MDOT SHA  
Barry Smith, P.E., Acting Chief, HHD, OHD, MDOT SHA  
Kimberly Tran, P.E., Acting District Engineer, District 5, MDOT SHA





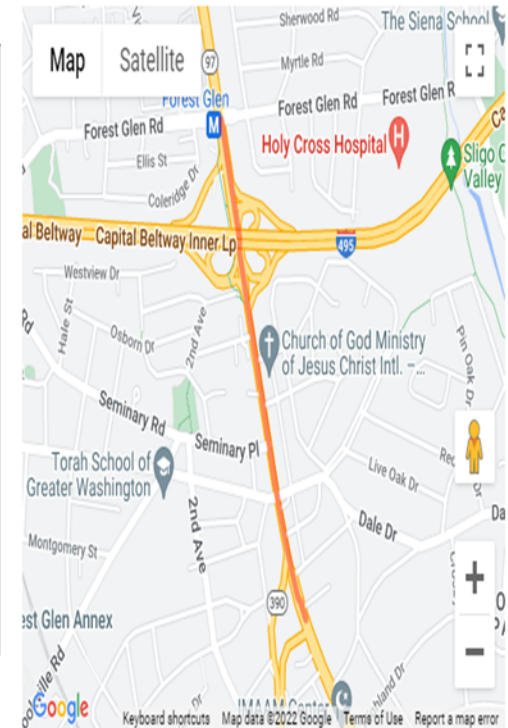
National Capital Region Transportation Planning Board  
 FY 2023-2026 Transportation Improvement Program  
 Maryland Department of Transportation - State Highway Administration  
 ALL 23TIP TIP ACTIONS

**TIP ID** T5420  
**Project Name** MD 97 at Montgomery Hills Highway Reconstruction  
**Project Limits** MD 390 to MD 192  
**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Montgomery  
**Municipality**  
**Agency Project ID** M02241

**Project Type** Road - Add Capacity/Widening  
**Total Cost** \$57,080,000  
**Completion Date** 2029

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

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	TBD	-	-	-	-	-	\$500,000	-	\$500,000
PE	NHPP	\$722,000	\$1,187,000	\$490,000	\$490,000	\$490,000	-	\$2,657,000	\$3,379,000
PE	DC/STATE	\$3,626,000	\$63,000	\$10,000	\$10,000	\$10,000	-	\$93,000	\$3,719,000
	<b>Total PE</b>	<b>\$4,348,000</b>	<b>\$1,250,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$2,750,000</b>	<b>\$7,598,000</b>
ROW	NHPP	-	\$4,500,000	\$8,640,000	\$8,640,000	-	-	\$21,780,000	\$21,780,000
ROW	DC/STATE	-	\$500,000	\$960,000	\$960,000	-	-	\$2,420,000	\$2,420,000
	<b>Total ROW</b>	<b>-</b>	<b>\$5,000,000</b>	<b>\$9,600,000</b>	<b>\$9,600,000</b>	<b>-</b>	<b>-</b>	<b>\$24,200,000</b>	<b>\$24,200,000</b>
CON	TBD	-	-	-	-	-	\$17,339,000	-	\$17,339,000
	<b>Total CON</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$17,339,000</b>	<b>-</b>	<b>\$17,339,000</b>
UT	TBD	-	-	-	-	-	\$1,729,000	-	\$1,729,000
UT	NHPP	-	-	-	\$1,297,000	\$1,556,000	-	\$2,853,000	\$2,853,000
UT	DC/STATE	-	-	-	\$144,000	\$173,000	-	\$317,000	\$317,000
	<b>Total UT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,441,000</b>	<b>\$1,729,000</b>	<b>\$1,729,000</b>	<b>\$3,170,000</b>	<b>\$4,899,000</b>
PLANNING	LOCAL	\$3,044,000	-	-	-	-	-	-	\$3,044,000
	<b>Total PLANNING</b>	<b>\$3,044,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,044,000</b>
	<b>Total Programmed</b>	<b>\$7,392,000</b>	<b>\$6,250,000</b>	<b>\$10,100,000</b>	<b>\$11,541,000</b>	<b>\$2,229,000</b>	<b>\$19,568,000</b>	<b>\$30,120,000</b>	<b>\$57,080,000</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022
23-07.2	Amendment 2023-2026	Pending	Pending
			N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$45,039,085 to \$57,080,000

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 5420 MC# 22-39 Approved 9/7/2022

