



MEMORANDUM

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

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received



MEMORANDUM

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

At its meeting on Wednesday, July 3 the TPB Steering Committee reviewed and approved one resolution to amend the FY 2025 Unified Planning Work Program (UPWP) and four resolutions to amend the FY 2023-2026 Transportation Improvement Program (TIP), as requested by the District and Maryland Departments of Transportation (DDOT and MDOT), Montgomery and Prince George's Counties, and the Virginia Department of Rail and Public Transportation (VDRPT). None of the projects and programs included in the TIP amendments will add or otherwise alter capacity on the region's roadway and/or transit systems, therefore they are all exempt from the air quality conformity requirement.

- TPB SR1-2025 – The FY 2025 UPWP was approved by the TPB in March 2024 and then by US DOT in June 2024. After approval the Virginia Department of Transportation (VDOT) and VDRPT provided TPB staff with revised information on available funding. As a result, this amendment to the FY 2025 UPWP reduced the total budget/activities by \$250,948, leaving a revised total budget of \$25,244,528.
- TPB SR2-2025 – Requested by DDOT, this resolution amends the TIP under TIP Action 23-43.1 to add a new project and add funding to four existing project/program records, as described below.
 - **Rhode Island Ave. Flood Warning System at CSX Underpass (T13619)** – New project with \$200,000 in Surface Transportation Block Grant (STBG) and District funding in FY 2024.
 - **William Howard Taft Memorial Bridge Rehabilitation (T6038)** – Adds \$300,000 in STBG and District funding in FY 2024 for pedestrian railing improvements.
 - **Roadway Reconstruction Citywide (T2965)** – Adds \$3.7 million in STBG and District funding in FY 2024 for the Oregon Avenue NW improvements between Military Road and Western Avenue.
 - **South Capitol Street Corridor – GARVEE Debt Service Payments (T6038)** – Adds **\$16.1 million** in NHPP and District funding in FY 2024.
 - **Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge (T5298)** – Updates the project title and adds \$19,922 in Special Project/Quick Release Emergency funding in FY 2021 and FY 2023. These funds have already been obligated and do not represent a new increase in obligation authority.
- TPB S3-2025 – requested by MDOT to add \$1.4 million in Section 5337 and state funding to the Maryland Transit Administration's (MTA) **MARC Facilities project grouping (T11584)** under TIP Action 23-43.2.

- TPB SR4-2025 – requested by Montgomery County’s Department of Transportation and Prince George’s County Department of Public Works and Transportation under TIP Action 23-43-2 to include funding for two new transit projects and the purchase of replacement buses in Montgomery County and for a bridge replacement project in Prince George’s County, as described below:
 - **Solar Installation at Transportation Facilities (T13615)** – adds \$3.44 million from a Community Project Funding Earmark (CPF) and local matching funds in FY 2025 for the installation of solar power equipment on three parking garages in Montgomery County.
 - **Security Improvements for Transportation Facilities (T13616)** – adds \$5.75 million in CPF and local matching funds to FY 2025 for new and replacement security cameras and related infrastructure in three parking garages in Montgomery County.
 - **Ride On Bus Fleet (T3072)** – adds \$7.2 million in CPF and local matching funds to FY 2025 for the purchase of replacement buses for Montgomery County’s Rid On fleet.
 - **Bridge Replacement - Livingston Road (T15806)** – adds approximately \$740,000 in Highway Bridge Replacement and Rehabilitation Program (HBRRP) and local matching funds for the replacement of a bridge over Piscataway Creek in the White Hall area of Prince George’s County.

- TPB SR5-2026 – requested by VDRPT to amend the TIP under TIP Action 23-43.3 to include \$1.25 million in CPF and local matching funds for the new **DASH On-Route Electric Transit Bus Opportunity Charger project**, \$750,000 in Pilot Program for Transit-Oriented Development (TOD) Planning (Section 20005(B)) and local matching funds in FY 2025 for **Duke Street Corridor Planning activities (T13617)**, and an increase of approximately \$11.9 million in Regional Surface Transportation Program (RSTP), Congestion, Mitigation, and Air Quality Improvement Program (CMAQ) and state funding for the ongoing operation of Arlington County’s **Commuter Assistance Program (T6627)**.

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:

- July 3, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR1-2025 approving an amendment to the FY 2025 UPWP
- Adopted resolution SR2-2025 approving amendments to the TIP, as requested by DDOT
- Adopted resolution SR3-2025 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR4-2025 approving amendments to the TIP, as requested by Montgomery and Prince George’s counties
- Adopted resolution SR5-2025 approving amendments to the TIP, as requested VDRPT

TPB Steering Committee Attendance – July 3, 2024
(only voting members or alternates listed)

TPB Chair/DC rep.: Christina Henderson
TPB Vice Chair/VA Rep.: James Walkinshaw
TPB 2nd Vice Chair/MD Rep: Neil Harris
Prior TPB Chair: Reuben Collins
Tech. Committee Chair: Amy Garbarini
DDOT: Mark Rawlings
MDOT: Kari Snyder
Deron Lovaas
VDOT: Maria Sinner
Rahul Trivedi
WMATA: Mark Phillips

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

**RESOLUTION TO AMEND THE FY 2025 UNIFIED PLANNING WORK PROGRAM (UPWP)
TO REVISE THE BUDGET**

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 Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2025 UPWP for the Washington Metropolitan Area was approved by the TPB on March 21, 2024 and was approved by USDOT on June 17, 2024; and

WHEREAS, revised available funding information was provided by the Virginia Department of Rail and Public Transportation and the Virginia Department of Transportation after the TPB approved the FY 2025 UPWP, and

WHEREAS, staff revised the total UPWP budget and activities accordingly.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2025 UPWP to reduce the total budget/activities by \$250,948, as described in the attachments.

Adopted by the TPB Steering Committee at its meeting on Wednesday, July 3, 2024.
Final approval following review by the full board on Wednesday, July 17, 2024.

UNIFIED PLANNING WORK PROGRAM

FY 2025

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2025

DRAFT As amended July 2024

Table 1: Revenue - FY 2025 TPB Proposed Funding by Federal, State, and Local Sources – AMENDED JULY 2024
(July 1, 2024, to June 30, 2025)

	FTA SECT 5303	FHWA PL FUNDS	FHWA PL FUNDS	OTHER CASP & SPR	
	80% FED & 20% STATE/ LOCAL	80% FED & 20% STATE/ LOCAL	SAFE & ACCESSIBLE TRANSP. OPTIONS SET-ASIDE ¹	CASP 90% FAA & 10% LOCAL SPR 80% FHWA & 20% LOCAL	TOTALS
DDOT ALLOCATIONS					
NEW FY 2025	\$887,121	\$2,968,903	\$76,126		\$3,932,150
PRIOR UNEXPENDED	\$171,719	\$957,288	\$0		\$1,129,007
CARRYOVER FY 2024	\$124,907	\$473,379	\$0		\$598,285
SUBTOTAL - DC	\$1,183,747	\$4,399,570	\$76,126		\$5,659,442
MDOT ALLOCATIONS					
NEW FY 2025	\$2,011,314	\$5,378,304	\$135,050		\$7,524,668
PRIOR UNEXPENDED	\$411,163	\$1,060,952	\$0		\$1,472,115
CARRYOVER FY 2024	\$371,993	\$873,804	\$0		\$1,245,798
SUBTOTAL - MD	\$2,794,470	\$7,313,060	\$135,050		\$10,242,580
VDRPT & VDOT ALLOCATIONS					
NEW FY 2025	\$1,773,742	\$4,468,922	\$114,588		\$6,357,252
PRIOR UNEXPENDED	\$318,253	\$810,984	\$0		\$1,129,237
CARRYOVER FY 2024	\$379,416	\$908,502	\$0		\$1,287,917
SUBTOTAL - VA	\$2,471,411	\$6,188,408	\$114,588		\$8,774,406
TOTAL FHWA/FTA FUNDING ALLOCATIONS					
NEW FY 2025	\$4,672,177	\$12,816,129	\$325,763		\$17,814,070
PRIOR UNEXPENDED	\$901,135	\$2,829,224	\$0		\$3,730,359
CARRYOVER FY 2024	\$876,316	\$2,255,684	\$0		\$3,132,000
SUB-TOTAL - FHWA-FTA	\$6,449,628	\$17,901,038	\$325,763		\$24,676,428
TOTAL BASIC UPWP	\$6,449,628	\$17,901,038	\$325,763		\$24,676,428
FAA - CASP PROGRAM				\$320,100	\$320,100
State Planning & Research (SPR)				\$248,000	\$248,000
GRAND TOTAL UPWP	\$6,449,628	\$17,901,038	\$325,763	\$568,100	\$25,244,528

1. The November 15, 2021 Infrastructure Investment and Jobs Act (a.k.a. Bipartisan Infrastructure Law) requires each MPO to use at least 2.5% of its PL funds (under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

2. "New FY2025" funding amounts are at the levels in the federal Infrastructure Investment Jobs Act (IIJA) and updates to the MPO funding distribution formula finalized by the DOTs in consultation with MPO staffs.

3. "Prior Unexpended" funding amounts are from FY 2023 UPWP and are yet to be confirmed by funding agencies and may change.

4. "Carryover FY2024 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2024 UPWP, that are not anticipated to be spent in FY 2024. As such, these funds will be carried over from FY 2024 to be used to perform Core program and Tech. Assistance activities in FY 2025.

