



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: September 12, 2024

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: September 12, 2024

At its meeting on Friday, September 6, the TPB Steering Committee adopted two resolutions amending the FY 2025 Unified Planning Work Program (UPWP) and the FY 2025 Commuter Connections Work Program (CCWP), a resolution approving the transfer of funding within Virginia's Transportation Alternatives Set-Aside Program (TAP), and four resolutions approving amendments to the FY 2023-2025 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement.

The Steering Committee first approved resolution SR6-2026 which transferred \$250,845 from Task 7 (Transportation Research and Data Programs) to Task 1 (Long Range Transportation Planning) within the FY 2025 UPWP, leaving the total budget unchanged (\$25,244,528).

Next, the committee approved resolution SR7-2025 to amend the FY 2025 CCWP to administer additional funding towards the Maryland Department of Transportation (MDOT) commuter incentive program which promotes carpools and vanpools in areas affected by the Baltimore Francis Scott Key Bridge collapse. Separately, MDOT has already added \$942,500 in funding to the FY 2023-2026 TIP via an administrative modification to cover this additional work and this amendment enables work to begin.

The Virginia Department of Transportation (VDOT) requested a transfer of approximately \$386,000 in TAP set-aside funding that VDOT has identified as surplus to complete design and construction of the Locust Street Trail Improvement project in Vienna, which had previously received approximately \$1.32 million in FY 2024 TAP funding. This request was approved by the Steering Committee under resolution SR8-2025.

The final four resolutions adopted by the Steering Committee approved amendments to the FY 2023-2026 TIP, as requested by the District Department of Transportation (DDOT), MDOT, the Montgomery County Department of Transportation (MCDOT), the Virginia Department of Rail and Public Transportation (VDRPT), and the Eastern Federal Lands Highway Division (EFLHD) of the Federal Highway Administration (FHWA). These TIP amendments were all exempt from the air quality conformity requirements are summarized below and on the following page:

- TPB SR9-2025 approved DDOT's request to add \$8 million in Surface Transportation Block Grant (STBG) and District matching funds to the Great Streets – Pennsylvania Ave. SE project.

- TPB SR10-2025 approved the following three requests from MDOT and MCDOT:
 - Maryland Transit Administration added approximately \$1.75 million in Federal Transit Administration's All Stations Accessibility Program (ASAP) and state matching funds for a new MARC College Park Accessible Station.
 - MDOT's State Highway Administration (SHA) added \$68,000 in STBG and state funds for the MD 77 Beaver Branch Bridge Replacement project.
 - MCDOT added \$11.435 million to the Montgomery County Bridge Preliminary Engineering project grouping.

- TPB SR11-2025 approved VDRPT's request to add funding for two new TIP records:
 - \$15.3 million in Congestion Mitigation and Air Quality Program (CMAQ), Regional Surface Transportation Program (RSTP) and state matching funds for a new Commuter Assistance Program in Arlington County
 - \$59.5 million in FTA Low-or-No Emissions Vehicle Program (Sect. 5339(c)) and state matching funds for Fairfax County's purchase of 60 low-emissions buses

- TPB SR12-2025 approved EFLHD's request to add projects from its FY 2024-2027 TIP in the District of Columbia, Maryland, and Virginia included as attachments to each of the three sections of the TPB's TIP so that DDOT, MDOT, and VDOT could similarly amend their Statewide Transportation Improvement Programs (STIPs) to include those projects as attachments

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

Attachments:

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

TPB Steering Committee Attendance – September 6, 2024
(only voting members and alternates listed)

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

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 FOR TASK 1 AND TASK 7**

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, was approved by USDOT on June 17, 2024, and was amended on July 3, 2024; and

WHEREAS, two task budgets within the FY 2025 UPWP need to be changed with no net change to the UPWP budget totals, and no change to the task descriptions: Task 1 (Long Range Transportation Planning) should reflect the addition of \$250,845 and the new total will be \$1,776,607, and Task 7 (Transportation Research and Data Programs) will reflect the subtraction of \$250,845 and the new total is \$5,303,709, and the UPWP budgets for Table 2 and Table 3 have been revised accordingly; and

WHEREAS, the FY 2025 UPWP total budget as amended on July 3, 2024 remains unchanged at \$25,244,528.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2025 UPWP to update the budgets for Task 1 and Task 7, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 6, 2024.
Final approval following review by the full board on Wednesday, September 18, 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 September 2024

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

	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	\$1,776,607
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	\$5,303,709
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	\$1,686,943
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 Work Program by Funding Sources

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 Prgram. (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	\$642,265	\$0	\$642,265	\$143,803	\$0	\$0	\$786,068	\$453,640	\$5,000	\$525,000	\$6,900	\$536,900	\$1,776,607
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 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	\$2,339,870	\$50,000	\$3,304,870	\$5,303,709
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. Complete Streets 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	\$6,961,156	\$437,944	\$7,399,100	\$1,656,658	\$68,682	\$0	\$9,124,440	\$5,265,714	\$1,884,250	\$5,877,794	\$837,286	\$8,599,330	\$22,989,485
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	\$6,991,281	\$437,944	\$7,429,225	\$1,663,403	\$68,682	\$0	\$9,161,311	\$5,286,992	\$1,884,250	\$7,032,794	\$1,311,081	\$10,228,125	\$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	\$7,221,121	\$437,944	\$7,659,065	\$1,714,865	\$68,682	\$0	\$9,442,612	\$5,449,331	\$1,884,250	\$7,099,771	\$1,368,564	\$10,352,585	\$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 Budgets for Tasks 1 and 7 – Total UPWP Budget Unchanged
DATE: August 30, 2024

The Transportation Planning Board (TPB) approved the FY 2025 Unified Planning Work Program (UPWP) on March 21, 2024, and amended the UPWP in July 2024. USDOT approved the FY 2025 UPWP on June 17, 2024. The total budget is unchanged at \$25,244,528, however the total budgets for Task 1 – Long Range Transportation Planning and Task 7 – Transportation Research and Data Programs need to be changed to accommodate an error in direct versus indirect costs. Table 2 and Table 3 have been adjusted and are attached for approval. Table 1 does not need to be changed.

BACKGROUND

Due to the result of the discovery of an error that was made during the development of the budget, the approved budgets for Task 1 and Task 7 need to be changed, with no net change to the total budget. Task 1, Long Range Transportation Planning should be changed to reflect the addition of \$250,845 and the new total is \$1,776,607. Task 7, Transportation Research and Data Programs should be changed to reflect the subtraction of \$250,845 and the new total is \$5,303,709. The updated budgets have been updated and are shown in the attached UPWP Tables 2 and 3.

Altogether, the total UPWP budget has not changed and is \$25,244,528.