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 97 at Montgomery Hills Highway Reconstruction (MO2241)	B	Nonattainment/TPB 2618	CE 2019	\$ 5,529	\$ 3,265	\$ 8,794
Description	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				MDOT SHA	TPB	SHA-M-3 FY 2023
A project of make safety and accessibility improvements to MD 97 in Montgomery Hills, between MD 192 and MD 390.				\$ 20,173	\$ 2,449	\$ 22,622
Justification	This project will address safety and traffic operations within the study area.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
	Current (000s)	Proposed (000s)	\$ 3,525	\$ 3,488	\$ 1,781	\$ -	\$ 8,794
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Federal	Federal	\$ 458	\$ 3,375	\$ 1,696	\$ -	\$ 5,529
	State/Local	State/Local	\$ 3,067	\$ 113	\$ 85	\$ -	\$ 3,265
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	Federal	\$ 458	\$ 5,687	\$ 9,130	\$ 10,427	\$ 25,702
	State/Local	State/Local	\$ 3,067	\$ 563	\$ 970	\$ 1,114	\$ 5,714
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Federal	Federal	\$ -	\$ 2,762	\$ 8,319	\$ 11,541	\$ 22,622
	State/Local	State/Local	\$ -	\$ 2,312	\$ 7,434	\$ 10,427	\$ 20,173
<input type="checkbox"/> D) Other	Federal	Federal	\$ -	\$ 450	\$ 885	\$ 1,114	\$ 2,449
	State/Local	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -



## PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ 3,044	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,044	\$ 3,044
PE	NHPP	\$ 458	\$ -	\$ 1,679	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,137	\$ -	\$ 2,137
	State	\$ -	\$ 23	\$ -	\$ 28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51	\$ 51
RW	NHPP	\$ -	\$ -	\$ 1,696	\$ -	\$ 1,696	\$ -	\$ -	\$ -	\$ 3,392	\$ -	\$ 3,392
	State	\$ -	\$ -	\$ -	\$ 85	\$ -	\$ 85	\$ -	\$ -	\$ -	\$ 170	\$ 170
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 458</b>	<b>\$ 3,067</b>	<b>\$ 3,375</b>	<b>\$ 113</b>	<b>\$ 1,696</b>	<b>\$ 85</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,529</b>	<b>\$ 3,265</b>	<b>\$ 8,794</b>

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ 3,044	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,044	\$ 3,044
PE	NHPP	\$ 458	\$ -	\$ 1,187	\$ -	\$ 490	\$ -	\$ 490	\$ -	\$ 2,625	\$ -	\$ 2,625
	State	\$ -	\$ 23	\$ -	\$ 63	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 106	\$ 106
RW	NHPP	\$ -	\$ -	\$ 4,500	\$ -	\$ 8,640	\$ -	\$ 8,640	\$ -	\$ 21,780	\$ -	\$ 21,780
	State	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 960	\$ -	\$ 960	\$ -	\$ 2,420	\$ 2,420
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,297	\$ -	\$ 1,297	\$ -	\$ 1,297
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144	\$ 144
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 458</b>	<b>\$ 3,067</b>	<b>\$ 5,687</b>	<b>\$ 563</b>	<b>\$ 9,130</b>	<b>\$ 970</b>	<b>\$ 10,427</b>	<b>\$ 1,114</b>	<b>\$ 25,702</b>	<b>\$ 5,714</b>	<b>\$ 31,416</b>

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ (492)	\$ -	\$ 490	\$ -	\$ 490	\$ -	\$ 488	\$ -	\$ 488
	State	\$ -	\$ -	\$ -	\$ 35	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 55	\$ 55
RW	NHPP	\$ -	\$ -	\$ 2,804	\$ -	\$ 6,944	\$ -	\$ 8,640	\$ -	\$ 18,388	\$ -	\$ 18,388
	State	\$ -	\$ -	\$ -	\$ 415	\$ -	\$ 875	\$ -	\$ 960	\$ -	\$ 2,250	\$ 2,250
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,297	\$ -	\$ 1,297	\$ -	\$ 1,297
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144	\$ 144
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,312</b>	<b>\$ 450</b>	<b>\$ 7,434</b>	<b>\$ 885</b>	<b>\$ 10,427</b>	<b>\$ 1,114</b>	<b>\$ 20,173</b>	<b>\$ 2,449</b>	<b>\$ 22,622</b>

## TOTAL PROJECT COST

Prior Cost (≠ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≠ FY 2026)		Total Project Cost	
Federal	\$ 264	Federal	\$ 25,702	Federal	\$ 19,697	Federal	\$ 45,663
State/Local	\$ 3,603	State/Local	\$ 5,714	State/Local	\$ 2,100	State/Local	\$ 11,417
<b>Total</b>	<b>\$ 3,867</b>	<b>Total</b>	<b>\$ 31,416</b>	<b>Total</b>	<b>\$ 21,797</b>	<b>Total</b>	<b>\$ 57,080</b>