TABLE 2: FY 2025 UPWP EXPENDITURES

WORK ACTIVITY	FY 2025 TOTAL COST ESTIMATE
CORE PROGRAMS	
1. Long-Range Transportation Planning	\$1,525,762
2. Transportation Improvement Program	\$611,724
3. Planning Elements	\$3,639,007
4. Public Participation	\$867,523
5. Travel Forecasting	\$3,540,239
6. Mobile Emissions and Climate Change Planning	\$3,287,882
7. Transportation Research and Data Programs	\$5,554,553
8. Regional Land Use and Transportation Planning Coordination	\$1,144,173
9. Mobility and Enhancement Programs (EM, TLC, TAP, RSP)	\$1,190,324
10. TPB Management and Support	\$1,628,297
Sub-total: Core Program	\$22,989,484
11. TECHNICAL ASSISTANCE	
A. District of Columbia	\$296,890
B. Maryland	\$537,830
C. Virginia	\$446,892
D. Regional Transit Technical Assistance	\$405,331
Sub-total: Technical Assistance Program	\$1,703,606
Total - Basic UPWP	
\$24,676,428	
AIR SYSTEMS PLANNING	
1. Continuous Airport System Planning (CASP) ¹	\$320,100
2. State Planning & Research (SPR) ²	\$248,000
Sub-total: CASP and SPR	\$568,100
GRAND TOTAL UPWP	
\$25,244,528	
<ol style="list-style-type: none"> 1. Work activities are based on anticipated FAA grants to conduct airport ground access planning as part of CASP program. 2. SPR program activities are funded through a separate grant from the District of Columbia's Department of Transportation to assist in DDOT's HPMS program. 	

TABLE 3 TPB FY 2025 UPWP BUDGET BY WORK PROGRAM ACTIVITY AND EXPENDITURE CATEGORY - AMENDED July 2024

UPWP - Work Activity	COG Labor Cost		Total COG Staff	COG Labor Fringe Cost	Supplemental Labor		Total Labor & Fringe Cost	Total Indirect Cost	Direct Costs (Implementation)			Total Prgm. (Implmntn.) Direct Cost	Grand Total Cost
	DTP Staff	Other Staff			Interns	Temps			Computers, Data	Studies Programs	Other Costs		
CORE PROGRAMS													
1. Long-Range Transportation Planning	\$512,307	\$0	\$512,307	\$114,706	\$0	\$0	\$627,013	\$361,849	\$5,000	\$525,000	\$6,900	\$536,900	\$1,525,762
2. Transportation Improvement Program	\$186,883	\$0	\$186,883	\$41,843	\$0	\$0	\$228,726	\$131,998	\$250,000	\$0	\$1,000	\$251,000	\$611,724
3. Planning Elements	\$1,272,780	\$38,148	\$1,310,929	\$293,517	\$0	\$0	\$1,604,446	\$925,926	\$8,750	\$1,000,000	\$99,886	\$1,108,636	\$3,639,007
4. Public Participation	\$332,320	\$0	\$332,320	\$74,407	\$0	\$0	\$406,727	\$234,722	\$2,000	\$124,074	\$100,000	\$226,074	\$867,523
5. Travel Forecasting	\$1,212,425	\$0	\$1,212,425	\$271,462	\$0	\$0	\$1,483,887	\$856,351	\$517,000	\$555,000	\$128,000	\$1,200,000	\$3,540,239
6. Mobile Emissions & Climate Ch. Planning	\$1,249,767	\$109,904	\$1,359,671	\$304,430	\$0	\$0	\$1,664,102	\$960,353	\$108,000	\$436,427	\$119,000	\$663,427	\$3,287,882
7. Transportation Research and Data Programs	\$1,035,554	\$0	\$1,035,554	\$231,860	\$0	\$0	\$1,267,414	\$731,425	\$915,000	\$2,590,714	\$50,000	\$3,555,714	\$5,554,553
8. Regional Land Use and Transportation Planning Coordination	\$173,360	\$289,891	\$463,251	\$103,722	\$0	\$0	\$566,973	\$327,200	\$75,000	\$100,000	\$75,000	\$250,000	\$1,144,173
9. Mobility Enhancement Programs	\$326,413	\$0	\$326,413	\$73,084	\$48,682	\$0	\$448,179	\$258,644	\$1,000	\$480,000	\$2,500	\$483,500	\$1,190,324
10. TPB Support and Management	\$529,388	\$0	\$529,388	\$118,530	\$20,000	\$0	\$667,918	\$385,456	\$2,500	\$317,423	\$255,000	\$574,923	\$1,628,297
UPWP Core Program Total	\$6,831,199	\$437,944	\$7,269,143	\$1,627,561	\$68,682	\$0	\$8,965,386	\$5,173,924	\$1,884,250	\$6,128,638	\$837,286	\$8,850,174	\$22,989,484
TECHNICAL ASSISTANCE PROGRAM													
A. District of Columbia	\$7,531	\$0	\$7,531	\$1,686	\$0	\$0	\$9,218	\$5,319	\$0	\$40,000	\$242,353	\$282,353	\$296,890
B. Maryland	\$7,531	\$0	\$7,531	\$1,686	\$0	\$0	\$9,218	\$5,319	\$0	\$495,000	\$28,293	\$523,293	\$537,830
C. Virginia	\$7,531	\$0	\$7,531	\$1,686	\$0	\$0	\$9,218	\$5,319	\$0	\$370,000	\$62,355	\$432,355	\$446,892
D. Public Transportation	\$7,531	\$0	\$7,531	\$1,686	\$0	\$0	\$9,218	\$5,319	\$0	\$250,000	\$140,794	\$390,794	\$405,331
Technical Assistance Program Total	\$30,125	\$0	\$30,125	\$6,745	\$0	\$0	\$36,870	\$21,278	\$0	\$1,155,000	\$473,795	\$1,628,795	\$1,686,944
Total Basic Program	\$6,861,324	\$437,944	\$7,299,268	\$1,634,306	\$68,682	\$0	\$9,002,256	\$5,195,202	\$1,884,250	\$7,283,638	\$1,311,081	\$10,478,969	\$24,676,428
OTHER PROGRAMS													
Continuous Air Systems Planning	\$136,056	\$0	\$136,056	\$30,463	\$0	\$0	\$166,519	\$96,098	\$0	\$0	\$57,483	\$57,483	\$320,100
State Planning & Research Program (DC)	\$93,784	\$0	\$93,784	\$20,998	\$0	\$0	\$114,782	\$66,241	\$0	\$66,977	\$0	\$66,977	\$248,000
GRAND TOTAL	\$7,091,164	\$437,944	\$7,529,108	\$1,685,767	\$68,682	\$0	\$9,283,557	\$5,357,541	\$1,884,250	\$7,350,615	\$1,368,564	\$10,603,429	\$25,244,528



MEMORANDUM

TO: Transportation Planning Board Steering Committee
FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director
SUBJECT: FY 2025 UPWP Amendment to Adjust the Budget to Match Available/Confirmed Federal And State Funding
DATE: June 27, 2024

The Transportation Planning Board (TPB) approved the FY 2025 Unified Planning Work Program (UPWP) on March 21, 2024. USDOT approved the FY 2025 UPWP on June 17, 2024. Since the TPB approved the UPWP, the Virginia Department of Rail and Public Transportation (DRPT) and the Virginia Department of Transportation (VDOT) provided new available funding information and have asked that the UPWP be amended to reflect the available funding. The total UPWP budget will be reduced by \$250,948 and the new total budget is \$25,244,528.

BACKGROUND

UPWP funding comes from federal, state, and local sources. With the TPB, 80 percent of the funding is made up of Federal FHWA PL funds and FTA Section 5303 funds, with each state providing a 10 percent match, and local government members providing (through COG) another 10 percent match. In Virginia, DRPT is the direct recipient of the Virginia FTA 5310 funding and is responsible for giving TPB the final budget amounts for all funding. Similarly, VDOT is responsible for the FHWA PL funding and gives us the final budget amounts for the FHWA PL funding. Both agencies have provided the final, corrected budget numbers after the UPWP was approved by the TPB in March and have asked that the FY 2025 UPWP total budget be updated.

Tables 1, 2, and 3 have been adjusted and are attached for approval. DRPT has identified a total amount that is \$277,702 lower than what was originally provided. VDOT has identified a total amount that was \$26,754 higher than had been included in the original submission. The net change is a decrease in budget of \$250,948 for a new total budget of \$25,244,528.

Funding has been reduced in Task 7, Task 10, and Task 11 to reflect these changes (see Tables 2 and 3). Task 7 consultant services was reduced by \$134,286, and Task 10 consultant services was reduced by \$100,000. Because this was a reduction in transit funding, the Task 11 Regional Transit Technical Assistance account (Other Costs) was also reduced by \$16,662. Overall, this amendment will not alter any UPWP projects that are currently underway or that have been presented to the TPB.

Altogether, the total UPWP budget will be reduced by \$250,948 and the new total budget will be \$25,244,528.

**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 23-43.1 WHICH ADDS A NEW FLOOD WARNING SYSTEM PROJECT AND ADDS FUNDING TO THE WILLIAM HOWARD TAFT MEMORIAL BRIDGE REHABILITATION PROJECT, THE ROADWAY RECONSTRUCTION CITYWIDE PROJECT GROUPING, AND THE SOUTH CAPITOL STREET GARVEE BOND DEBT SERVICE PAYMENTS, AND ADJUSTS ALREADY OBLIGATED QUICK RELEASE EMERGENCY FUNDING FOR REPAIR AND REPLACEMENT OF KENILWORTH AVE AT LANE PLACE NE PEDESTRIAN BRIDGE PROJECT, AS REQUESTED BY THE DISTRICT DEPARTMENT OF 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 23-43.1, which adds a net total of approximately \$20.3 million in Surface Transportation Block Grant (STBG), National Highway Performance Program (NHPP), Special Project/Quick Release Emergency Funding (SP) and District funds to the five projects and programs listed at the end of this resolution and as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended project and program records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project or program costs, the reason for the amendments, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated June 28, 2024, requesting the amendment, and

WHEREAS, the proposed amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-43.1 creating the 43rd 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 conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review 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 23-43.1 which adds approximately \$20.3 million in STBG, NHPP, SP and District funding to the five project and program records listed below and as described in the attached materials.