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

**RESOLUTION TO AMEND THE FY 2025 COMMUTER CONNECTIONS WORK PROGRAM
TO REVISE THE BUDGET AND WORK ACTIVITIES**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, the FY 2025 Commuter Connections Work Program (CCWP) consists of a core program of regional transportation demand management operational activities funded jointly by state and local jurisdictions, plus jurisdictional programs that are conducted at the discretion of individual state funding agencies; and

WHEREAS, the TPB is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan, and Commuter Connections constitutes the major demand management component of the congestion management process to be approved by the TPB, and Commuter Connections also supports regional air quality goals; and

WHEREAS, on March 21, 2024, the TPB approved the FY 2025 CCWP as Resolution TPB R11-2024; and

WHEREAS, the Maryland Department of Transportation (MDOT) has requested an amendment to the FY 2025 CCWP to add funding and activities to implement a commuter incentive program for carpools and vanpools to be targeted in the affected area of the Francis Scott Key Bridge collapse; and

WHEREAS, the revised work activities and budget for projects in the FY 2025 CCWP were reviewed by the District of Columbia Department of Transportation (DDOT), MDOT, and the Virginia Department of Transportation (VDOT) to the proposed amendment, as described in the attached materials.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves an amendment to the FY 2025 Commuter Connections Work Program for the Metropolitan Washington Region, as described in the attached documents.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 6, 2024.
Final approval following review by the full board on Wednesday, September 18, 2024.**

FY 2025 WORK PROGRAM FOR THE COMMUTER CONNECTIONS PROGRAM FOR THE GREATER WASHINGTON METROPOLITAN REGION

DRAFT As amended September 2024



**Table 1 (DRAFT As amended 9/6/24)
FY 2025 COMMUTER CONNECTIONS BUDGET AND WORK PROGRAM EXPENDITURES**

WORK ACTIVITY	DIRECT LABOR EXPENSE				INDIRECT MGMT & ADMIN 57.71%	NON-LABOR DIRECT EXPENSE			TOTAL
	SALARIES (includes Leave)	FRINGE BENEFITS 22.39%	INTERNS	OTHER STAFFING		DATA & PC COSTS	CONTRACT SERVICES	OTHER	
Commuter Operations Center	270,876	60,649	-	-	191,323	34,981	170,415	21,814	750,058
Guaranteed Ride Home	234,801	52,572	-	-	165,843	6,554	198,000	320,384	978,153
Marketing	422,576 453,660	94,615 101,574	7,496	-	302,796 324,752	18,558	859,255	2,284,633 3,167,133	3,989,929 4,932,429
Monitoring and Evaluation	192,948	43,201	-	-	136,282	-	551,000	19,199	942,630
Employer Outreach	78,857	17,656	-	-	55,698	24,607	-	699,689	876,507
GRH Baltimore	35,188	7,879	-	-	24,854	-	65,750	91,329	225,000
TOTAL	1,235,246 1,266,330	276,572 283,531	7,496	-	876,796 898,752	84,700	1,844,420	3,437,048 4,319,548	7,762,277 8,704,777

Table 2 – DRAFT As Amended September 2024
COMMUTER CONNECTIONS FISCAL YEAR 2025 BUDGET
BY STATE FUNDING AGENCY AND PROGRAM ELEMENT

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home (GRH)	Marketing	Monitoring & Evaluation	Employer Outreach*	GRH Baltimore	TOTALS
District of Columbia (DDOT)	\$82,489	\$115,422	\$449,478	\$111,230	\$29,208	\$0	\$787,827
State of Maryland (MDOT)	\$307,586	\$430,387	\$1,841,845 \$2,784,315	\$414,758	\$756,694	\$175,000	\$3,926,240 \$4,868,740
State of Maryland (MTA)	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Commonwealth of Virginia	\$308,983	\$432,344	\$1,698,636	\$416,642	\$90,605	\$0	\$2,947,210
Other**	\$51,000						\$51,000
TOTAL	\$750,058	\$978,153	\$3,989,929 \$4,932,429	\$942,630	\$876,507	\$225,000	\$7,762,277 \$8,704,777

* Virginia and the District of Columbia have allocated \$1,468,923 pending available funds to local jurisdictions and contractors to implement the Employer Outreach project. DDOT has allocated \$316,373. VDOT has allocated \$752,550, and VDRPT has allocated \$400,000.
 **Software User Fees - \$51,000

Oversight:

Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

J. MDOT COMMUTER INCENTIVE PROGRAM FOR KEY BRIDGE EMERGENCY TDM

Amendment 1, TPB SR7-2025, added the MDOT Commuter Incentive Program for Key Bridge Emergency TDM in the Baltimore region. The program will closely mirror the existing Commuter Connections commuter incentive program, 'Pool Rewards, which incentivizes new carpools and vanpools to earn cash if their commute traverses a portion of the TPB planning area. Program administration efforts will be similar: TPB staff will screen carpools and vanpools, monitor travel activity, and issue incentive payments to carpools and subsidy payment to vanpool providers. The methods for accruing incentives for the MDOT Commuter Incentive Program may be slightly different; specific program guidelines will be developed prior to program launch.

Cost Estimate:	\$942,500
<i>(Program Administration)</i>	\$60,000
<i>(Carpool Incentives)</i>	\$350,000
<i>(Vanpool Incentives)</i>	\$532,500

Products: Update of website and social media pages to reflect promotional activities and incentives. *(COG/TPB staff in conjunction with MDOT)*

Services: Operation of MDOT Commuter Incentive program which includes registering and verifying participants, vanpool provider contracting/oversight, monitoring trip logs, and payments to program participants. *(COG/TPB staff)*

Schedule: October 1, 2024 - June 30, 2025

Oversight: STDM Work Group

IV. MONITORING AND EVALUATION

The Monitoring and Evaluation program will provide overall program and individual project results when appropriate for the various projects in the CCWP that will be used to track progress for the regionally adopted Commuter Connections Transportation Demand Management (TDM) program elements that were originally adopted as Transportation



MEMORANDUM

TO: Transportation Planning Board Steering Committee
FROM: Dan Sheehan, TPB Transportation Operations Programs Director
SUBJECT: FY 2025 CCWP Amendment to Add a Work Element for Emergency Baltimore Francis Scott Key Bridge TDM Efforts
DATE: September 6, 2024

The Transportation Planning Board (TPB) approved the FY 2025 Commuter Connections Work Program (CCWP) on March 21, 2024 (R11-2024). Since the TPB approved the CCWP, the Maryland Department of Transportation (MDOT) was granted additional funding for emergency Transportation Demand Management (TDM) efforts resulting from the Baltimore-area Francis Scott Key Bridge collapse. MDOT is requesting the TPB absorb project administration and implementation efforts for a commuter incentive program to be targeted in the affected area of the Francis Scott Key Bridge collapse. The funding commitment on behalf of MDOT for the FY 2025 CCWP will expand by **\$942,500** to accommodate the necessary work on behalf of TPB staff to administer the project.

BACKGROUND

The program will closely mirror the existing Commuter Connections commuter incentive program, 'Pool Rewards, which incentivizes new carpools and vanpools to earn cash if their commute traverses a portion of the TPB planning area. Program administration efforts will be similar: TPB staff will screen carpools and vanpools, monitor travel activity, and issue incentive payments to carpools, and subsidies to authorized vanpool operators. The methods for accruing incentives for the MDOT Commuter Incentive program may be slightly different; specific program guidelines will be developed prior to program launch.

MDOT first approached the Baltimore Metropolitan Commission (BMC) to operate the program, However, BMC deferred to TPB as the TPB Commuter Connections program already operates public ridematching and Guaranteed Ride Home programs in the Baltimore region.

The incentive program is expected to be launched in autumn 2024.

FY 2025 COST ESTIMATES

Program Administration	\$60,000
Incentive Payments: Carpool	\$350,000
Incentive Payments: Vanpool	\$532,500
TOTAL	\$942,500

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

**RESOLUTION TO APPROVE THE TRANSFER OF FUNDS TO
THE LOCUST STREET TRAIL IMPROVEMENT PROJECT IN VIENNA, VIRGINIA USING FUNDING
FROM THE FEDERAL TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM**

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 FAST Act's Transportation Alternatives Set-Aside (TA Set-Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

WHEREAS, the TA Set-Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

WHEREAS, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

WHEREAS, the TA Set-Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan, in the Equity Emphasis Areas, and related to the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail Network; and

WHEREAS, the Locust Street Trail Improvement project in Vienna in FY 2024 received a total of \$1,322,079 in funding from the TPB's TA Set-Aside suballocations; and

WHEREAS, the Locust Street Trail Improvement project requires \$385,859 in additional federal TA Set-Aside funding to complete design and construction; and

WHEREAS, the TPB has a significant surplus in its TA Set-Aside balance of funds for projects in Virginia; and

WHEREAS, on July 12, 2019, the TPB approved Resolution SR1-2020 which established a policy for off-cycle fund transfers of TA Set-Aside funding to projects previously approved by the TPB, and the transfer requested by VDOT is consistent with that policy.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the transfer of \$385,859 in federal TA Set-Aside funds to the Locust Street Trail Improvement project, as described in the attached material.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 6, 2024.
Final approval following review by the full board on Wednesday, September 18, 2024.**



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

August 29, 2024

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

RE: Request to transfer Transportation Alternatives (TA) funding from Balance Entry account to approved project.