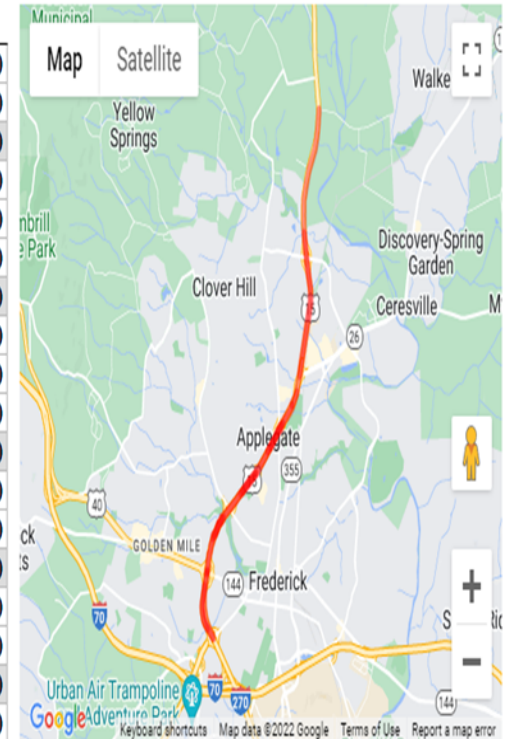


National Capital Region Transportation Planning Board  
 FY 2023-2026 Transportation Improvement Program  
 Maryland Department of Transportation - State Highway Administration  
 ALL 23TIP TIP ACTIONS

<b>TIP ID</b>	T6431	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Road - Add Capacity/Widening
<b>Project Name</b>	US 15/US 40 Frederick Freeway Reconstruction	<b>County</b>	Frederick	<b>Total Cost</b>	\$182,907,000
<b>Project Limits</b>	I 270 to N. of Briggs Road	<b>Municipality</b>	City of Frederick	<b>Completion Date</b>	2030
		<b>Agency Project ID</b>	FR1881		

**Description** Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$1,069,000	\$4,300,000	\$3,150,000	\$2,195,000	-	-	\$9,645,000	\$10,714,000
PE	DC/STATE	\$119,000	\$450,000	\$200,000	\$110,000	-	-	\$760,000	\$879,000
	<b>Total PE</b>	<b>\$1,188,000</b>	<b>\$4,750,000</b>	<b>\$3,350,000</b>	<b>\$2,305,000</b>	<b>-</b>	<b>-</b>	<b>\$10,405,000</b>	<b>\$11,593,000</b>
ROW	TBD	-	-	-	-	-	\$1,811,000	-	\$1,811,000
ROW	NHPP	-	-	\$1,630,000	\$1,630,000	\$1,630,000	-	\$4,890,000	\$4,890,000
ROW	DC/STATE	-	-	\$181,000	\$181,000	\$181,000	-	\$543,000	\$543,000
	<b>Total ROW</b>	<b>-</b>	<b>-</b>	<b>\$1,811,000</b>	<b>\$1,811,000</b>	<b>\$1,811,000</b>	<b>\$1,811,000</b>	<b>\$5,433,000</b>	<b>\$7,244,000</b>
CON	TBD	-	-	-	-	-	\$102,644,000	-	\$102,644,000
CON	NHPP	-	-	-	-	\$48,841,000	-	\$48,841,000	\$48,841,000
CON	DC/STATE	-	-	-	-	\$5,427,000	-	\$5,427,000	\$5,427,000
	<b>Total CON</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$54,268,000</b>	<b>\$102,644,000</b>	<b>\$54,268,000</b>	<b>\$156,912,000</b>
UT	NHPP	-	-	-	\$1,432,000	\$1,718,000	-	\$3,150,000	\$3,150,000
UT	DC/STATE	-	-	-	\$159,000	\$191,000	-	\$350,000	\$350,000
	<b>Total UT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,591,000</b>	<b>\$1,909,000</b>	<b>-</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>
PLANNING	NHPP	\$411,000	-	-	-	-	-	-	\$411,000
PLANNING	DC/STATE	\$3,247,000	-	-	-	-	-	-	\$3,247,000
	<b>Total PLANNING</b>	<b>\$3,658,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,658,000</b>
	<b>Total Programmed</b>	<b>\$4,846,000</b>	<b>\$4,750,000</b>	<b>\$5,161,000</b>	<b>\$5,707,000</b>	<b>\$57,988,000</b>	<b>\$104,455,000</b>	<b>\$73,606,000</b>	<b>\$182,907,000</b>



**Version History**

**Current Change Reason**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022
23-07.2	Amendment 2023-2026	Pending	Pending
			N/A

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**  
 Total project cost increased from \$149,655,000 to \$182,907,000

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP# TPB 6431 MC# 22-39 Approved 9/7/2022

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 15/US 40 Frederick Freeway Reconstruction (FR1881)	B	Nonattainment/TPB 1193	CE - Pending; Anticipated 2023	\$ 10,658	\$ 535	\$ 11,193
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT SHA	TPB	SHA-F-3 FY 2023	\$ 5,159	\$ 821	\$ 5,980

Description: Planning and preliminary engineering study to improve safety and mainline operations along US 15 and U S40 from I-270 to north of Biggs Ford Road

Justification: Project will address safety, operations, and mobility needs in the US 15 corridor