- Rhode Island Ave. Flood Warning System at CSX Underpass (T13619) – New project with \$200,000 in STBG and District Funding in FY 2024.
- William Howard Taft Memorial Bridge Rehabilitation (T6038) – Adds \$300,000 in STBG and District funding in FY 2024 for pedestrian railing improvements.
- Roadway Reconstruction Citywide (T2965) – Adds \$3.7 million in STBG and District funding in FY 2024 for the Oregon Avenue NW improvements between Military Road and Western Avenue.
- South Capitol Street Corridor – GARVEE Debt Service Payments (T6038) – Adds \$16.1 million in NHPP and District funding in FY 2024.
- Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge (T5298) – Updates the project title and adds \$19,922 in Special Project/Quick Release Emergency funding in FY 2021 and FY 2023. These funds have already been obligated and do not represent a new increase in obligation authority.

**Adopted by the TPB Steering Committee at its meeting on Wednesday, July 3, 2024.
Final approval following review by the full board on Wednesday, July 17, 2024.**



National Capital Region
Transportation Planning Board

ATTACHMENT A - AMENDMENT OVERVIEW REPORT
 TIP ACTION 23-43.1: FORMAL AMENDMENT
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T13619	Lead Agency	District Department of Transportation	Project Type	Road - ITS/Technology
Project Name	Rhode Island Ave Flood Warning System at CSX Underpass	County		Total Cost	\$200,000
Project Limits		Municipality		Completion Date	2027

Agency Project ID

Description Provide and install a flood Warning system on Rhode Island Ave NE underpass at CSX railroad tracks that comprises of a sensor at the lowest point on the roadway section (east bound and west bound) and warning signs at each side of the sensors not to exceed 1500 ft. from the sensors on each side. The warning system should have the capability of triggering the warning signs when water depth at the lowest point reaches 4" and automatically send message (email/text) control center/points of contact in real time.

*Map Has Not Been Marked

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		DC/STATE	-	-	\$40,000	-	-	-	\$40,000	\$40,000
CON		STBG	-	-	\$160,000	-	-	-	\$160,000	\$160,000
		<i>Total CON</i>	-	-	\$200,000	-	-	-	\$200,000	\$200,000
		<i>Total Programmed</i>	-	-	\$200,000	-	-	-	\$200,000	\$200,000

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-43.1 Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T2965
Project Name Roadway Reconstruction Citywide
Project Limits

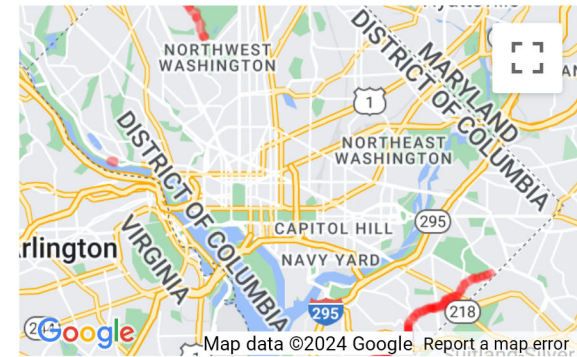
Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia

Project Type Road - Recons/Rehab/Maintenance/Resurface
Total Cost \$17,147,814
Completion Date 2030

Agency Project ID SR060A MRR11A, SR009A SR055A PM075A

Description This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. Projects Include: a. Alabama Ave from MLK to Bowen Rd SE b. Broad Branch Rd from Linnean Ave to Beach Dr NW Rehabilitation d. Canal Rd NW Rock Slope Stabilization e. Florida Ave and 9th St from T St to Barry PI NW f. New Jersey Ave from Massachusetts Ave to N St NW g. Oregon Ave Military Rd to Western Ave NW

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/ STATE		-	-	\$618,563	-	\$3,447,000	\$1,381,600	\$4,065,563	\$5,447,163
PE	STBG		-	-	\$2,474,251	-	-	\$5,526,400	\$2,474,251	\$8,000,651
	Total PE		-	-	\$3,092,814	-	\$3,447,000	\$6,908,000	\$6,539,814	\$13,447,814
CON	DC/ STATE		-	-	\$740,000	-	-	-	\$740,000	\$740,000
CON	STBG		-	-	\$2,960,000	-	-	-	\$2,960,000	\$2,960,000
	Total CON		-	-	\$3,700,000	-	-	-	\$3,700,000	\$3,700,000
	Total Programmed		-	-	\$6,792,814	-	\$3,447,000	\$6,908,000	\$10,239,814	\$17,147,814



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-31.1 Amendment 2023-2026	01/17/2024	Pending	N/A
23-40 Amendment 2023-2026	05/20/2024	N/A	N/A
23-43.1 Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$13,447,814 to \$17,147,814



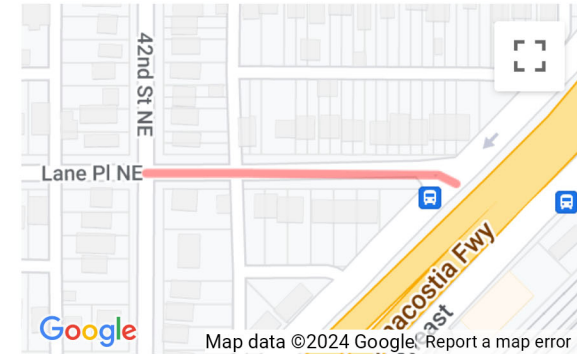
TIP ID T5298
Project Name Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge
Project Limits

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia, Region-wide
Project Type Bridge - New Construction
Total Cost \$20,021,659
Completion Date 2045

Agency Project ID

Description For the demolition, clean-up, repair, and replacement of the damaged pedestrian bridge at Lane Place NE.

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	SP		\$1,515,505	-	-	-	\$1,515,505	\$2,515,505
PE		State (NM)	-	-	-	-	-	\$1,500,000
PE		DC/STATE	\$378,877	-	-	-	\$378,877	\$378,877
		Total PE	\$1,894,382	-	-	-	\$1,894,382	\$4,394,382
CON	SP		\$12,501,821	-	-	-	\$12,501,821	\$12,501,821
CON		DC/STATE	\$3,125,456	-	-	-	\$3,125,456	\$3,125,456
		Total CON	\$15,627,277	-	-	-	\$15,627,277	\$15,627,277
		Total Programmed	\$17,521,659	-	-	-	\$17,521,659	\$20,021,659



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending
23-43.1	Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$100,000 to \$20,021,659



National Capital Region
Transportation Planning Board

ATTACHMENT A - AMENDMENT OVERVIEW REPORT
 TIP ACTION 23-43.1: FORMAL AMENDMENT
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID T6038
Project Name Garvee Bond Debt Service - South Capitol St
Project Limits at Martin Luther King Jr. Ave

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia

Project Type Debt Service
Total Cost \$136,745,875
Completion Date 2034

Agency Project ID

Description This project is to fund the debt service on the Frederick Douglas Memorial Bridge replacement.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		LOCAL	\$6,448,825	-	-	-	-	-	-	\$6,448,825
CON		NHPP	\$25,795,300	\$12,898,400	-	-	-	-	\$12,898,400	\$38,693,700
CON		DC/ STATE	-	\$3,224,600	-	-	-	-	\$3,224,600	\$3,224,600
		Total CON	\$32,244,125	\$16,123,000	-	-	-	-	\$16,123,000	\$48,367,125
OTHER		NHPP	-	-	\$25,793,400	\$12,894,600	\$12,899,200	\$19,115,800	\$51,587,200	\$70,703,000
OTHER		DC/ STATE	-	-	\$6,448,350	\$3,223,650	\$3,224,800	\$4,778,950	\$12,896,800	\$17,675,750
		Total Other	-	-	\$32,241,750	\$16,118,250	\$16,124,000	\$23,894,750	\$64,484,000	\$88,378,750
		Total Programmed	\$32,244,125	\$16,123,000	\$32,241,750	\$16,118,250	\$16,124,000	\$23,894,750	\$80,607,000	\$136,745,875



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-43.1 Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$120,626,750 to \$136,745,875



TIP ID T6812
Project Name William Howard Taft Memorial Bridge Rehabilitation
Project Limits

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia

Project Type Bridge - Rehab
Total Cost \$16,400,000
Completion Date 2045

Agency Project ID

Description Rehabilitation / Repairs of the aged historical bridge crossing between Ward 2 and 3. General scope of work includes repairs on numerous cracks and deterioration on bridge elements including deck, jersey barriers, railings, lighting, etc. a. William Howard Taft Memorial Bridge Rehabilitation b. William Howard Taft Bridge Pedestrian Railing Improvement

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	-	-	-	\$2,400,000	-	\$2,400,000
PE		DC/STATE	-	-	\$80,000	-	-	\$600,000	\$80,000	\$680,000
PE		STBG	-	-	\$320,000	-	-	-	\$320,000	\$320,000
		Total PE	-	-	\$400,000	-	-	\$3,000,000	\$400,000	\$3,400,000
CON		NHPP	-	-	-	-	-	\$10,400,000	-	\$10,400,000
CON		DC/STATE	-	-	-	-	-	\$2,600,000	-	\$2,600,000
		Total CON	-	-	-	-	-	\$13,000,000	-	\$13,000,000
		Total Programmed	-	-	\$400,000	-	-	\$16,000,000	\$400,000	\$16,400,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-40 Amendment 2023-2026	05/20/2024	N/A	N/A
23-43.1 Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$16,100,000 to \$16,400,000

**ATTACHMENT B - AMENDMENT SUMMARY REPORT
FOR TIP ACTION(23-43.1: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5298	Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge	\$100,000	\$20,021,659	\$19,922*	20*	Cost change*, Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Title changed from "Emergency Transportation Project" to "Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge"</p> <p>Changed Project Type: - from "Transportation Operations" to "Bridge - New Construction"</p> <p style="text-align: right;">LOCAL</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in CON for \$5,000 ▶ Delete funds in FFY 24 in PE for \$5,000 ▶ Delete funds in FFY 25 in PE for \$5,000 ▶ Delete funds in FFY 26 in PE for \$5,000 <p style="text-align: right;">SP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in PE for \$1,000,000 <p>▶ Add funds in FFY 23 in PE for \$1,515,505 CON for \$12,501,821 State (NM)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in PE for \$1,500,000 <p style="text-align: right;">DC/STATE</p> <p>▶ Add funds in FFY 23 in PE for \$378,877 CON for \$3,125,456</p> <p style="text-align: right;">STBG</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in CON for \$20,000 ▶ Delete funds in FFY 24 in PE for \$20,000 ▶ Delete funds in FFY 25 in PE for \$20,000 ▶ Delete funds in FFY 26 in PE for \$20,000 <p><i>Total project cost increased from \$100,000 to \$20,021,659</i></p>
T6812	William Howard Taft Memorial Bridge Rehabilitation	\$16,100,000	\$16,400,000	\$300,000	2	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">DC/STATE</p> <p>+ Increase funds in FFY 24 in PE from \$20,000 to \$80,000</p> <p style="text-align: right;">STBG</p> <p>+ Increase funds in FFY 24 in PE from \$80,000 to \$320,000</p> <p><i>Total project cost increased from \$16,100,000 to \$16,400,000</i></p>

* This \$19,992 is a corrective cost increase and is being shown to cover emergency release funds that were obligated in FY 2021 and FY 2023. DDOT is not requesting any additional obligation authority under this TIP Action.