Dear Chairman Henderson:

There is \$1,228,320 of previous federal TA set aside funding available from previously cancelled or surplus of NOVA TPB project funding in the TA Statewide NOVA TPB Balance Entry Account (70466). This request is for Transportation Planning Board concurrence for the following "Out of Cycle" transfer:

- UPC 125420 LOCUST STREET TRAIL IMPROVEMENTS (Town of Vienna) – TA Set Aside project with original MPO allocation of \$1,322,079. Request to transfer from TA Statewide NOVA TPB Balance Entry (UPC 70466) \$385,859 of TA Set Aside funds to the LOCUST STREET TRAIL IMPROVEMENTS (UPC 125420) to cover the full estimated request of the TA application that was partially funded in FY2024. The funding is needed to complete design and construction. The Town of Vienna is committed to the \$96,465 of TA funds match requirement.

The funding transfer request above has been coordinated with the Local Assistance TA Program Coordinator.

VDOT requests approval of this transfer at the next Steering Committee meeting. VDOT's representatives will be available to answer questions. Thank you for your assistance.

Sincerely,

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

Bill Cuttler, P.E.
Northern Virginia District Engineer

Cc: John Swanson, National Capital Region Transportation Planning Board
Carol Bondurant, VDOT Programming Manager
Maria Sinner, P.E., VDOT PIM



MEMORANDUM

TO: TPB Steering Committee
FROM: John Swanson, Principal Transportation Planner
SUBJECT: Request for transfer of Transportation Alternatives Set-Aside Program (TAP) funding for a project in Virginia
DATE: August 30, 2024

The TPB Steering Committee on September 6, 2024 will be asked to approve a transfer of Transportation Alternatives Set-Aside Program (TAP) funds, which has been requested by the Virginia Department of Transportation (VDOT).

The transfer will use funding from a surplus in the TPB's TAP sub-allocation for Virginia. The transferred funds will be added to a project titled "Locust Street Trail Improvements" in the town of Vienna. The TPB provided partial TAP funding to this project, in the amount of \$1,322,079, as part of a package of FY 2024 TAP projects approved on March 20, 2024.

At the time of that action, the TPB's selection panel for TAP recommended only partial funding for the Locust Street project because funding was insufficient in the TPB's suballocation. In making that recommendation, however, the panel recommended that VDOT should provide full funding for the project should additional funding become available. VDOT has now indicated that the TPB's balance in its TAP suballocation is sufficient to provide full funding to the project.

Taking into account the previously approved \$1,322,079 in TAP funding for the project, VDOT is now requesting an additional \$385,859 in transferred TAP funding to the Locust Street Trail Improvements project.

TPB staff have confirmed that this request is allowable under the TAP transfer policy approved by the Steering Committee in July of 2019. That policy, among other potential actions, permits the Steering Committee to transfer funds to previously awarded projects from unspent TAP sub-allocations that were not fully awarded to projects.

For more information about this request, please contact Carol Bondurant at VDOT (Carol.Bondurant@VDOT.Virginia.gov) or John Swanson at COG/TPB (jswanson@mwkog.org).

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 23-45.1 WHICH INCREASES FUNDING FOR THE
GREAT STREETS – PENNSYLVANIA AVE. SE PROJECT, AS REQUESTED BY
THE DISTRICT DEPARTMENT TRANSPORTATION (DDOT)**

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

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

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

WHEREAS, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-45.1 which adds \$8 million in FHWA's Surface Transportation Block Grant (STBG) and local matching funds to the **Great Streets – Pennsylvania Avenue SE project (T2743)**, as described in the attached materials.

WHEREAS, the attached materials include:

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

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

ATTACHMENT C) Letter from DDOT dated August 23, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-45.1, creating the 45th amended version of the FY 2023-2026 TIP, which supersedes all previous versions and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this project is exempt from the air quality requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-45.1 which adds \$8 million in STBG and District matching funds to the **Great Streets – Pennsylvania Avenue SE project (T2743)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 6, 2024.
Final approval following review by the full board on Wednesday, September 18, 2024.**



National Capital Region Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR TIP ACTION 23-45 : FORMAL AMENDMENT TO THE FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T2743	Lead Agency	District Department of Transportation	Project Type	Road - Intersection improvements
Project Name	Great Streets - Pennsylvania Ave, SE	County	Washington	Total Cost	\$23,070,000
Project Limits	Pennsylvania Ave to Minnesota	Municipality	District of Columbia	Completion Date	2026
		Agency Project ID	EDOB1A		

Description Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation. Phase II will include work on Pennsylvania Ave. SE from the Sousa Bridge to west of 27th St. SE. a. Pennsylvania Ave and Minnesota Ave SE Intersection Improvements

Phase	ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	-	\$14,000	-	-	-	-	\$14,000	\$14,000
PE	STBG	-	-	\$56,000	-	-	-	-	\$56,000	\$56,000
	Total/PE	-	-	\$70,000	-	-	-	-	\$70,000	\$70,000
CON	HIP	-	-	\$12,000,000	-	-	-	-	\$12,000,000	\$12,000,000
CON	DC/STATE	-	-	\$4,600,000	-	-	-	-	\$4,600,000	\$4,600,000
CON	STBG	-	-	\$6,400,000	-	-	-	-	\$6,400,000	\$6,400,000
	Total CON	-	-	\$23,000,000	-	-	-	-	\$23,000,000	\$23,000,000
	Total Programmed	-	-	\$23,070,000	-	-	-	-	\$23,070,000	\$23,070,000



TIP Document	Version History	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/252022	8/252022	8/252022
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending	Pending
23-30 Amendment 2023-2026	12/14/2023	N/A	N/A	N/A
23-45.1 Amendment 2023-2026	09/18/2024	Pending	Pending	N/A

Current Change Reason
 SCHEDULE / FUNDING / SCOPE - Cost change(s)
Funding Change(s):
 Total project cost increased from \$15,070,000 to \$23,070,000

**ATTACHMENT B: AMENDMENT CHANGE SUMMARY REPORT
FOR TIP ACTION 23-45.3 FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY DISTRICT DEPARTMENT OF TRANSPORTATION**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2743	Great Streets - Pennsylvania Ave, SE	\$15,070,000	\$23,070,000	\$8,000,000	53	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 24 in CON from \$3,000,000 to \$4,600,000 STBG + Increase funds in FFY 24 in CON from \$0 to \$6,400,000 Total project cost increased from \$15,070,000 to \$23,070,000

Government of the District of Columbia

Department of Transportation



August 23, 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
Pennsylvania Ave and Minnesota Ave SE Intersection Improvements	Formula/STBG	T2743a	Construction	\$8,000,000	2024	80/20	Increase Formula/STBG funding for Construction by \$8,000,000 in FY 2024	Project cost increase by more than 20%

The amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve the amendment at its September 6th 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 23-45.2 WHICH ADDS FUNDING FOR MARYLAND TRANSIT ADMINISTRATION'S (MTA) NEW MARC COLLEGE PARK ACCESSIBLE STATION PROJECT, AND INCREASES FUNDING FOR STATE HIGHWAY ADMINISTRATION'S (SHA) MD 77 BEAVER BRANCH BRIDGE REPLACEMENT PROJECT AND FOR MONTGOMERY COUNTY'S BRIDGE PRELIMINARY ENGINEERING PROJECT GROUPING AS REQUESTED BY THE MARYLAND DEPARTMENT TRANSPORTATION (MDOT) AND THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)