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
	<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 1,555	\$ 4,190	\$ 3,143	\$ 2,305
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	Federal	\$ 1,480	\$ 3,990	\$ 2,993	\$ 2,195	\$ 10,658
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	State/Local	\$ 75	\$ 200	\$ 150	\$ 110	\$ 535
<input type="checkbox"/> D) Other	Proposed (000s)	Total	\$ 1,555	\$ 4,750	\$ 5,161	\$ 5,707	\$ 17,173
	Federal	Federal	\$ 1,480	\$ 4,300	\$ 4,780	\$ 5,257	\$ 15,817
	State/Local	State/Local	\$ 75	\$ 450	\$ 381	\$ 450	\$ 1,356
	Change (000s)	Total	\$ -	\$ 560	\$ 2,018	\$ 3,402	\$ 5,980
	Federal	Federal	\$ -	\$ 310	\$ 1,787	\$ 3,062	\$ 5,159
	State/Local	State/Local	\$ -	\$ 250	\$ 231	\$ 340	\$ 821



## PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ 411	-	-	-	-	-	-	-	\$ 411	-	\$ 411
	State	-	-	-	-	-	-	-	-	-	-	-
PE	NHPP	\$ 1,089	-	\$ 3,990	-	\$ 2,993	-	\$ 2,195	-	\$ 10,247	-	\$ 10,247
	State	-	\$ 75	-	\$ 200	-	\$ 150	-	\$ 110	-	\$ 535	\$ 535
RW	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
UT	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
CO	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>		\$ 1,480	\$ 75	\$ 3,990	\$ 200	\$ 2,993	\$ 150	\$ 2,195	\$ 110	\$ 10,658	\$ 535	\$ 11,193

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ 411	-	-	-	-	-	-	-	\$ 411	-	\$ 411
	State	-	-	-	-	-	-	-	-	-	-	-
PE	NHPP	\$ 1,089	-	\$ 4,300	-	\$ 3,150	-	\$ 2,195	-	\$ 10,714	-	\$ 10,714
	State	-	\$ 75	-	\$ 450	-	\$ 200	-	\$ 110	-	\$ 835	\$ 835
RW	NHPP	-	-	-	-	\$ 1,630	-	\$ 1,630	-	\$ 3,260	-	\$ 3,260
	State	-	-	-	-	-	\$ 181	-	\$ 181	-	\$ 362	\$ 362
UT	NHPP	-	-	-	-	-	-	\$ 1,432	-	\$ 1,432	-	\$ 1,432
	State	-	-	-	-	-	-	-	\$ 159	-	\$ 159	\$ 159
CO	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>		\$ 1,480	\$ 75	\$ 4,300	\$ 450	\$ 4,780	\$ 381	\$ 5,257	\$ 450	\$ 15,817	\$ 1,356	\$ 17,173

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
PE	NHPP	-	-	\$ 310	-	\$ 157	-	-	-	\$ 467	-	\$ 467
	State	-	-	-	\$ 250	-	\$ 50	-	-	-	\$ 300	\$ 300
RW	NHPP	-	-	-	-	\$ 1,630	-	\$ 1,630	-	\$ 3,260	-	\$ 3,260
	State	-	-	-	-	-	\$ 181	-	\$ 181	-	\$ 362	\$ 362
UT	NHPP	-	-	-	-	-	-	\$ 1,432	-	\$ 1,432	-	\$ 1,432
	State	-	-	-	-	-	-	-	\$ 159	-	\$ 159	\$ 159
CO	NHPP	-	-	-	-	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>		\$ -	\$ -	\$ 310	\$ 250	\$ 1,787	\$ 231	\$ 3,062	\$ 340	\$ 5,159	\$ 821	\$ 5,980

## TOTAL PROJECT COST

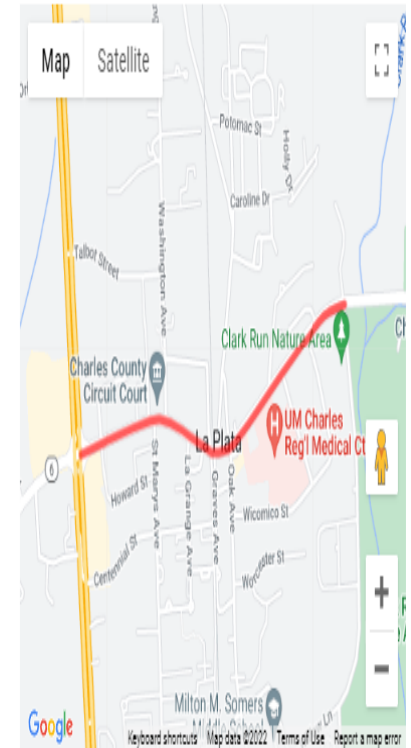
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 15,817	Federal	\$ 146,199	Federal	\$ 162,016
State/Local	\$ 3,291	State/Local	\$ 1,356	State/Local	\$ 18,244	State/Local	\$ 20,891
<b>Total</b>	\$ 3,291	<b>Total</b>	\$ 17,173	<b>Total</b>	\$ 162,443	<b>Total</b>	\$ 182,907

**TIP ID** T11615 **Lead Agency** Maryland Department of Transportation - State Highway Administration  
**Project Name** MD 6 La Plata Safety and Accessibility Improvements Project **County**  
**Project Limits** US 301 to Willow Lane **Municipality**  
**Agency Project ID**