**ATTACHMENT B - AMENDMENT SUMMARY REPORT
FOR TIP ACTION(23-43.1: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6038	Garvee Bond Debt Service - South Capitol St	\$120,626,750	\$136,745,875	\$16,119,125	13	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in CON from \$3,224,525 to \$0 + Increase funds in FFY 24 in OTHER from \$0 to \$6,448,350 - Decrease funds in FFY 25 in CON from \$3,223,650 to \$0 + Increase funds in FFY 25 in OTHER from \$0 to \$3,223,650 - Decrease funds in FFY 26 in CON from \$3,224,800 to \$0 + Increase funds in FFY 26 in OTHER from \$0 to \$3,224,800 - Decrease funds in FFY 27 in CON from \$4,778,950 to \$0 + Increase funds in FFY 27 in OTHER from \$0 to \$4,778,950 <p>NHPP</p> <ul style="list-style-type: none"> - Decrease funds in FFY 24 in CON from \$12,898,100 to \$0 + Increase funds in FFY 24 in OTHER from \$0 to \$25,793,400 - Decrease funds in FFY 25 in CON from \$12,894,600 to \$0 + Increase funds in FFY 25 in OTHER from \$0 to \$12,894,600 - Decrease funds in FFY 26 in CON from \$12,899,200 to \$0 + Increase funds in FFY 26 in OTHER from \$0 to \$12,899,200 - Decrease funds in FFY 27 in CON from \$19,115,800 to \$0 + Increase funds in FFY 27 in OTHER from \$0 to \$19,115,800 <p><i>Total project cost increased from \$120,626,750 to \$136,745,875</i></p>
T13619	Rhode Island Ave Flood Warning System at CSX Underpass	\$0	\$200,000	\$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 \$40,000 <p>STBG</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in CON for \$160,000 <p><i>Total project cost \$200,000</i></p>
T2965	Roadway Reconstruction Citywide	\$13,447,814	\$17,147,814	\$3,700,000	28	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in CON from \$0 to \$740,000 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in CON from \$0 to \$2,960,000 <p><i>Total project cost increased from \$13,447,814 to \$17,147,814</i></p>
TOTAL		\$150,274,564	\$190,515,348	\$20,319,125			

Government of the District of Columbia

Department of Transportation



June 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
Rhode Island Ave Flood Warning System at CSX Underpass	Formula/STBG	TBD	Construction	\$200,000	2024	80/20	Increase Formula/STBG funding for Construction by \$200,000 in FY 2024	New Project
Oregon Avenue Military Road to Western Ave NW	Formula/STBG	T2965g	Construction	\$3,700,000	2024	80/20	Increase Formula/STBG funding for Construction by \$3,700,000 in FY 2024	Increase in project cost over 20%
South Capitol Street Corridor - GARVEE	Formula/NHPP	T6038	Other	\$16,119,125	2024	80/20	Increase Formula/NHPP funding for Other by \$16,119,125 in FY 2024-2026	Increase in project cost over 20%
Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge	Formula/STBG	T5298	Construction	\$ -	2024	80/20	Update project title and description	No cost* change
William Howard Taft Bridge Pedestrian Railing Improvement	Formula/STBG	T6812b	Construction	\$300,000	2024	80/20	Increase Formula/STBG funding for Construction by \$300,000 in FY 2024	Increase in project cost over 20%

*Project does not seek to change current or future funding, but seeks to only show prior year obligations in STIP/TIP

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 the amendments at its July 3rd 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 23-43.2 WHICH ADDS FUNDING TO THE
MARYLAND TRANSIT ADMINISTRATION'S MARC FACILITIES PROJECT GROUPING,
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 under TIP Action 23-43.2, which adds \$1.4 million in Sect. 5337 and State funding to the Maryland Transit Administration's (MTA's) MARC Facilities project grouping, as described in the attached materials; and

WHEREAS, the attached materials include:

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

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

ATTACHMENT C) Letter from MDOT dated June 21 2024, requesting the amendment, and

WHEREAS, the proposed amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-43.2 creating the 43rd amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this project grouping 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 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 23-43.2 which adds \$1.4 million in Sect. 5337 and State funding to MTA's MARC Facilities project grouping, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Wednesday, July 3, 2024.
Final approval following review by the full board on Wednesday, July 17, 2024.**



TIP ID	T11584	Lead Agency	Maryland Department of Transportation - Maryland Transit Administration	Project Type	Transit - Safety
Project Name	MARC Facilities	County		Total Cost	\$3,731,250
Project Limits		Municipality		Completion Date	2045
		Agency Project ID			

Description Through annual inspection, platform structures throughout the MARC system, have been projected to reach the end of their useful life, requiring replacement to maintain State of Good Repair (SGR). Anticipated projects include removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound). Project sites included are the Laurel and Muirkirk stations.

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
OTHER		S. 5307	-	-	\$562,000	-	\$562,000	\$562,000
OTHER		S. 5337-SGR	-	\$585,000	\$878,000	-	\$1,463,000	\$1,463,000
OTHER		DC/STATE	-	\$386,250	\$360,000	-	\$746,250	\$746,250
OTHER		TAP	-	\$960,000	-	-	\$960,000	\$960,000
		<i>Total Other</i>	-	\$1,931,250	\$1,800,000	-	\$3,731,250	\$3,731,250
		<i>Total Programmed</i>	-	\$1,931,250	\$1,800,000	-	\$3,731,250	\$3,731,250

*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Schedule Change(s), Scope Change(s)

Funding Change(s):

Total project cost increased from \$2,284,718 to \$3,731,250

ATTACHMENT B - AMENDMENT SUMMARY REPORT
 FOR TIP ACTION(23-43..1.2.3 FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT MARYLAND VIRGINIA DEPARTMENT OF TRANSPORTATION

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11584	MARC Facilities	\$2,284,718	\$3,731,250	\$1,446,532	63	Cost change(s), Schedule Change(s), Scope Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 ▶ Add funds in FFY 24 in OTHER for \$386,250 ▶ Add funds in FFY 25 in OTHER for \$360,000 TAP <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 ▶ Add funds in FFY 24 in OTHER for \$960,000 S. 5337-SGR <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 ▶ Add funds in FFY 24 in OTHER for \$585,000 ▶ Add funds in FFY 25 in OTHER for \$878,000 S. 5307 <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 ▶ Add funds in FFY 25 in OTHER for \$562,000 <i>Total project cost increased from \$2,284,718 to \$3,731,250</i>

June 21, 2024

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

Dear Chair Henderson:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one existing project in the FY 2023-2026 TPB TIP on behalf of the Maryland Transit Administration (MTA) 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 for the MARC Facility project. This amendment will add new funding and shift the existing FY 23 allocations to FY 24 and FY 25 to reflect the anticipated year of obligation. This project is already included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
11584	MARC Facilities	\$1,446	Adds new and shifts existing 5337 and State/Local funds.

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.

The Honorable Christina Henderson
Page Two

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

Sincerely,

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

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

Attachment

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

TO: OPCP DEPUTY DIRECTOR MICHELLE MARTIN
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: JUNE 16, 2013

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. The amendment increases the 5337 funding by \$888,000 within the TIP years. The action also moves the existing FY 23 allocations to FY 24 and FY 25 to reflect the anticipated year of obligation.

SUMMARY

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

TIP	PROJECT	TYPE	NET FUNDING CHANGE
T11584	MARC Facilities	5337	\$1,157,000
		STATE/LOCAL	\$289,000

ANALYSIS

This MARC Facility project includes station improvements such as the removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound). Project sites include Laurel and Muirkirk stations.