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 and MCDOT have requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-45.2 which adds the **MARC College Park Accessible Station (T13634)**, a new MTA project with approximately \$1.75 million in FTA's All Stations Accessibility Program (ASAP) and state matching funds, and increases funding for SHA's **MD 77 Beaver Branch Bridge Replacement project (T6648)** by \$68,000 using STBG and state matching funds, and increases Highway Bridge Rehabilitation and Replacement Program (HBRRP) and state funding by \$11.435 million for the **Montgomery County Bridge Preliminary Engineering Projects (T6710)** as described in the attached materials; and

WHEREAS, the attached materials include:

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

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

ATTACHMENT C) Letter from MDOT dated May 23, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-45.2, creating the 45th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these projects and programs are exempt from the air quality requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-45.2 which adds the **MARC College Park Accessible Station (T13634)**, a new MTA project with approximately \$1.75 million in FTA's ASAP and state matching funds, and increases funding for SHA's **MD 77 Beaver Branch Bridge Replacement project (T6648)** by \$68,000 using STBG and state matching funds, and increases HBRRP and state funding by \$11.435 million for the **Montgomery County Bridge Preliminary Engineering Projects (T6710)** as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 6, 2024.
Final approval following review by the full board on Wednesday, September 18, 2024.**



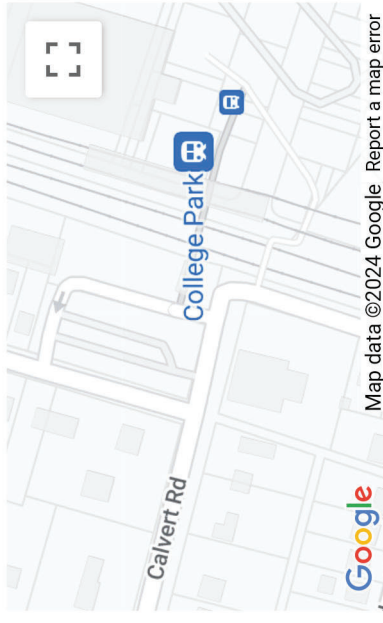
National Capital Region Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
TIP ACTION 23-45 : FORMAL AMENDMENT TO THE
FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID T13634 **Lead Agency** Maryland Department of Transportation - Maryland Transit Administration **Project Type** Rail/Fixed Guideways - Metrorail/Commuter Rail
Project Name MARC College Park Accessible Station **County** Prince Georges **Total Cost** \$1,745,330
Project Limits **Municipality** College Park **Completion Date** 2026
Agency Project ID

Description The College Park MARC Station 30% Design and NEPA Project (The Project) proposes completion of preliminary (30%) design plans and NEPA documentation for a fully accessible College Park Station on the MARC systems Camden Line. When built, the College Park MARC Station will become an ADA accessible multimodal hub. Resulting improvements will allow users of all abilities to easily board and depart MARC trains from new 600-foot, low-level platforms on the northbound and southbound sides, and will also add safety protections in and around the station that will directly meet the needs of passengers with disabilities. Subsequent phasing will be determined after the completion of preliminary design.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	TBD		-	-	\$1,395,330	-	-	-	\$1,395,330	\$1,395,330
PE	DC/ STATE		-	-	\$350,000	-	-	-	\$350,000	\$350,000
	Total PE		-	-	\$1,745,330	-	-	-	\$1,745,330	\$1,745,330
	Total Programmed		-	-	\$1,745,330	-	-	-	\$1,745,330	\$1,745,330



Map data ©2024 Google Report a map error

Version History

TIP Document	Amendment	2023-2026	MPO Approval	FHWA Approval	FTA Approval
23-45.2			09/18/2024	N/A	Pending

Current Change Reason
SCHEDULE / FUNDING / SCOPE - New project



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-45 : FORMAL AMENDMENT TO THE
 FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID T6648	Lead Agency Maryland Department of Transportation - State Highway Administration	Project Type Bridge - Replace
Project Name MD 77 Beaver Branch Bridge Replacement	County Frederick	Total Cost \$6,886,000
Project Limits	Municipality	Completion Date 2025
	Agency Project ID FR1541	

Description Replacement of MD 77 bridge 10054 over Beaver Branch.

Phase	AC/ Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/ STATE	\$902,000	\$22,000	\$15,000	\$106,000	-	-	\$143,000	\$1,045,000
PE	STBG	\$107,000	\$348,000	\$209,000	\$121,000	-	-	\$678,000	\$785,000
	Total PE	\$1,009,000	\$370,000	\$224,000	\$227,000	-	-	\$821,000	\$1,830,000
ROW	DC/ STATE	\$68,000	\$17,000	\$5,000	-	-	-	\$22,000	\$90,000
	Total ROW	\$68,000	\$17,000	\$5,000	-	-	-	\$22,000	\$90,000
CON	DC/ STATE	-	-	-	\$21,000	\$84,000	\$107,000	\$105,000	\$212,000
CON	STBG	-	-	-	\$399,000	\$1,594,000	\$2,019,000	\$1,993,000	\$4,012,000
	Total CON	-	-	-	\$420,000	\$1,678,000	\$2,126,000	\$2,098,000	\$4,224,000
UT	STBG	-	-	-	\$263,000	\$287,000	\$192,000	\$550,000	\$742,000
	Total UT	-	-	-	\$263,000	\$287,000	\$192,000	\$550,000	\$742,000
	Total Programmed	\$1,077,000	\$387,000	\$229,000	\$910,000	\$1,965,000	\$2,318,000	\$3,491,000	\$6,886,000



Version History

TIP Document	Adoption	2023-2026 Amendment	MPO Approval	06/15/2022	09/18/2024	FHWA Approval	8/252022	FTA Approval	8/252022
23-45.2	Adoption	2023-2026 Amendment	06/15/2022	09/18/2024	Pending	8/252022	Pending	8/252022	N/A

Current Change Reason

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

Funding Change(s):
 Total project cost increased from \$6,818,000 to \$6,886,000



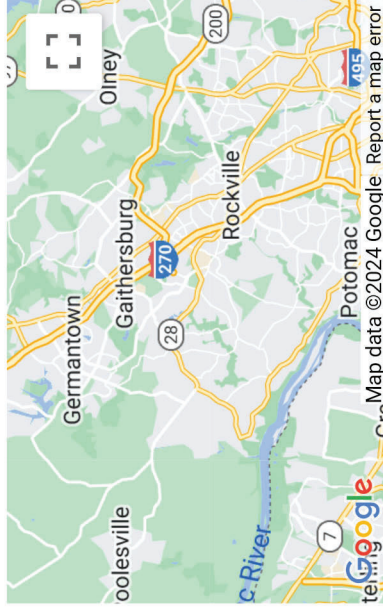
National Capital Region Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
TIP ACTION 23-45 : FORMAL AMENDMENT TO THE
FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T6710	Lead Agency	Montgomery County	Project Type	Bridge - Rehab
Project Name	Montgomery County Bridge Preliminary Engineering Projects	County	Montgomery	Total Cost	\$11,495,000
Project Limits		Municipality		Completion Date	
		Agency Project ID			