**Project Type** Bike/Ped  
**Total Cost** \$11,394,000  
**Completion Date** 2029

**Description** The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$31,000	\$36,000	\$36,000	\$36,000	-	\$139,000	\$139,000
PE	STBG	-	\$284,000	\$324,000	\$324,000	\$324,000	-	\$1,256,000	\$1,256,000
	<b>Total PE</b>	-	\$315,000	\$360,000	\$360,000	\$360,000	-	\$1,395,000	\$1,395,000
ROW	DC/STATE	-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
ROW	STBG	-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
	<b>Total ROW</b>	-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
CON	TBD	-	-	-	-	-	\$7,000,000	-	\$7,000,000
	<b>Total CON</b>	-	-	-	-	-	\$7,000,000	-	\$7,000,000
UT	TBD	-	-	-	-	-	\$1,764,000	-	\$1,764,000
UT	DC/STATE	-	-	-	-	\$73,000	-	\$73,000	\$73,000
UT	STBG	-	-	-	-	\$662,000	-	\$662,000	\$662,000
	<b>Total UT</b>	-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
	<b>Total Programmed</b>	-	\$315,000	\$360,000	\$610,000	\$1,345,000	\$8,764,000	\$2,630,000	\$11,394,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval	
23-07.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11615 MC# 22-39 Approved 9/7/2022

**SUMMARY TABLE**

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 6 La Plata Safety and Accessibility Improvements Program (CHNEW2)	A	Nonattainment/TPB lbd	CE - Pending; lbd	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
Description	MDOT SHA	TPB	SHA-CH-1 FY 2023	\$ 1,157	\$ 128	\$ 1,285
Justification	Safety and accessibility improvements between US 301 and Willow Lane.					
Justification	The project will improve safety and accessibility for bicyclists, pedestrians, and other vulnerable users.					

**INDIVIDUAL REQUEST FORM**

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed	\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 549	\$ 61	\$ 1,157
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 549	\$ 61	\$ 1,157



**PHASE DETAIL**

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 324	\$ 36	\$ 932	\$ 103	\$ 932
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 225
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25	\$ -	\$ 25	\$ 25
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 549	\$ 61	\$ 1,157	\$ 128	\$ 1,285

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 324	\$ 36	\$ 932	\$ 103	\$ 932
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 225
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25	\$ -	\$ 25	\$ 25
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 549	\$ 61	\$ 1,157	\$ 128	\$ 1,285

**TOTAL PROJECT COST**

Prior Cost (≠ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≠ FY 2026)		Total Project Cost	
Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
\$ -	\$ -	\$ 1,157	\$ 128	\$ 9,099	\$ 1,010	\$ 10,256	\$ 1,138
<b>Total</b>		<b>Total</b>		<b>Total</b>		<b>Total</b>	
\$ -	\$ -	\$ 1,285	\$ -	\$ 10,109	\$ -	\$ 11,394	\$ -

**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 23-07.3 WHICH  
ADDS A NEW PROJECT, I-495 SOUTHSIDE EXPRESS LANES ADVANCE ACTIVITIES,  
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-07.3 which adds \$6 million for planning and engineering on a new project, **I-495 Southside Express Lanes Advance Activities (T11614)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Project Overview report showing how the project will appear in the TIP following approval,

ATTACHMENT B) Amendment Summary report showing the total project cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Letter from VDOT dated November 15, 2022 requesting the amendments; and

**WHEREAS**, this projects has been entered into the TPB's Project InfoTrak database under TIP Action 23-07.3, creating the 7<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, funding for planning and engineering for this project in the TIP is exempt from the air quality conformity requirement; and

**WHEREAS**, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review 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 23-07.3 which adds \$6 million for planning and engineering on a new project, **I-495 Southside Express Lanes Advance Activities (T11614)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, December 2, 2022.  
Final approval following review by the full board on Wednesday, December 21, 2022.**

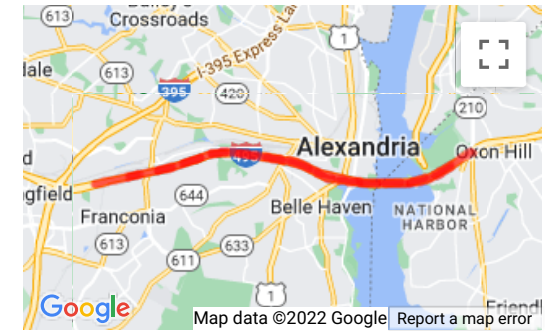




<i>TIP ID</i>	T11614	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Study/Planning/Research
<i>Project Name</i>	I-495 Southside Express Lanes Advance Activities	<i>County</i>		<i>Total Cost</i>	\$6,000,000
<i>Project Limits</i>	I-95/395/495 to MD 210	<i>Municipality</i>		<i>Completion Date</i>	2023
		<i>Agency Project ID</i>	122608		