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

Please modify the FY 2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, 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 FY 2023-2026

MDOT TIP # T11584												
SUMMARY TABLE												
Project	Amendment Criteria		Conformity Status		Environmental Status		Current Funding Level (in \$1,000)					
							Federal	State/Local	Total			
MARC Facilities	A		Exempt		n/a		\$ -	\$ -	\$ 2,285			
	Administration		Area/MPO		CTP Page		Net Funding Change (000s)					
	MDOT MTA		TPB				\$ 1,157	\$ 289	\$ 1,446			
Description	Anticipated projects include removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound). Project sites included are the Laurel and Muirkirk stations.											
Justification	Platform structures throughout the MARC system, have been projected to reach the end of their useful life, requiring replacement to maintain State of Good Repair (SGR).											
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 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 funding]				Current (000s)		Total		\$ 2,285	\$ -	\$ -	\$ -	\$ 2,285
						Federal		\$ 1,828	\$ -	\$ -	\$ -	\$ 1,828
				Proposed (000s)		Total		\$ -	\$ -	\$ -	\$ -	\$ -
						Federal		\$ -	\$ -	\$ -	\$ -	\$ -
MARYLAND DEPARTMENT OF TRANSPORTATION				Change (000s)		Total		\$ (2,285)	\$ -	\$ -	\$ -	\$ (2,285)
						Federal		\$ (1,828)	\$ -	\$ -	\$ -	\$ (1,828)
State/Local		\$ 457	\$ -	\$ -	\$ -	\$ 457						
State/Local		\$ -	\$ -	\$ -	\$ -	\$ -						
State/Local		\$ -	\$ -	\$ -	\$ -	\$ -						
State/Local		\$ (457)	\$ -	\$ -	\$ -	\$ (457)						
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
OTH	5337	\$ 306	\$ 77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306	\$ 77	\$ 383
OTH	5307	\$ 562	\$ 141	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ 703
OTH	TA	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,828	\$ 457	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,828	\$ 457	\$ 2,285
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
OTH	5337	\$ -	\$ -	\$ 585	\$ 146	\$ 878	\$ 220	\$ -	\$ -	\$ 1,463	\$ 366	\$ 1,829
OTH	5307	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ 562	\$ 141	\$ 703
OTH	TA	\$ -	\$ -	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ -	\$ -	\$ 2,985	\$ 746	\$ 3,731
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
OTH	5337	\$ (306)	\$ (77)	\$ 585	\$ 146	\$ 878	\$ 220	\$ -	\$ -	\$ 1,157	\$ 289	\$ 1,446
OTH	5307	\$ (562)	\$ (141)	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	TA	\$ (960)	\$ (240)	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ (1,828)	\$ (457)	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ -	\$ -	\$ 1,157	\$ 289	\$ 1,446
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)			Balance to Complete (≥ FY 2026)			Total Project Cost				
Federal	\$ -	Federal	\$ 2,985	Federal	\$ -	Federal	\$ 2,985					
State/Local	\$ -	State/Local	\$ 746	State/Local	\$ -	State/Local	\$ 746					
Total	\$ -	Total	\$ 3,731	Total	\$ -	Total	\$ 3,731					

STIP FY 2022-2025

MDOT TIP # T11584												
SUMMARY TABLE												
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)								
				Federal	State/Local	Total						
MARC Facilities	A	Exempt	n/a	\$ -	\$ -	\$ 2,285						
				Net Funding Change (000s)								
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total						
	MDOT MTA	TPB		\$ 1,157	\$ 289	\$ 1,446						
Description	Anticipated projects include removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound). Project sites included are the Laurel and Muirkirk stations.											
Justification	Platform structures throughout the MARC system, have been projected to reach the end of their useful life, requiring replacement to maintain State of Good Repair (SGR).											
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 TIP		Current (000s)	\$ -	\$ -	\$ -	\$ -	\$ -					
<input checked="" 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		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -					
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Proposed (000s)	\$ -	\$ -	\$ -	\$ -	\$ -					
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -					
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -					
		Change (000s)	\$ -	\$ -	\$ -	\$ -	\$ -					
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -					
		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	5337	\$ -	\$ -	\$ 306	\$ 77	\$ -	\$ -	\$ -	\$ -	\$ 306	\$ 77	\$ 383
OTH	5307	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ 703
OTH	7A	\$ -	\$ -	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,828	\$ 457	\$ -	\$ -	\$ -	\$ -	\$ 1,828	\$ 457	\$ 2,285
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	5337	\$ -	\$ -	\$ -	\$ -	\$ 585	\$ 146	\$ 878	\$ 220	\$ 1,463	\$ 366	\$ 1,829
OTH	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ 562	\$ 141	\$ 703
OTH	7A	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ 2,985	\$ 746	\$ 3,731
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	5337	\$ -	\$ -	\$ (306)	\$ (77)	\$ 585	\$ 146	\$ 878	\$ 220	\$ 1,157	\$ 289	\$ 1,446
OTH	5307	\$ -	\$ -	\$ (562)	\$ (141)	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ -
OTH	7A	\$ -	\$ -	\$ (960)	\$ (240)	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ (1,828)	\$ (457)	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ 1,157	\$ 289	\$ 1,446
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)			Total Project Cost		
Federal	\$ -	Federal	\$ 2,985	Federal	\$ -	Federal	\$ -	Federal	\$ 2,985			
State/Local	\$ -	State/Local	\$ 746	State/Local	\$ -	State/Local	\$ -	State/Local	\$ 746			
Total	\$ -	Total	\$ 3,731	Total	\$ -	Total	\$ -	Total	\$ 3,731			

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

**RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE TIP ACTION 23-43.2 WHICH ADDS FUNDING FOR TWO NEW
TRANSIT PROJECTS AND INCREASES FUNDING FOR THE RIDE ON BUS FLEET IN
MONTGOMERY COUNTY AND INCREASES FUNDING FOR THE BRIDGE REHABILITATION –
LIVINGSTON ROAD PROJECT IN PRINCE GEORGE’S COUNTY, AS REQUESTED BY MONTGOMERY
COUNTY DEPARTMENT OF TRANSPORTATION (MCOT) AND PRINCE GEORGE’S COUNTY
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (DPW&T)**

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

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

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

WHEREAS, MCDOT and DPW&T have requested amendments to the FY 2023-2026 TIP under TIP Action 23-43.2 which adds \$5.75 million in Earmark - Community Project Funding (CPF) and local funds for the new Security Improvements for Transportation Facilities project (T13616), \$3.437 million in Earmark CFP and local funds for the new Solar Installation at Transportation Facilities project (T13615), and adds \$7.2 million in Earmark CFP and local funds to the Ride On Bus Fleet program in Montgomery County, and adds \$740,000 in Highway Bridge Replacement and Rehabilitation Program (HBRP) and local funds to the Bridge Replacement – Livingston Road project (T5806) in Prince George’s County, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended project and program records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project costs, the reason for the amendments, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letters from DPW&T and MCDOT dated June 14 and June 28, 2024, requesting the amendments, and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-43.2 creating the 43rd 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 conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review 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 23-43.2, which adds \$5.75 million in Earmark CPF and local funds for the new Security Improvements for Transportation Facilities project (T13616), \$3.437 million in Earmark PF and local funds for the new Solar Installation at Transportation Facilities project (T13615), and adds \$7.2 million in Earmark CPF and local funds to the Ride On Bus Fleet program in Montgomery County, and adds \$740,000 in Highway Bridge Replacement and Rehabilitation Program (HBRP) and local funds to the Bridge Replacement - Livingston Road project (T5806) in Prince George's County,, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Wednesday, July 3, 2024.
Final approval following review by the full board on Wednesday, July 17, 2024.**



TIP ID	T13615	Lead Agency	Montgomery County	Project Type	Other - Alt Fuel Infrastructure
Project Name	Solar Installation at Transportation Facilities	County	Montgomery	Total Cost	\$3,437,500
Project Limits		Municipality		Completion Date	2027

Agency Project ID

Description The Project will install solar equipment on the rooftops of three (3) parking facilities owned and operated by Montgomery County Department of Transportation. The solar arrays will minimize or eliminate grid-provided power, ideally reaching net-zero power consumption to align with County climate and cost-containment efforts. Project supports efforts to achieve zero emissions goals.

*Various Locations

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		Earmark - CPF	-	-	-	\$2,750,000	-	-	\$2,750,000	\$2,750,000
CON		LOCAL	-	-	-	\$687,500	-	-	\$687,500	\$687,500
		Total CON	-	-	-	\$3,437,500	-	-	\$3,437,500	\$3,437,500
		Total Programmed	-	-	-	\$3,437,500	-	-	\$3,437,500	\$3,437,500

Version History

Current Change Reason

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T13616
Project Name Security Improvements for Transportation Facilities
Project Limits

Lead Agency Montgomery County
County Montgomery
Municipality

Project Type Other
Total Cost \$5,750,000
Completion Date 2027

Agency Project ID

Description Funds will be used to purchase new and replacement security cameras and related security infrastructure for parking garages in Bethesda, Silver Spring and Wheaton to address ongoing crime and community concerns.

*Various Locations

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
OTHER		Earmark - CPF	-	-	-	\$4,600,000	-	-	\$4,600,000	\$4,600,000
OTHER		LOCAL	-	-	-	\$1,150,000	-	-	\$1,150,000	\$1,150,000
		<i>Total Other</i>	-	-	-	\$5,750,000	-	-	\$5,750,000	\$5,750,000
		<i>Total Programmed</i>	-	-	-	\$5,750,000	-	-	\$5,750,000	\$5,750,000

Version History

Current Change Reason

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New Project



TIP ID T3072
Project Name Ride On Bus Fleet
Project Limits Countywide
Lead Agency Montgomery County
County Montgomery
Municipality

Project Type Transit - Capital
Total Cost \$92,779,700
Completion Date 2028

Agency Project ID P500821

Description This project provides for the purchase of replacement buses and expansion buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan. This includes the purchase of 4 buses to expand service to Howard County. Project includes purchase new FLEX system buses for service expansion.