Description
Funding for preliminary engineering on these bridge projects, countywide -Rehabilitation of Beach Drive Bridge No. MPK-05 over Rock Creek Tributary -Rehabilitation of Beach Drive Bridge No. Mpk-08 over Rock Creek -Rehabilitation of Bel Pre Road Bridge No. M-0092 over Bel Pre Creek -Rehabilitation of Little Falls Parkway (SB) Bridge No. MPK-01-2 over Willet Branch - Rehabilitation of Cattail Road Bridge No. M-0155 over Dry Seneca Creek -Replacement of Harris Road West Bridge No. M-0046 over Little Monocacy River -Rehabilitation of Valleywood Drive Bridge No. M-0354 over Joseph's Branch -Rehabilitation of Midcounty Highway & Miller Fall Road Bridge No. M-0219 over Mill Creek -Replacement of Glen Road Bridge No. M-0015 over Piney Branch -Replacement of Schaeffer Road Bridge No. M-0137 over Little Seneca Creek -Replacement of Parklawn Entrance Bridge No. MPK-17 over Rock Creek -Replacement of Baltimore Road Bridge No. M-0201 over Rock Creek -Replacement of Brighton Dam Road Bridge No. M-0108 over Hawlings River -Rehabilitation of Brookville Road Bridge No M-0083 over CSXT Railroad - Replacement of Greentree Road Bridge No. M-0180 over Bulls Run -Replacement of Whites Ferry Road Bridge No. M-0186 over Broad Run -Replacement of Glen Road Bridge No. M-0013 over Kilgour Branch -Replacement of Barnes Road Bridge No. M-0008 over Bennett Creek -Replacement of Barnesville Road Bridge No. M-0045 over Little Monocacy River -Rehabilitation of Randolph Road (EB) Bridge No. M-0080-3 over Rock Creek -Rehabilitation of Shady Grove Road (EB) Bridge No. M-0191-3 over CSXT Railroad -Replacement of Hurley Avenue No. MR03 over Watts Branch Tributary -Replacement of Martinsburg Road Bridge M0042 over Potomac River Tributary Replacement of Southlawn Lane Bridge No. M0050 over Rock Creek

Phase	AC/ Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	HBRRP	-	\$2,792,000	\$2,792,000	\$2,184,000	\$7,768,000	\$9,184,000
PE	LOCAL	-	\$698,000	\$698,000	\$546,000	\$1,942,000	\$2,296,000
	Total PE	-	\$3,490,000	\$3,490,000	\$2,730,000	\$9,710,000	\$11,480,000
CON	HBRRP	\$12,000	-	-	-	\$12,000	\$12,000
CON	LOCAL	\$3,000	-	-	-	\$3,000	\$3,000
	Total CON	\$15,000	-	-	-	\$15,000	\$15,000
	Total Programmed	\$15,000	\$3,490,000	\$3,490,000	\$2,730,000	\$9,725,000	\$11,495,000



TIP Document	Version History			Current Change Reason
	MPO Approval	FHWA Approval	FTA Approval	
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022	SCHEDULE / FUNDING / SCOPE - Programming Update Funding Change(s): Total project cost increased from \$60,000 to \$11,495,000
23-45.2 Amendment 2023-2026	09/18/2024	Pending	N/A	

ATTACHMENT B: AMENDMENT CHANGE SUMMARY REPORT FOR TIP ACTION 23-45.2: FORMAL AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM REQUESTED BY MARYLAND DEPARTMENT OF TRANSPORTATION						
LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE
MDOT-MTA	T13634	MARC College Park Accessible Station	-	\$1,745,330	\$1,745,330	
						PROJECT CHANGES (FROM PREVIOUS VERSION): ASAP ▶ Add funds in FFY25 in PE for \$1,395,330 DC/STATE ▶ Add funds in FFY25 in PE for \$350,000 Total project cost is \$1,745,330
MDOT-SHA	T6648	MD 77 Beaver Branch Bridge Replacement	\$6,818,000	\$6,886,000	\$68,000	1%
						PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE - Decrease funds in FFY 18 in PE from \$253,000 to \$180,000 ▶ Add funds in FFY 19 in PE for \$180,000 + Increase funds in FFY 20 in PE from \$13,000 to \$180,000 + Increase funds in FFY 21 in PE from \$3,000 to \$181,000 + Increase funds in FFY 22 in PE from \$1,000 to \$181,000 + Increase funds in FFY 23 in PE from \$2,000 to \$22,000 + Increase funds in FFY 23 in ROW from \$0 to \$17,000 - Decrease funds in FFY 23 in CON from \$37,000 to \$0 + Increase funds in FFY 24 in PE from \$1,000 to \$15,000 + Increase funds in FFY 24 in ROW from \$0 to \$5,000 - Decrease funds in FFY 24 in CON from \$136,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$106,000 - Decrease funds in FFY 25 in CON from \$77,000 to \$21,000 ▶ Add funds in FFY 26 in CON for \$84,000 ▶ Add funds in FFY 27 in CON for \$75,000 ▶ Add funds in FFY 28 in CON for \$32,000 STBG ▶ Add funds in FFY 18 in - Decrease funds in FFY 19 in PE from \$622,000 to \$0 ▶ Add funds in FFY 20 in + Increase funds in FFY 21 in PE from \$10,000 to \$53,000 - Decrease funds in FFY 22 in PE from \$176,000 to \$54,000 - Decrease funds in FFY 23 in PE from \$472,000 to \$348,000 - Decrease funds in FFY 23 in CON from \$697,000 to \$0 + Increase funds in FFY 24 in PE from \$197,000 to \$209,000 - Decrease funds in FFY 24 in CON from \$2,590,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$121,000 - Decrease funds in FFY 25 in CON from \$1,463,000 to \$399,000 + Increase funds in FFY 25 in UT from \$0 to \$263,000 ▶ Add funds in FFY 26 in CON for \$1,594,000 UT for \$287,000 ▶ Add funds in FFY 27 in CON for \$1,419,000 UT for \$192,000 ▶ Add funds in FFY 28 in CON for \$600,000 Total project cost increased from \$6,818,000 to \$6,886,000
TOTAL			\$6,818,000	\$8,631,330	\$1,813,330	

**ATTACHMENT B: AMENDMENT CHANGE SUMMARY REPORT
FOR TIP ACTION 23-45.2: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION**

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
Montgomery County	T6710	Montgomery County Bridge Preliminary Engineering Projects	\$60,000	\$11,495,000	\$11,435,000	19,058	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$0 to \$698,000 - Decrease funds in FFY 24 in CON from \$3,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$698,000 - Decrease funds in FFY 25 in CON from \$3,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$546,000 - Decrease funds in FFY 26 in CON from \$3,000 to \$0 <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$278,000 ▶ Add funds in FFY 28 in PE for \$76,000 <p style="margin-left: 40px;">HBRRP</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$0 to \$2,792,000 - Decrease funds in FFY 24 in CON from \$12,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$2,792,000 - Decrease funds in FFY 25 in CON from \$12,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$2,184,000 - Decrease funds in FFY 26 in CON from \$12,000 to \$0 <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$1,112,000 ▶ Add funds in FFY 28 in PE for \$304,000 <p><i>Total project cost increased from \$60,000 to \$11,495,000</i></p>

August 23, 2024

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

Dear Chair Henderson:

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

This action reflects MTA’s addition of the MARC College Park Accessible Station project and SHA’s updated programmed expenditure and project schedule from FY 2023 to FY 2026 for the MD 77 Beaver Branch Bridge Replacement project which will add new funding and shift the existing allocations to later years to reflect the anticipated year of obligation. These projects are either already included in or do not affect the Air Quality Conformity Determination of Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
1364	MARC College Park Accessible Station	\$1,745	Adds new project and associated ASAP and State preliminary engineering funds.
6648	MD 77 Beaver Branch Bridge Replacement	(\$2,062)	Adds railroad/utility, preliminary engineering, and right-of-way funds and shifts construction funds to later years.

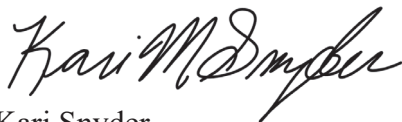
MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

The Honorable Christina Henderson
Page Two

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

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

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive, flowing style.