*Description* Extend the express lanes system on the southern section of I-95/I-495 (Capital Beltway), by 11 miles from the Springfield interchange (I-95/I-395/I-495) in Fairfax County, Virginia, across the Woodrow Wilson Memorial Bridge, to the MD 210 interchange in Prince Georges County, Maryland. Advance activities to include environment assessment, traffic and design, P3 development and procurement activities.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE DC/STATE	-	\$6,000,000	-	-	-	-	\$6,000,000	\$6,000,000
<i>Total PE</i>	-	\$6,000,000	-	-	-	-	\$6,000,000	\$6,000,000
<i>Total Programmed</i>	-	\$6,000,000	-	-	-	-	\$6,000,000	\$6,000,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>	<i>Current Change Reason</i>
23-07.3 Amendment 2023-2026	Pending	Pending	N/A	SCHEDULE / FUNDING / SCOPE - New project

**ATTACHMENT B: Summary Report for TIP Action 23-07.3: Formal Amendment**

**FY 2023-2026 Transportation Improvement Program**

**Approved by the TPB Steering Committee on December 2, 2022**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11614	I-495 Southside Express Lanes Advance Activities	\$0	\$6,000,000	\$6,000,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Add funds in FFY 23 in PE for \$6,000,000 <i>Total project cost \$6,000,000</i>



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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November 15, 2022

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

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendment:  
I-495 Southside Express Lanes Advance Activities TIP ID T11614 / UPC #122608

Dear Chair Sebesky:

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

**Project Request for TIP Amendment**

I-495 Southside Express Lanes Advance Activities TIP ID T11614 / UPC #122608

Advance activities for this project will include environment assessment, traffic and design, P3 development and procurement activities. The proposed amendment will:

- Add \$6,000,000 (State funds) FFY23 for PE Phase

The specific project will extend the express lanes system on the southern section of I-95/I-495 (Capital Beltway), by 11 miles from the Springfield interchange (I-95/I-395/I-495) in Fairfax County, Virginia, across the Woodrow Wilson Memorial Bridge, to the MD 210 interchange in Prince Georges County, Maryland.

VDOT requests approval of this TIP Amendment by the Transportation Planning Board’s Steering Committee at its meeting on December 2, 2022. VDOT’s representative will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

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

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



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** December 15, 2022

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The attached letter was sent/received since the last TPB meeting.



National Capital Region  
**Transportation Planning Board**

December 14, 2022

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

Re: FY 2023 RAISE Program Grant Application for Prince William Parkway/Minnieville Road  
Intersection Improvements by Prince William County, Virginia

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince William County for a FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to improve the intersection of Prince William Parkway/Minnieville Road.

The Prince William Parkway (State Route 294) and Minnieville Road Intersection Project will construct a grade separated interchange to relieve congestion, improve safety and enhance connectivity and access to the regional network. This intersection serves key OmniRide bus transit routes and the project area is the focus of an active feasibility study for a dedicated bus/HOV lane to improve travel times between underutilized commuter lots in the project area and I-95 to increase transit and carpooling as commuter modes. The project includes pedestrian and bicycle facilities. The RAISE grant will provide funding for construction and implementation of the recommended improvements of the feasibility study for this significant intersection. The project also serves an identified Equity Emphasis Area and will help improve mobility and accessibility to traditionally underserved populations.

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

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

Sincerely,

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

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

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** December 15, 2022

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



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** TPB, Technical Committee and Steering Committee **Draft** Dates for Calendar Year 2023  
**DATE:** December 15, 2022

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

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

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

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, TPB Transportation Planner  
Janie Nham, TPB Transportation Planner  
**SUBJECT:** FY 2024 Solicitation for Technical Assistance Program Applications: Transportation Land-Use Connections (TLC) Program and Regional Roadway Safety Program (RRSP)  
**DATE:** December 15, 2022

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The application period for two TPB technical assistance programs, the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP), will open on Friday, January 6, 2023. This year, the application process for both programs will feature two enhancements:

- the application timelines for both programs will be synchronized to simplify the application process for interested member jurisdictions; and
- planning projects are now eligible to receive up to \$80,000 in technical assistance, an increase of \$20,000 from previous years

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

## TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

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

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

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



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

## **REGIONAL ROADWAY SAFETY PROGRAM (RRSP)**

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

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

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits
- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program
- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

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

## **TIMELINE**

The TPB is anticipated to approve a slate of recommended projects for both in April 2023. The projects will begin in fall 2023. For more information, contact John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org)) regarding the TLC program and Janie Nham ([jnham@mwkog.org](mailto:jnham@mwkog.org)) regarding the RRSP.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Andrew Meese, TPB Systems Performance Planning Program Director  
Janie Nham, TPB Transportation Planner  
**SUBJECT:** Summary of November 16, 2022 TPB Special Work Session: Safety Roundtable with State Departments of Transportation  
**DATE:** December 15, 2022

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On November 16, 2022, safety officials from the District Department of Transportation (DDOT), Maryland Department of Transportation (MDOT), and Virginia Department of Transportation (VDOT) briefed the TPB on their efforts to improve regional roadway safety. The special work session, immediately prior to that day's TPB meeting, was held in conjunction with the TPB's review and approval of this year's federally-mandated Performance-Based Planning and Programming (PBPP) highway safety targets, and follows similar briefings held in 2019.