*Not Location Specific

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
OTHER	Earmark - CPF		-	-	-	\$5,760,000	-	-	\$5,760,000	\$5,760,000
OTHER	LOCAL		-	\$14,809,200	\$20,642,900	\$18,506,700	\$18,318,000	-	\$72,276,800	\$72,276,800
OTHER	S. 5307		-	\$2,010,800	\$2,822,100	\$2,378,000	\$2,582,000	-	\$9,792,900	\$9,792,900
OTHER	S. 5309		-	-	\$3,350,000	-	-	-	\$3,350,000	\$3,350,000
OTHER	DC/ STATE		-	\$400,000	\$400,000	\$400,000	\$400,000	-	\$1,600,000	\$1,600,000
	Total Other		-	\$17,220,000	\$27,215,000	\$27,044,700	\$21,300,000	-	\$92,779,700	\$92,779,700
	Total Programmed		-	\$17,220,000	\$27,215,000	\$27,044,700	\$21,300,000	-	\$92,779,700	\$92,779,700

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-20 Amendment 2023-2026	06/18/2023	N/A	N/A
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

Funding Change(s):

Total project cost increased from \$85,579,700 to \$92,779,700



TIP ID T5806
Project Name Bridge Replacement - Livingston Road
Project Limits to Over Piscataway Creek

Lead Agency Prince Georges County
County Prince Georges
Municipality

Project Type Bridge - Replace + Add Capacity
Total Cost \$14,414,942
Completion Date 2030

Agency Project ID

Description This project will replace the existing Livingston Road Bridge over Piscataway Creek, reconstruct the approach roadways and install sidewalks, street lights, and landscaping. Funding for the bridge replacement is anticipated to be 80% Federal Aid for design and construction. Right of way, wetland, mitigation, and necessary roadway rehabilitation beyond the bridge and approach limits are anticipated to be County funded. the bridge is currently load restricted to 58,000 pounds and was originally constructed in 1932.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HBRRP	\$567,790	-	\$4,164	\$680,000	\$680,000	-	\$1,364,164	\$1,931,954
PE		LOCAL	\$141,947	-	\$1,041	\$170,000	\$170,000	-	\$341,041	\$482,988
Total PE			\$709,737	-	\$5,205	\$850,000	\$850,000	-	\$1,705,205	\$2,414,942
CON		HBRRP	-	-	-	-	-	\$9,600,000	-	\$9,600,000
CON		LOCAL	-	-	-	-	-	\$2,400,000	-	\$2,400,000
Total CON			-	-	-	-	-	\$12,000,000	-	\$12,000,000
Total Programmed			\$709,737	-	\$5,205	\$850,000	\$850,000	\$12,000,000	\$1,705,205	\$14,414,942



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Schedule Change(s), Updated cost and schedule

Funding Change(s):

Total project cost increased from \$13,675,000 to \$14,414,942

**ATTACHMENT B - AMENDMENT SUMMARY REPORT
 FOR TIP ACTION 23-43.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY MONTGOMERY & PRINCE GEORGE'S COUNTIES**

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
Montgomery County	T13616	Security Improvements for Transportation Facilities	\$0	\$5,750,000	\$5,750,000	0	New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 25 in OTHER for \$1,150,000 Earmark - CPF ▶ Add funds in FFY 25 in OTHER for \$4,600,000 <i>Total project cost \$5,750,000</i>
Montgomery County	T13615	Solar Installation at Transportation Facilities	\$0	\$3,437,500	\$3,437,500	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 25 in CON for \$687,500 Earmark - CPF ▶ Add funds in FFY 25 in CON for \$2,750,000 <i>Total project cost \$3,437,500</i>
Montgomery County	T3072	Ride On Bus Fleet	\$85,579,700	\$92,779,700	\$7,200,000	8	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 25 in OTHER from \$17,066,700 to \$18,506,700 Earmark - CPF ▶ Add funds in FFY 25 in OTHER for \$5,760,000 <i>Total project cost increased from \$85,579,700 to \$92,779,700</i>

**ATTACHMENT B - AMENDMENT SUMMARY REPORT
FOR TIP ACTION 23-43.2: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY MONTGOMERY & PRINCE GEORGE'S COUNTIES**

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
MONTGOMERY COUNTY SUBTOTAL:			\$85,579,700	\$101,967,200	\$16,387,500			
Prince Georges County	T5806	Bridge Replacement - Livingston Road	\$13,675,000	\$14,414,942	\$739,942	5	Cost change(s), Schedule Change(s), Updated cost and schedule	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p align="center">LOCAL</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 18 in PE for \$67,600 ▶ Delete funds in FFY 19 in PE for \$30,000 + Increase funds in FFY 20 in PE from \$60,000 to \$141,947 - Decrease funds in FFY 20 in ROW from \$50,000 to \$0 ▶ Delete funds in FFY 21 in PE for \$30,000 ROW for \$10,000 ▶ Delete funds in FFY 22 in PE for \$30,000 CON for \$360,000 ▶ Delete funds in FFY 23 in PE for \$30,000 CON for \$560,000 + Increase funds in FFY 24 in PE from \$0 to \$1,041 - Decrease funds in FFY 24 in CON from \$160,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$170,000 - Decrease funds in FFY 25 in CON from \$900,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$170,000 - Decrease funds in FFY 26 in CON from \$400,000 to \$0 ▶ Add funds in FFY 27 in CON for \$360,000 ▶ Add funds in FFY 28 in CON for \$1,080,000 ▶ Add funds in FFY 29 in CON for \$840,000 ▶ Add funds in FFY 30 in CON for \$120,000 <p align="center">HBRRP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 18 in PE for \$270,400 ▶ Delete funds in FFY 19 in PE for \$120,000 + Increase funds in FFY 20 in PE from \$240,000 to \$567,790 - Decrease funds in FFY 20 in ROW from \$200,000 to \$0 ▶ Delete funds in FFY 21 in PE for \$120,000 ROW for \$40,000 - Decrease funds in FFY 22 in PE from \$120,000 to \$0 - Decrease funds in FFY 22 in CON from \$1,440,000 to \$0 ▶ Delete funds in FFY 23 in PE for \$120,000 CON for \$2,240,000 + Increase funds in FFY 24 in PE from \$0 to \$4,164 - Decrease funds in FFY 24 in CON from \$640,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$680,000 - Decrease funds in FFY 25 in CON from \$3,600,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$680,000 - Decrease funds in FFY 26 in CON from \$1,600,000 to \$0 ▶ Add funds in FFY 27 in CON for \$1,440,000 ▶ Add funds in FFY 28 in CON for \$4,320,000 ▶ Add funds in FFY 29 in CON for \$3,360,000 ▶ Add funds in FFY 30 in CON for \$480,000 <p align="right"><i>Total project cost increased from \$13,675,000 to \$14,414,942</i></p>



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Angela D. Alsobrooks
County Executive

Michael D. Johnson, P.E.
Director

June 14, 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: Livingston Rd., Bridge Replacement CIP project
Bridge No. P-0487 Livingston Road over Piscataway Creek
MDOT SHA Project Number: PG723ZM1
F.A.P. Number (Design Phase): BR-5030(007)
TIP ID No. T5806 (TIP AMENDMENT SUBMISSION)

Dear Chair Henderson:

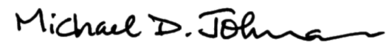
The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. This project is a capacity enhancement project and therefore, will require air quality conformity analysis. The purpose of this amendment is to update the project cost and schedule in the FY 2023-2026 TIP. This bridge replacement project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 federal/local split with the remaining funding to come from Prince George's County. This bridge was originally built in 1932 and then rehabilitated in 1989. The superstructure and substructure elements are in poor condition, making this project eligible for bridge replacement under this project.

An amount of \$1,705,204 will be programmed for the current TIP (FY 2023-2026). Prior programmed expenditures which are reflected in the TIP (FFY 2015 thru 2020) were \$709,737. An additional \$12,000,000 will be programmed for FY 2027 thru FFY 2030 bringing the total project cost to \$14,414,942.

Prince George's County requests that this amendment be approved by the TPB Steering Committee at its July 3, 2024 meeting and subsequently at the July Board meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Victor Weissberg at (240) 508-9813 or vweissberg@co.pg.md.us or Erv Beckert at (240) 508-9610 or tbeckert@co.pg.md.us.

The Honorable Cristina Henderson, Chair
June 14, 2024
Page 2 of 2

Sincerely,



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

Attachment

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



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

June 28, 2024

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

Dear Chair Henderson:

The Montgomery County Department of Transportation requests amendments to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. The three projects include two new projects: Security Improvements for Transportation Facilities (T13616) and Solar Installation at Transportation Facilities (T13615), and an amendment to an existing project, Ride On Bus Fleet (T3072). These projects are not capacity enhancement projects and, therefore, do not require air quality conformity analysis. The purpose of these projects is to add bus fleet reliability and continue efforts to convert to a clean bus fleet and transportation facilities and provide solar power to transportation facilities.

The Ride On Bus Fleet project is to purchase buses to permit Ride On Flash expansion into Howard County and funding is from a federal community funding earmark. Montgomery County is working with Howard County to establish the service. The result will be an extension of the Ride On Flash Service to connect Columbia to Silver Spring with high-quality frequent bus service.

The Security Improvements for Transportation Facilities Project will purchase new and replacement security cameras and related security infrastructure for parking garages in Bethesda, Silver Spring, and Wheaton to address ongoing crime and community concerns. This project is funded through a federal community funding earmark.

The Solar Installation at Transportation Facilities project will install solar equipment on the rooftops of three parking facilities owned and operated by Montgomery County Department of Transportation. The solar arrays will minimize or eliminate grid-provided power, ideally reaching net-zero power consumption to align with County climate and cost-containment efforts. The project supports efforts to achieve zero emissions goals.

Office of the Director


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

 **MC311**
ANSWERING TO YOU
montgomerycountymd.gov/311 301-251-4850 TTY

Montgomery County requests that these amendments be approved by the TPB Steering Committee at its July 3, 2024 meeting. Following approval of the TIP amendments, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin to obligate the federal funding.