Kari Snyder
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

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

TO: DIRECTOR OF PLANNING, MICHLLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT
DEVELERY (OPPPD)
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

FROM: CHIEF OF STRATEGIC PLANNING STEPHEN MILLER *SPM*
OFFICE OF STATEWIDE PLANNING
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: AUGUST 20, 2024

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

PURPOSE OF MEMORANDUM

To request OPPPD request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY 2026 TIP. This amendment will add \$1,395,330 in All Stations Accessibility Program (ASAP) funding and \$350,000 in State funding to FY 2025.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T13634	MARC College Park Accessible Station	PE	\$1,745,330

Ms. Michelle Martin

Page Two

ANALYSIS

The MARC College Park Accessible Station is a new project, which MTA is requesting to add to the FY 2023-FY 2026 TIP. This project will use ASAP Grant funding to begin design activities up to preliminary design (30% design). The project will develop improvements that will allow users of all abilities to easily board and depart MARC trains from new 600-foot, low-level platforms and will also add safety protections in and around the station that will directly meet the needs of passengers with disabilities. This amendment will add \$1,745,330 in combined ASAP and State funding to FY 2025 in the FY 2023-FY 2026 TPB TIP.

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

Please modify the FY 2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Iftin Thompson, MTA Office of Statewide Planning (OSP), 202-480-7789 or via email at IThompson1@mdot.maryland.gov.

ATTACHMENTS

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

cc: Mr. Eric Beckett, Director of Capital Programming and Asset Management (CPAM), MTA
Ms. Erika Falk, Assistant Manager, CPAM, MTA
Ms. Kisha Joyner, Assistant Manager, CPAM, MTA
Ms. Iftin Thompson, Assistant Regional Planner, OSP, MTA

TPB TIP FY 2023-2026

MDOT TIP ID: T13634

SUMMARY TABLE

Project:	Amendment Criteria	Comformity Status	Environmental Status	Current Funding Level (000s)		Total
				Federal	State/Local	
MARC College Park Accessible Station	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		Total
	MTA	TPB	TBD	\$ 1,395	\$ 350	\$ 1,745

Description The MARC College Park Accessible Station project ("The Project") proposes completion of preliminary (30%) design plans and NEPA documentation for a fully accessible College Park Station on the MARC system's Camden Line. When built, the College Park MARC Station will become an ADA accessible multimodal hub. Resulting improvements will allow users of all abilities to easily board and depart MARC trains from new 600-foot, low-level platforms on the northbound and southbound sides, and will also add safety protections in and around the station that will directly meet the needs of passengers with disabilities. Subsequent phasing will be determined after the completion of preliminary design.

Justification To allocate the All Station Accessible Program (ASAP) funding awarded in FY24 for this project.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- A) Adds new individual projects to the current TIP
- B) Increase/decrease, scope change, advance, delay, or phase change
- C) Removes or deletes individual listed project from the TIP
- D) Other

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

PHASE DETAIL

Phase	Funding	FY 2023		FY 2024		FY 2025		FY 2026		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
Current	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COST										
Prior Cost (≤ FY 2022)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State/Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase	Funding	FY 2023		FY 2024		FY 2025		FY 2026		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
Current	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COST										
Prior Cost (≤ FY 2022)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State/Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T13634

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)
				Federal
				State/Local
				Total
MARC College Park Accessible Station	A	Exempt	TBD	\$ - \$ - \$ -
				Net Funding Change (000s)
				Federal
				State/Local
				Total
				\$ 1,395 \$ 350 \$ 1,745

Description The MARC College Park Accessible Station project ("The Project") proposes completion of preliminary (30%) design plans and NEPA documentation for a fully accessible College Park Station on the MARC system's Camden Line. When built, the College Park MARC Station will become an ADA accessible multimodal hub. Resulting improvements will allow users of all abilities to easily board and depart MARC trains from new 600-foot, low-level platforms on the northbound and southbound sides, and will also add safety protections in and around the station that will directly meet the needs of passengers with disabilities. Subsequent phasing will be determined after the completion of preliminary design.

Justification To allocate the All Station Accessible Program (ASAP) funding awarded in FY24 for this project.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- A) Adds new individual projects to the current STIP
- B) Increase/decrease, scope change, advance, delay, or phase change
- C) Removes or deletes individual listed project from the STIP
- D) Other

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

PHASE DETAIL

Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
PE	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
PE	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,745
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,745

Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,745
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,745

TOTAL PROJECT COST											
Prior Cost (≤ FY 2021)											
Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
\$ -	\$ -	\$ -	\$ 1,395	\$ -	\$ 1,395	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 350	\$ -	\$ 350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 1,745	\$ -	\$ 1,745	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total			Total			Total			Total		
\$ -	\$ -	\$ -	\$ 1,395	\$ -	\$ 1,395	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 350	\$ -	\$ 350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 1,745	\$ -	\$ 1,745	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

MEMORANDUM

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING AND PROJECT DELIVERY
(OPPPD)
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPPPD REGIONAL PLANNER KARI SNYDER

FROM: CHIEF TARA PENDERS *TJP* 8/22/2024
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

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

DATE: AUGUST 22, 2024

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPPPD approve and forward to TPB for its approval the following TIP amendments.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T6648	MD 77 Beaver Branch Bridge Replacement	PE	\$80,000
		RW	\$22,000
		UT/RR	\$742,000
		CO	(\$776,000)

ANALYSIS

MD 77 Beaver Branch Bridge Replacement (TPB 6648) –

This requested amendment reflects the addition of \$742,000 in railroad/utility funds, \$80,000 in preliminary engineering funds, and \$22,000 in right-of-way funds to the total project costs in the FY 2023-2026 TPB TIP. This amendment also reflects the removal of \$776,000 in construction funds from the total project costs in the FY 2023-2026 TPB TIP due to updated construction estimates, and corrections to current preliminary engineering TIP funding to accurately reflect actual expenditures. The total project cost for this project is increasing from \$6,818,000 to \$6,886,000, including funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP. This amendment ensures the FY 2023-2026 TPB TIP reflects SHA programmed project expenditures and project schedules.

Ms. Michelle Martin
Page Two

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA Office of Planning and Preliminary Engineering (OPPE), Regional and Intermodal Planning Division (RIPD) Regional Planner, Mr. David Schlie, at 410-545-5674 or dschlie@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP project 6648 report
- FY 2022-2025 Maryland STIP project TPB 6648 report

cc: Mr. Darren Bean, Assistant Regional Planner, OPPE, RIPD, SHA
Mr. Nate Evans, Assistant Chief, OPPE, RIPD, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, OPPE, RIPD, SHA
Mr. David Schlie, Regional Planner, OPPE, RIPD, SHA

Project Type Bridge - Replace
Total Cost \$6,886,000
Completion Date 2025

Lead Agency Maryland Department of Transportation - State Highway Administration
County Frederick
Municipality FR1541
Agency Project ID FR1541

TIP ID T6648
Project Name MD 77 Beaver Branch Bridge Replacement
Project Limits Replacement of MD 77 bridge 10054 over Beaver Branch.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE		\$902,000	\$22,000	\$15,000	\$106,000	-	-	\$143,000	\$1,045,000
PE	STBG		\$107,000	\$348,000	\$209,000	\$121,000	-	-	\$678,000	\$785,000
		Total PE	\$1,009,000	\$370,000	\$224,000	\$227,000	-	-	\$821,000	\$1,830,000
ROW	DC/STATE		\$68,000	\$17,000	\$5,000	-	-	-	\$22,000	\$90,000
		Total ROW	\$68,000	\$17,000	\$5,000	-	-	-	\$22,000	\$90,000
CON	DC/STATE		-	-	-	\$21,000	\$84,000	\$107,000	\$105,000	\$212,000
CON	STBG		-	-	-	\$399,000	\$1,594,000	\$2,019,000	\$1,993,000	\$4,012,000
		Total CON	-	-	-	\$420,000	\$1,678,000	\$2,126,000	\$2,098,000	\$4,224,000
UT	STBG		-	-	-	\$263,000	\$287,000	\$192,000	\$550,000	\$742,000
		Total UT	-	-	-	\$263,000	\$287,000	\$192,000	\$550,000	\$742,000
		Total Programmed	\$1,077,000	\$387,000	\$229,000	\$910,000	\$1,965,000	\$2,318,000	\$3,491,000	\$6,886,000