## REGIONAL SAFETY EFFORTS UPDATE

Following a welcome and introduction from Pamela Sebesky, TPB Chair, and Andrew Meese, TPB Systems Performance Planning Program Director, representatives from each of the three state departments of transportation updated the TPB on their respective safety activities.

### District of Columbia

Christine Mayeur, DDOT Transportation Specialist, and Charlie Willson, DDOT Vision Zero Analyst, briefed on the District's Vision Zero strategy. Ms. Mayeur reported that traffic fatalities have declined in the District over the previous 20 years but fall short of where the District is scheduled to be per its plan. In addition, traffic fatalities have risen during the pandemic with crashes becoming more severe. The District has embraced the Safe Systems approach, emphasizing five focus areas: safe streets, safe speeds, safe people, safe vehicles, and post-crash care. She and Mr. Willson then walked through the specific strategies the District has adopted to address each focus area. These strategies included designing streets to reduce conflict between users, having the roadway design speed equal to the speed limit, lowering the default speed city-wide to 20 mph, employing automated traffic enforcement, education and outreach efforts, and legislation of rules among others.

### Questions:

Board Member Jeannette Rishell, City of Manassas Park Mayor, asked whether the District's education efforts also include pedestrian education, for example educating pedestrians to cross at the correct location, so that pedestrians can take personal responsibility for their safety. Ms. Mayeur replied that Vision Zero is focused on modes that have the potential to cause the most harm, and the District's education initiatives are tailored to this. As a result, DDOT prioritizes training drivers of

large commercial vehicles. The District participates in the regional Street Smart campaign, but the focus of its education efforts is for drivers to take responsibility.

Board Member Kacy Kostiuk, City of Takoma Park Council Member, asked about the District's approach to lowering speed limits. She mentioned that the City of Takoma Park is considering implementing this practice, and it would be helpful to understand the process the District followed for identifying where speed limits would be lowered. Mr. Willson replied that DDOT identified candidate roads for lower speed limits using the roadway classification system and applied its 20 MPH default to roadways categorized as "local." He additionally offered to follow-up with Ms. Kostiuk separately.

## **Maryland**

Ms. Myra Wieman, Maryland Highway Safety Office (MHSO) Deputy Director, and Mr. Douglas Mowbray, MHSO Traffic Records Program Manager, briefed on MDOT's safety strategy as outlined in its Strategic Highway Safety Plan, and recent safety outcomes. The objective of MDOT's safety approach is to reduce the number of fatalities and serious injuries, and its strategy is based on building partnerships to strengthen safety across the state. Maryland's approach relies on specific strategies that support the four "E's": engineering, education, enforcement, and emergency medical services (EMS). To promote a holistic approach, MHSO also oversees collaboration and coordination with partner organizations and works to ensure equity. Mr. Mowbray then presented data on Maryland's safety trends for 2017 through 2021. Mr. Mowbray highlighted that impairment, speed, and unrestrained occupants are most associated with fatal crashes in the state. He also shared that the seatbelt rate increased to 92.7% statewide, a positive development. He further noted that non-motorist fatalities remain high and that the State Highway Administration has been working on developing a pedestrian safety action plan. Ms. Wieman concluded the briefing with an overview of the state's investments in safety programming and outreach initiatives.

### **Questions:**

No clarification questions were received.

## **Virginia**

Stephen Read, VDOT Highway Safety Planning Manager, briefed on Virginia's safety approach as outlined in its new Strategic Highway Safety Plan and discussed current safety initiatives. Mr. Read began by sharing updated data regarding Virginia traffic fatalities and serious injuries. In Virginia, traffic deaths have continued to increase since an all-time low in 2014. Serious injuries also appear to be plateauing rather than decreasing as in past years. Mr. Read stated that Virginia intends to fulfill its safety goals through strategies that are guided by safe systems principles and associated with the four "E's": engineering, education, enforcement, and EMS services. Virginia has additionally adopted a fifth "E" for "everyone," to reflect equity in its safety approach. Mr. Read noted that because of increased transportation safety funding from the recent Virginia Transportation Bill and the Infrastructure Investment and Jobs Act (IIJA), VDOT has continued to invest in safety-related infrastructure and behavioral projects and programs. These projects include implementing systemic low-cost countermeasures, location specific "spot" projects, as well as providing technical assistance to agencies across the Commonwealth. Mr. Read also reported that Virginia has launched an effort

in partnership with the Virginia Department of Health to encourage collaboration between the health and planning/engineering communities to improve safety outcomes.

**Questions:**

No clarification questions were received.

## **QUESTIONS AND ANSWERS FOR ALL PANELISTS**

Board Member Ann Wheeler, Prince William Board of County Supervisors Chair, asked if it would be possible to access detailed information for the crash data referenced in the presentations. Mr. Read replied that VDOT has a dashboard with high-level fatality and serious injuries data, as well as a tool for jurisdictions to view data at the jurisdiction level.