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

Sincerely,


Haley Peckett (Jun 27, 2024 13:48 EDT)

Haley Peckett
Deputy Director of Transportation Policy

Enclosure

cc: Kanti Srikanth, Director of Transportation, WMCOG
Kari Synder, Regional Planner, Maryland Department of Transportation
Gary Erenrich, MCDOT
Chris Van Alstyne, MCDOT

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 23-43.3 WHICH ADDS FUNDING FOR ARLINGTON COUNTY'S COMMUTER ASSISTANCE PROGRAM AND FOR TWO NEW TRANSIT PROJECTS, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL & PUBLIC TRANSPORTATION (VDRPT)

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, VDRPT has requested amendments under TIP Action 23-43.3 which adds \$11.9 million in Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality program (CMAQ), and state funding to Arlington County's Commuter Assistance Program (T6627), \$1.25 million in Earmark Community Project Funding (CPF) and local funds for the new DASH On-Route Electric transit Bus Opportunity Charger project (T13619) and \$750,000 in Pilot Program for Transit-Oriented Development (§20005(b)) and local funding for the Duke Street Corridor Planning project (T13617), as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended project and program records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing total project costs, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from VDRPT dated June 20, requesting the amendments, and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-43.3 creating the 43rd 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 conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review 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 23-43.3 which adds \$11.9 million in RSTP, CMAQ, and state funding to Arlington County's Commuter Assistance Program (T6627), \$1.25 million in Earmark CPF and local funds for the new DASH On-Route Electric transit Bus Opportunity Charger project (T13619) and \$750,000 in §20005(b) and local funding for the Duke Street Corridor Planning project (T13617), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Wednesday, July 3, 2024.
Final approval following review by the full board on Wednesday, July 17, 2024.**



National Capital Region
Transportation Planning Board

ATTACHMENT A - AMENDMENT OVERVIEW REPORT
 TIP ACTION 23-43.3: FORMAL AMENDMENT
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY VIRGINIA DEPARTMENT OF RAIL & PUBLIC TRANSPORTATION

TIP ID	T13617	Lead Agency	VDRPT	Project Type	Study/Planning/Research
Project Name	Duke Street Corridor Planning	County		Total Cost	\$750,000
Project Limits		Municipality	City of Alexandria	Completion Date	

Agency Project ID

Description Project will develop a transit-oriented development (TOD) land use plan along the proposed Duke Street Bus Rapid Transit (BRT) Corridor. Planned BRT corridor will provide transit access along an approximate 3.7-mile stretch of Duke Street, connect two ends of the City from the planned West End (formerly Landmark Mall) mixed-use development to the King Street Metrorail Station and Alexandria Union Station, which will connect Duke Street to regional transit and commuter rail.

*Not Location Specific

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PLANNING		LOCAL	-	-	-	\$100,000	\$100,000	-	\$200,000	\$200,000
PLANNING		S. 20005(B)	-	-	-	\$300,000	\$200,000	\$50,000	\$500,000	\$550,000
		Total PLANNING	-	-	-	\$400,000	\$300,000	\$50,000	\$700,000	\$750,000
		Total Programmed	-	-	-	\$400,000	\$300,000	\$50,000	\$700,000	\$750,000

Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-43.3	Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project



TIP ID	T13618	Lead Agency	VDRPT	Project Type	Other - Alt Fuel Infrastructure
Project Name	DASH On-Route Electric Transit Bus Opportunity Charger	County		Total Cost	\$1,250,000
Project Limits		Municipality	City of Alexandria	Completion Date	

Agency Project ID

Description This project will implement one on-route opportunity charger to support the charging of battery electric transit buses in the DASH fleet. This charger will support and enable DASH to continue the conversion of its fleet to 100% zero emissions by addressing range limitations. The opportunity charger will reduce the need for DASH battery electric buses to replenish their charge throughout the day. This will enable DASH to keep battery electric buses in service significantly longer.

*Not Location Specific

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		Earmark - CPF	-	-	-	\$160,000	-	-	\$160,000	\$160,000
PE		LOCAL	-	-	-	\$40,000	-	-	\$40,000	\$40,000
		Total PE	-	-	-	\$200,000	-	-	\$200,000	\$200,000
CON		Earmark - CPF	-	-	-	\$440,000	\$400,000	-	\$840,000	\$840,000
CON		LOCAL	-	-	-	\$110,000	\$100,000	-	\$210,000	\$210,000
		Total CON	-	-	-	\$550,000	\$500,000	-	\$1,050,000	\$1,050,000
		Total Programmed	-	-	-	\$750,000	\$500,000	-	\$1,250,000	\$1,250,000

Version History

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-43.3 Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project



National Capital Region
Transportation Planning Board

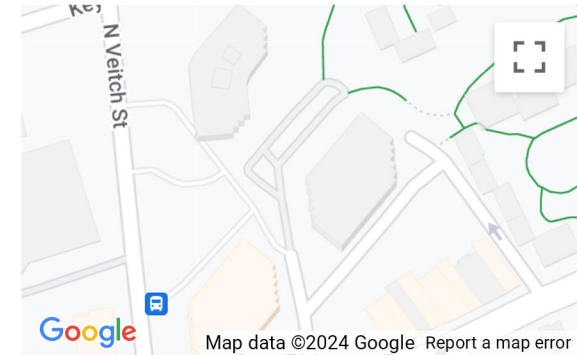
ATTACHMENT A - AMENDMENT OVERVIEW REPORT
 TIP ACTION 23-43.3: FORMAL AMENDMENT
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY VIRGINIA DEPARTMENT OF TRANSPORTATION

TIP ID T6627
 Project Name COMMUTER ASSISTANCE PROGRAM
 Project Limits
 Lead Agency Virginia Department of Transportation
 County Arlington
 Municipality

Project Type Transportation Operations
 Total Cost \$19,861,362
 Completion Date

Description COMMUTER ASSISTANCE PROGRAM
 Agency Project ID T21240

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
OTHER		CMAQ	\$5,684,834	\$339,200	\$4,268,895	\$3,719,856	\$14,012,785	\$14,012,785
OTHER		RSTP	-	\$363,200	\$891,612	\$620,893	\$1,875,705	\$1,875,705
OTHER		DC/STATE	\$1,421,958	\$175,600	\$1,290,127	\$1,085,187	\$3,972,872	\$3,972,872
		<i>Total Other</i>	\$7,106,792	\$878,000	\$6,450,634	\$5,425,936	\$19,861,362	\$19,861,362
		<i>Total Programmed</i>	\$7,106,792	\$878,000	\$6,450,634	\$5,425,936	\$19,861,362	\$19,861,362



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-20	Amendment 2023-2026	06/18/2023	N/A	N/A
23-43.3	Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$7,984,792 to \$19,861,362

ATTACHMENT B - AMENDMENT SUMMARY REPORT
TIP ACTION 23-43.3: FORMAL AMENDMENT
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
VDOT	T6627	COMMUTER ASSISTANCE PROGRAM	\$7,984,792	\$19,861,362	\$11,876,570	149	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Add funds in FFY 25 in OTHER for \$1,290,127 ▶ Add funds in FFY 26 in OTHER for \$1,085,187 RSTP ▶ Add funds in FFY 25 in OTHER for \$891,612 ▶ Add funds in FFY 26 in OTHER for \$620,893 CMAQ ▶ Add funds in FFY 25 in OTHER for \$4,268,895 ▶ Add funds in FFY 26 in OTHER for \$3,719,856 <i>Total project cost increased from \$7,984,792 to \$19,861,362</i>
VDRPT	T13618	DASH On-Route Electric Transit Bus Opportunity Charger	\$0	\$1,250,000	\$1,250,000		New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 25 in PE for \$40,000 CON for \$110,000 ▶ Add funds in FFY 26 in CON for \$100,000 Earmark - CPF ▶ Add funds in FFY 25 in PE for \$160,000 CON for \$440,000 ▶ Add funds in FFY 26 in CON for \$400,000 <i>Total project cost \$1,250,000</i>
VDRPT	T13617	Duke Street Corridor Planning	\$0	\$750,000	\$750,000		New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 25 in PLANNING for \$100,000 ▶ Add funds in FFY 26 in PLANNING for \$100,000 S. 20005(B) ▶ Add funds in FFY 25 in PLANNING for \$300,000 ▶ Add funds in FFY 26 in PLANNING for \$200,000 ▶ Add funds in FFY 27 in PLANNING for \$50,000 <i>Total project cost \$750,000</i>
TOTALS:			\$7,984,792	\$21,861,362	\$13,876,570			0



COMMONWEALTH of VIRGINIA

Zach Trogdon
Acting Director

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

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

June 20, 2024

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

Dear Chair Henderson:

The Virginia Department of Rail and Public Transportation (DRPT) requests an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) to add 2 new projects and amend an existing project.

Alexandria Transit Company (DASH) On-Route Electric Transit Bus Opportunity Charger

This project will implement one on-route opportunity charger to support the charging of battery electric transit buses in the DASH fleet. This charger will support and enable DASH to continue the conversion of its fleet to 100% zero emissions by addressing range limitations. The opportunity charger will reduce the need for DASH battery electric buses to have to return to replenish the charge throughout the day. This will enable DASH TO keep battery electric buses in-service significantly longer. This project has been allocated Local Transportation Priorities FY 2024 Community Project Funding/Congressionally Directed Spending Transit Infrastructure Grant award funds from the Federal Transit Administration. The new project will:

- Add \$160,000 (CPF) FFY 25 for PE Phase
- Add \$40,000 (Local Funds) FFY25 for PE Phase
- Add \$440,000 (CPF) FFY25 for CON Phase
- Add \$110,000 (Local Funds) FFY25 for CON Phase
- Add \$400,000 (CPF) FFY26 for CON Phase
- Add \$100,000 (Local Funds) FFY26 for CON Phase

City of Alexandria -- Duke Street Corridor Planning

This project will develop a transit-oriented development land use plan along the proposed Duke Street Bus Rapid Transit corridor. The planned BRT corridor will provide transit access along an approximate 3.7- mile stretch of Duke Street, connect two ends of the City from the planned West



COMMONWEALTH of VIRGINIA

Zach Trogdon
Acting Director

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

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

End (formerly Landmark Mall) mixed-use development to the King Street Metrorail Station and Alexandria Union Station, which will connect Duke Street to regional transit and commuter rail. This project has been awarded a \$550,000 FTA Transit Oriented Development (TOD) Pilot Planning grant. The new project will:

- Add \$300,000 (TOD Pilot Planning) FFY 25 for Planning Phase
- Add \$100,000 (Local Funds) FFY25 for Planning Phase
- Add \$200,000 (TOD Pilot Planning) FFY26 for Planning Phase
- Add \$100,000 (Local Funds) FFY26 for Planning Phase
- Add \$50,000 (TOD Pilot Planning) FFY27 for CN Phase

Arlington County – COMMUTER ASSISTANCE PROGRAM

This project continues support for Arlington County Commuter Services (ACCS) to reduce traffic congestion, decrease parking demand, promote maximum use of High Occupancy Vehicle (HOV) infrastructure, and improve air quality and mobility in and around Arlington. This amendment reflects changes in project funding. The amendment will:

- Add \$4,268,895 (CMAQ) FFY 25 for Other Phase
- Add \$891,612 (RSTP) FFY25 for Other Phase
- Add \$1,290,127 (State) FFY25 for Other Phase
- Add \$3,719,856 (CMAQ) FFY26 for Other Phase
- Add \$620,893 (RSTP) FFY26 for Other Phase
- Add \$1,085,187 (State) FFY26 for Other Phase

DRPT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on July 3, 2024. I will be present and available to answer any questions about this amendment request. Upon formal adoption from the Transportation Planning Board, the DRPT FY24-27 STIP will be updated to reflect the amended project. Thank you for your consideration of this matter.