Version History

TIP Document	Adoption	2023-2026 Amendment	FHWA Approval	FTA Approval
23-00	2023-2026		8/25/2022	8/25/2022
23-45.2			Pending	N/A

Current Change Reason
SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update
Funding Change(s):
Total project cost increased from \$6,818,000 to \$6,886,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6648

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)	
MD 77 Beaver Branch Bridge Replacement	B	Exempt	PCE 2020	Federal	State/Local
				\$ 5,595	\$ 362
				\$ 5,957	
				Net Funding Change (000s)	
	Administration	Area/MPO	CTP Page	Federal	State/Local
	SHA	TPB	SHA-F-4 FY 2024	\$ (4,727)	\$ 13
				\$ (4,714)	

Description Replacement of MD 77 bridge 10054 over Beaver Branch

Justification The purpose of this project is to replace a fair rated bridge to prevent further deterioration to a poor rating.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding		FY 2022		FY 2023		FY 2024		FY 2025		Total
	Current (000s)	Proposed (000s)	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input type="checkbox"/> A) Adds new individual projects to the current STIP											
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change											
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP											
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]											
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION											
	Total		\$ 185	\$ 1,208	\$ 185	\$ 1,208	\$ 3,024	\$ 1,540	\$ 3,024	\$ 1,540	\$ 5,957
	Federal		\$ 176	\$ 1,169	\$ 176	\$ 1,169	\$ 2,787	\$ 1,463	\$ 2,787	\$ 1,463	\$ 5,595
	State/Local		\$ 9	\$ 39	\$ 9	\$ 39	\$ 237	\$ 77	\$ 237	\$ 77	\$ 362
	Total		\$ 243	\$ 387	\$ 243	\$ 387	\$ 229	\$ 910	\$ 229	\$ 910	\$ 1,769
	Federal		\$ 54	\$ 348	\$ 54	\$ 348	\$ 209	\$ 783	\$ 209	\$ 783	\$ 1,394
	State/Local		\$ 189	\$ 39	\$ 189	\$ 39	\$ 20	\$ 127	\$ 20	\$ 127	\$ 375
	Total		\$ 58	\$ (821)	\$ 58	\$ (821)	\$ (2,795)	\$ (1,156)	\$ (2,795)	\$ (1,156)	\$ (4,714)
	Federal		\$ (122)	\$ (821)	\$ (122)	\$ (821)	\$ (2,578)	\$ (1,206)	\$ (2,578)	\$ (1,206)	\$ (4,727)
	State/Local		\$ 180	\$ -	\$ 180	\$ -	\$ (217)	\$ 50	\$ (217)	\$ 50	\$ 13

PHASE DETAIL

Current Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL	
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ 176	\$ -	\$ 472	\$ -	\$ 197	\$ -	\$ -	\$ -	\$ 845	\$ -
	State	\$ -	\$ 1	\$ -	\$ 2	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ 4
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ 8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8
UT/RR	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ 697	\$ -	\$ 2,590	\$ -	\$ 1,463	\$ -	\$ 4,750	\$ -
	State	\$ -	\$ -	\$ -	\$ 37	\$ -	\$ 236	\$ -	\$ 77	\$ -	\$ 350
Total		\$ 176	\$ 9	\$ 1,169	\$ 39	\$ 2,787	\$ 237	\$ 1,463	\$ 77	\$ 5,595	\$ 362

Proposed Phase	FY 2022			FY 2023			FY 2024			FY 2025			TOTAL		
	Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local	Total
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ 54	\$ -	\$ -	\$ 348	\$ -	\$ -	\$ 209	\$ -	\$ -	\$ 121	\$ -	\$ -	\$ 732	\$ -	\$ 732
State	\$ -	\$ 181	\$ -	\$ -	\$ 22	\$ -	\$ -	\$ 15	\$ -	\$ -	\$ 106	\$ -	\$ -	\$ 324	\$ 324
RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ 8	\$ -	\$ -	\$ 17	\$ -	\$ -	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30	\$ 30
UT/RR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 263	\$ -	\$ -	\$ 263	\$ -	\$ 263
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 399	\$ -	\$ -	\$ 399	\$ -	\$ 399
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ -	\$ 21	\$ 21
Total	\$ 54	\$ 189	\$ 348	\$ 39	\$ 209	\$ 20	\$ 783	\$ 127	\$ 1,394	\$ 375	\$ 1,769	\$ 1,769	\$ 375	\$ 1,769	\$ 1,769
Change															
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ (122)	\$ 180	\$ (124)	\$ 20	\$ -	\$ 14	\$ 121	\$ -	\$ -	\$ 106	\$ -	\$ -	\$ (113)	\$ 320	\$ (113)
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17	\$ -	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22	\$ 22
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 263	\$ -	\$ -	\$ 263	\$ -	\$ 263
UT/RR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	\$ -	\$ -	\$ (697)	\$ (37)	\$ -	\$ (136)	\$ (2,590)	\$ -	\$ (1,064)	\$ -	\$ (56)	\$ (4,351)	\$ -	\$ (229)	\$ (4,351)
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ (122)	\$ 180	\$ (821)	\$ -	\$ (2,578)	\$ (117)	\$ (680)	\$ 50	\$ (4,201)	\$ 113	\$ (4,088)	\$ (4,088)	\$ 113	\$ (4,088)	\$ (4,088)
TOTAL PROJECT COST															
Prior Cost (≤ FY 2021)															
Federal	\$ 53	\$ 781	\$ 1,394	\$ 375	\$ 4,092	\$ 5,539	\$ 1,394	\$ 4,092	\$ 5,539	\$ 1,394	\$ 4,092	\$ 5,539	\$ 1,394	\$ 4,092	\$ 5,539
State/Local	\$ 781	\$ 834	\$ 1,769	\$ 191	\$ 4,283	\$ 6,886	\$ 1,769	\$ 4,283	\$ 6,886	\$ 1,769	\$ 4,283	\$ 6,886	\$ 1,769	\$ 4,283	\$ 6,886
Total	\$ 834	\$ 1,769	\$ 4,283	\$ 6,886	\$ 1,769	\$ 4,283	\$ 6,886	\$ 1,769	\$ 4,283	\$ 6,886	\$ 1,769	\$ 4,283	\$ 6,886	\$ 1,769	\$ 4,283



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

August 27, 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 (MCDOT) requests an amendment to the National Capital Region Transportation Planning Board’s (TPB) FY 2023-2026 Transportation Improvement Program (TIP) for Montgomery County Bridge Preliminary Engineering Projects (T6710). These projects are not capacity enhancement projects and, therefore, do not require air quality conformity analysis. The program supports ongoing, countywide preliminary engineering work for bridge rehabilitation and replacement projects for MCDOT owned and operated roads. The requested amendment (attached) updates the program to reflect ongoing funding and preliminary design work for the 34 local bridge projects contained within the larger program. This is needed to address a budgetary mismatch which is preventing the receipt of FHWA funds.

Montgomery County requests this amendment be approved by the TPB Steering Committee at its September 18, 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 Corey Pitts corey.pitts@montgomerycountymd.gov.