Board Member Kristen Umstadd, Leesburg District Supervisor, reported that Loudoun County has a project to widen Route 15 North to, in part, enable access for ambulances and fire engines during a crash. Presently, the roadway has no shoulders and is only one lane in each direction. She asked for advice on how the County could reconcile a post-crash care approach with a road widening approach. Should the County emphasize that it is a post-crash care project, and if so, would that provide the County with any advantage in receiving funding for the project? Mr. Read replied that there is a strong state traffic incident management group and recommended that the County direct concerns through that group to coordinate a response.

Board Member Gary Erenrich, Special Assistant to the Director, Montgomery County Department of Transportation, noted that the 2020 TPB Safety Study contained differences in the accounting of fatalities and serious injuries between states and among jurisdictions. He asked if any comparisons have been completed to look at similarities and differences in how states and/or jurisdictions approach data. Mr. Mowbray replied that the Fixing America's Surface Transportation (FAST) Act called for states to identify a standard for coding injury severity on crash reports. Thus far, all states in the region have adopted injury severity coding for crash reports so that police officers are using the same coding. What has not been done, however, is providing consistent training to officers to identify injury severity. Mr. Mowbray clarified that police officers have no medical training, and that hospitals or EMS personnel are more qualified to determine injury severities. As a result, there has been some changes in the data over the years as the coding has shifted and officers become more familiar with the coding system. MDOT intends to connect its crash data with hospital records to gain a more accurate view of injury severity, which parallels a national effort to perform more data integration. Mr. Willson added that DDOT is similarly attempting to integrate its crash data and hospital records.

Board member R. Earl Lewis, Jr., Maryland Department of Transportation Deputy Secretary for Policy, Planning, & Enterprise Services, asked if there is additional funding in the IJA that would be helpful to the region's safety mission. Mr. Read replied that the biggest grant opportunity that he is aware of is the Safe Streets for All (SS4A) grant. He added, however, that several jurisdictions in the Commonwealth may need to pursue additional transportation planning efforts before being ready to apply for and receive infrastructure funding. Mr. Willson replied that enhanced funding is welcome by the District, but DDOT does not get to compete for SS4A. Mr. Mowbray reported that the National Highway Traffic Safety Administration (NHTSA) recently relaxed its rules to qualify for distracted driving funding and the agency's racial profiling program. Consequently, Maryland's program funding

in those areas has increased. He also added that Alleghany County and the Tri-County Council are starting Vision Zero plans and believes they will have future requests for infrastructure funding. Kanti Srikanth, TPB Staff Director, highlighted that there is increased funding overall for existing and new transportation safety programs because of the IIJA. He encouraged member jurisdictions to examine the various implications of safety infrastructure projects to explore opportunities for funding that may not necessarily be limited to transportation safety.

Board Member Kelly Russell, City of Frederick Alderman, commented that Maryland's ability to use speed cameras is limited to work and school zones. She asked if there are efforts to work with the Maryland legislature to remove these barriers. She also asked if there has been any movement on automated traffic enforcement reciprocity in the region. Mr. Meese replied that the TPB sent a letter regarding reciprocity in December 2021 to the Maryland and Virginia governors and District of Columbia Mayor and is not aware of any responses. He added that a related bill was considered in the Maryland legislature but withdrawn. He was not aware of any other legislative efforts. Ms. Wieman noted that there has been a little movement with implementing speed cameras outside of school and work zones in Maryland, such as along Interstate 83 and Indian Head Highway. She also added that the state is currently pursuing a study that examines the effectiveness of speed cameras on driver behavior just past an enforcement zone. The hope is that the study will be useful for legislatures as they discuss increasing the number and locations of cameras. Mr. Read added that Virginia has enabling legislation for speed cameras in school zones and work zones. At the Safety Summit this past May, the cities of Falls Church and Manassas Park presented on their experience implementing school zone cameras. Arlington County also conducted a study of best practices in implementing speed cameras, and VDOT looks forward to sharing those findings throughout the Commonwealth.

Board Member David Snyder, City of Falls Church Council Member, noted that driver behavior has deteriorated during and after the pandemic. He asked if it was possible to share best practices on what has worked to change driver behaviors? Mr. Srikanth replied that the TPB Transportation Safety Subcommittee and Bicycle and Pedestrian Subcommittee regularly hold webinars and forums where best practices are shared. On October 27, 2022, the TPB hosted a webinar on best practices in pedestrian enforcement for police officers. He noted that the TPB plans to hold a couple of webinars every year and will continue to work closely with state safety engineers to make localities and engineers aware of state-level coordination and work activities. Ms. Wieman added that NHTSA's regional office has started to host regular meetings, which include highlighting best practices. Mr. Read added that VDOT is also examining focus areas at the jurisdictional level, along with working with focus groups.

The work session recording and presentation materials are available for viewing on the [TPB website](#).