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




COMMONWEALTH of VIRGINIA

Zach Trogdon
Acting Director

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

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

Sincerely,

DocuSigned by:

D9F082F8A983456...

Amy Garbarini,
Northern Virginia Transit Planning Manager

- CC: Regina Moore, VDOT
Maria Sinner, VDOT
Amir Shahpar, VDOT
Philippe Simon, City of Alexandria
Raymond Mui, City of Alexandria
Edward Ryder, City of Alexandria
Silas Sullivan, City of Alexandria
Jordan Exantus, City of Alexandria
Dan Malouff, Arlington County
David Frye, Arlington County
Gabriel Ortiz, DRPT
Christophehr Arabia, DRPT



MEMORANDUM

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

The attached letters were sent/received since the last TPB meeting on June 20.

The letter dated June 16, 2024, from Virginia Senate Majority Leader Scott Surovell and Virginia State Delegate Paul Krizek, was not received until after the June 20 TPB meeting. That letter opposes the inclusion of the Southside Express Lanes project in Visualize 2050 until key issues are addressed by VDOT.

SENATE OF VIRGINIA

SCOTT A. SUROVELL
MAJORITY LEADER
34th SENATORIAL DISTRICT
PART OF FAIRFAX COUNTY
POST OFFICE BOX 289
MOUNT VERNON, VIRGINIA 22121



COMMITTEE ASSIGNMENTS:
COURTS OF JUSTICE, CHAIR
COMMERCE AND LABOR
FINANCE AND APPROPRIATIONS
REHABILITATION AND SOCIAL SERVICES
RULES

June 16, 2024

by email and direct mail

Hon. Christina Henderson, TPB Chair
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Re: 495 Southside Express Lanes Project

Dear TPB Chair Henderson and Board Members:

We are writing to express our concerns with the Transportation Planning Board's upcoming vote to determine whether the Virginia Department of Transportation Southside Express Lanes project will be included in the region's transportation plan, Visualize 2050. We represent residents who live between Interstate 95 and the Potomac River and those immediately south of the Beltway. Senator Surovell is the Senate Majority Leader and also personally commutes on I-495 between the Woodrow Wilson Bridge and Braddock Rd. exits on a daily basis. Each of us have lived in our community for over 50 years.

We share the concerns of the Washington Metropolitan Area Transit Authority (WMATA), Maryland Officials, City of Alexandria elected officials, regional advocacy groups such as the Coalition for Smart Growth, and members of the public regarding the proposed use of the 6th lane on the Woodrow Wilson Bridge for vehicle traffic. While the Virginia Department of Transportation routinely advocates for vehicle capacity improvements, they are not elected officials who exercise political or policy judgments. **This lane must be reserved for rail or it will never be politically feasible to construct high-capacity transit south of Washington, D.C. between our community and National Harbor.**

Constructing this project would simply create a major new traffic bottleneck on the Maryland side. There are many potential ways to address congestion which do not include expanding private toll lanes, such as piloting express bus and HOV on shoulder lanes as well as providing increased incentives for commuters to use public transit and carpool. We also believe VDOT needs to reexamine how the impacts of climate change will affect this construction. Every aspect will be impacted by sea level rise and the increase in rainfall intensity that climate scientists expect to see over the coming century, and a failure to plan for these changes is shortsighted.

As we wrote in a [letter to VDOT dated October 1, 2023](#) which we have attached, we remain unconvinced that VDOT is adequately considering these issues. We asked VDOT to conduct a town hall meeting in our district last fall and the public feedback was almost uniformly negative. Until we see action taken to comprehensively include these variables in the study, we will remain opposed to any advancement of the project. This project is far from ready to be included in the region's transportation plan, Visualize 2050, and we request that our concerns be addressed in the VDOT study before the TPB votes to take this step.

Thank you for receiving these comments and taking our position and that of our constituents into consideration.

Sincerely,



Majority Leader Scott A. Surovell
Virginia State Senate
34th District



Delegate Paul E. Krizek
Virginia House of Delegates
16th District

CC: Fairfax County Board of Supervisors, State Delegates and Senators
City of Alexandria Mayor and City Council, State Delegates and Senators
Shep Miller, Virginia Secretary of Transportation
Sandra Jackson, Federal Highway Administration, representative to the National Capital Region
Transportation Planning Board
Randy Clarke, General Manager & Chief Executive Officer, Metro
WMATA Board of Directors
Kanti Srikanth, MWCOG Deputy Executive Director for Metropolitan Planning
Jennifer DeBruhl, Director, DRPT
Todd Horsley, Virginia Department of Rail and Public Transit
Bill Cuttler, Northern Virginia District Engineer, VDOT
Stewart Schwartz, Executive Director, Coalition for Smarter Growth



COMMONWEALTH OF VIRGINIA
GENERAL ASSEMBLY OF VIRGINIA
RICHMOND

October 1, 2023

Mr. Nick Nies
VDOT 495 Southside Express Lanes Study NEPA Project Manager
9030 Stony Point Parkway, Suite 220
Richmond, VA 23235

Re: Comments on Fall 2023 Study

Dear Mr. Nies:

We are writing to share our comments on the Southside Express Lanes Study. We represent constituents immediately south of the Beltway and expect that many of the commuters who travel on this section of 495 either live or work in the current 34th or past 36th Senate District and the new 16th House District. We urge you to hold an additional formal public hearing in the Mt. Vernon District. Sen. Surovell personally travels on 495 between the Telegraph Rd and Braddock Rd exits almost every weekday on the commute from Mt. Vernon to Fairfax City. Sen. Surovell started his professional career around the time that the Mixing Bowl and the Wilson Bridge improvements started in the 1990s. Before those projects, traffic backed up about a mile in each direction. Within 10 years of each project completion, the backups were about the same.

There are four primary points we urge you to consider as this project moves forward. To date, we are unconvinced that VDOT is adequately considering these issues and until we are convinced, we will remain unsupportive of the project.

First, no project planning should move forward until Maryland indicates that they are on board with the concept. As we have seen on northbound express lanes between Tysons Corner and the Potomac River, a plan that stops at the River will inevitably cause the same backups that drivers already suffer from Telegraph Rd to the River and along US-1 leading up to the entrance ramp. Maryland must be on board before this project moves forward. What is the risk we are taking on if Maryland never adopts these managed lanes?

Second, we cannot sacrifice the possibility of a future Metrorail river crossing. Our region is counting on Metrorail and has been ever since we finalized the agreement on the Wilson Bridge and the bridge was designed to handle the weight of Metrorail. WMATA is currently studying the option of a Blue Line loop across the bridge. No plan should move forward that jeopardizes this possibility.

Third, no plan should move forward that could result in a reduction of free travel lanes. When Sen. Surovell campaigned for the 36th Senate District in 2015, it included about 100,000 Prince William County residents who use I-95 on a regular basis. Their #1 complaint to was that Transurban and VDOT took away their free travel lanes and turned them into toll lanes. After years of advocacy, we were able to restore one free travel lane southbound from Occoquan to the

Prince William Parkway in 2019, but the northbound lanes are still heavily congested. We cannot risk a similar situation on 495. No reduction of free travel lanes should be considered.

Finally, we remain unconvinced that VDOT is adequately planning for climate change in this project. Everything from bridge fittings to increased stormwater runoff will be impacted by the rise in sea level and the increase in rainfall intensity that climate scientists expect to see over the coming century. The roadways we plan today must consider these impacts and we are unconvinced that such considerations are happening on this project.

Thank you for receiving these comments and for sharing information with our constituents throughout this process.

Sincerely,



Senator Scott A. Surovell
36th District



Delegate Paul Krizek
44th District

CC: Ms. Houda Ali



National Capital Region
Transportation Planning Board

June 25, 2024

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

Re: FY 2024 Pilot Program for Transit Oriented Development Planning Grant Application by Maryland Department of Transportation for the Purple Line Corridor

Dear Administrator Vanterpool:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application for the proposal entitled *Preparing for the Purple Line: An Anti-Displacement Plan*, submitted by the Maryland Department of Transportation, Maryland Transportation Administration (MDOT-MTA) and partners to the FY 2024 Pilot Program for Transit-Oriented Development Planning (TOD Pilot Program)

The Purple Line light rail project will connect communities across Montgomery and Prince George's Counties in Maryland, providing a vital circumferential rapid transit connection when it opens in 2028. The TOD Planning Pilot grant would fund the Purple Line Corridor Anti-Displacement Plan: a community-engaged planning effort to address displacement risk through a multi-sector partnership convened through the Purple Line Corridor Coalition. The grant will fund the development of a corridor-wide, comprehensive, multi-pronged anti-displacement plan responsive to and informed by community need. Anti-displacement actions and strategies will be detailed across three major focus areas: affordable housing preservation, culture, and green space and parks. These actions and strategies will be supported by an analysis of anti-displacement policies and a plan for local implementation. The plan will also include development of an anti-displacement metrics dashboard that will assess performance related to grant goals both before and after the Purple Line opens.

The work proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, *Visualize 2045*; improved access to transit is one of the seven Aspirational Initiatives of the plan. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities.

As such the TPB appreciates your favorable consideration of the Maryland Department of Transportation's application. 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 this project.

Sincerely,

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

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paul Wiedefeld, Secretary, MDOT
Ms. Holly Arnold, Administrator, MDOT MTA