Sincerely,


Haley Peckett (Aug 27, 2024 10:32 EDT)
Haley Peckett
Deputy Director of Transportation Policy

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

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX
www.montgomerycountymd.gov/mcdot
Located one block west of the Rockville Metro Station






September TIP Amendment Letter

Final Audit Report

2024-08-27

Created:	2024-08-27
By:	Christopher Van Alstyne (chris.vanalstyne@montgomerycountymd.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA1FAQkomJnTyHokF2ELnjBTcwwh1-ui5k

"September TIP Amendment Letter" History

-  Document created by Christopher Van Alstyne (chris.vanalstyne@montgomerycountymd.gov)
2024-08-27 - 2:27:34 PM GMT
-  Document emailed to Haley Peckett (haley.peckett@montgomerycountymd.gov) for signature
2024-08-27 - 2:27:38 PM GMT
-  Email viewed by Haley Peckett (haley.peckett@montgomerycountymd.gov)
2024-08-27 - 2:32:36 PM GMT
-  Document e-signed by Haley Peckett (haley.peckett@montgomerycountymd.gov)
Signature Date: 2024-08-27 - 2:32:52 PM GMT - Time Source: server
-  Agreement completed.
2024-08-27 - 2:32:52 PM GMT

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 23-45.3 WHICH ADDS TWO NEW TRANSIT RECORDS FOR THE ARLINGTON COMMUTER ASSISTANCE PROGRAM AND FOR FAIRFAX COUNTY'S PURCHASE OF LOW-EMISSION DIESEL-ELECTRIC HYBRID BUSES, 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 an amendment to the FY 2023-2026 TIP to include TIP Action 23-45.3 which adds \$15.3 million in Congestion Mitigation and Air Quality Program (CMAQ) and Regional Surface Transportation Program (RSTP) and state matching funds for the new **Arlington Commuter Assistance Program (T13639)**, and \$59.5 million in FTA's Low-or-No Emissions Vehicle Program (Sect. 5339(c)) and state matching funds for a new administrative record for **Fairfax County's Purchase of Low-Emission Diesel-Electric Hybrid Buses (T13635)** for the purchase of 60 low-emission buses, as described in the attached materials; and

WHEREAS, the attached materials include:

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

ATTACHMENT B) Letters from VDRPT dated August 23 and September 6, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-45.3, creating the 45th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these projects and programs are exempt from the air quality requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-45.3 which adds \$15.3 million in CMAQ and RSTP and state matching funds for the new **Arlington Commuter Assistance Program (T13639)**, and \$59.5 million in Sect. 5339(c) and state matching funds for a new administrative record for **Fairfax County's Purchase of Low-Emission Diesel-Electric Hybrid Buses (T13635)** administrative record for the purchase of 60 low-emission buses, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 6, 2024.
Final approval following review by the full board on Wednesday, September 18, 2024.**



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-45 : FORMAL AMENDMENT TO THE
 FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T13635	Lead Agency	Virginia Department of Transportation	Project Type	Bus/BRT - Capital/SGR
Project Name	Fairfax County Purchase Low-Emission Diesel-Electric Hybrid Buses	County	Fairfax	Total Cost	\$59,519,060
Project Limits		Municipality		Completion Date	2027
		Agency Project ID			

Description The County of Fairfax, Virginia, will receive funding to buy new low emission diesel-electric hybrid buses to replace older buses as part of its fleet replacement plan. The new buses will reduce greenhouse gas emissions and improve reliability and service while addressing the needs of disadvantaged communities.

*Not Location Specific

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
OTHER		LOCAL	-	-	\$8,927,859	-	-	-	\$8,927,859	\$8,927,859
OTHER		S. 5339 (C)	-	-	\$50,591,201	-	-	-	\$50,591,201	\$50,591,201
		Total Other	-	-	\$59,519,060	-	-	-	\$59,519,060	\$59,519,060
		Total Programmed	-	-	\$59,519,060	-	-	-	\$59,519,060	\$59,519,060

Version History

TIP Document	Version History	Current Change Reason
23-45.3 Amendment 2023-2026	MPO Approval 09/18/2024	SCHEDULE / FUNDING / SCOPE - New project
	FHWA Approval Pending	
	FTA Approval Pending	



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-45 : FORMAL AMENDMENT TO THE
 FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T13639	Lead Agency	Virginia Department of Rail & Public Transportation	Project Type	TDM/Micromobility - Ridesharing
Project Name	Arlington Commuter Assistance Program (FY25-FY27)	County	Arlington	Total Cost	\$15,289,402
Project Limits		Municipality		Completion Date	
		Agency Project ID	T24287		

Description **COMMUTER ASSISTANCE PROGRAM**

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
OTHER		CMAQ	-	-	-	\$5,960,776	\$4,629,866	-	\$10,590,642	\$10,590,642
OTHER		RSTP	-	-	-	\$998,203	\$642,677	-	\$1,640,880	\$1,640,880
OTHER		DC/ STATE	-	-	-	\$1,739,745	\$1,318,135	-	\$3,057,880	\$3,057,880
		Total Other	-	-	-	\$8,698,724	\$6,590,678	-	\$15,289,402	\$15,289,402
		Total Programmed	-	-	-	\$8,698,724	\$6,590,678	-	\$15,289,402	\$15,289,402

* Not Location Specific

Version History

TIP Document	Version History	Current Change Reason
23-45.3 Amendment 2023-2026	MPO Approval 09/18/2024	SCHEDULE / FUNDING / SCOPE - New project
	FHWA Approval Pending	
	FTA Approval Pending	



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)

August 23, 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 a new project.

Arlington Commuter Assistance Program (FY25-FY27)

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 project utilizes a new Agency Project ID (or UPC): T24287. The amendment will:

- Add \$5,960,776 (CMAQ) FFY 25 for Other Phase
- Add \$998,203 (RSTP) FFY25 for Other Phase
- Add \$1,739,745 (State) FFY25 for Other Phase
- Add \$4,629,866 (CMAQ) FFY26 for Other Phase
- Add \$642,677 (RSTP) FFY26 for Other Phase
- Add \$1,318,135 (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 September 6, 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:

A handwritten signature in cursive script that reads 'Amy Garbarini'.

D9F082F8A983456...

Amy Garbarini,
Northern Virginia Transit Planning Manager

CC: Regina Moore, VDOT
Maria Sinner, VDOT
Dan Malouff, Arlington County
David Frye, Arlington County
Gabriel Ortiz, DRPT
Christophehr Arabia, DRPT

August 22, 2024

Ms. Amy Garbarini
NOVA Transit Planning Manager
Virginia Department of Rail and Public Transportation
1725 Duke Street, Suite 675
Alexandria, VA 22314

Dear Ms. Garbarini,

Arlington County requests a project amendment to the FY 2023-2026 Transportation Improvement Program (TIP) to reflect the addition of a New Project.

- Commuter Assistance Program (T24287)

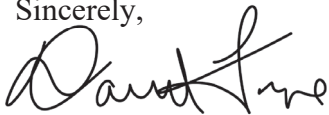
This project continues support for Arlington County Commuter Services (ACCS) to reduce traffic congestion, decrease parking demand, promote maximum use of High Occupancy Vehicle (HOV) infrastructure, and improve air quality and mobility in and around Arlington. This project reflects a new Agency Project ID (or UPC): T24287 for FY25-FY28. The amendment will:

- Add \$5,960,776 (CMAQ) FFY 25 for Other Phase
- Add \$998,203 (RSTP) FFY25 for Other Phase
- Add \$1,739,745 (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

Arlington County requests that the Transportation Planning Board's (TPB) 2023-2026 TIP and DRPT's FY2024-2027 STIP be amended to reflect the changes, as project funds must be included in an approved TIP and STIP before the County can access these funds through the Federal grant application acceptance process.

Thank you for your assistance with Fairfax County's project amendments. Should you have questions, please contact me at _____.

Sincerely,



DES/ Transportation, Grants Administrator

CC:

A separate letter from VDRPT requesting an amendment to the TIP for the Fairfax County Purchase Low-Emission Diesel-Electric Hybrid Buses (T13635) will be posted prior to the TPB Steering Committee meeting on Friday, Sept. 6, 2024.



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)

September 6, 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 a new project.

Fairfax County Purchase Low-Emission Diesel-Electric Hybrid Buses

The County of Fairfax, Virginia, received funding to buy new low emission diesel-electric hybrid buses to replace older buses as part of its fleet replacement plan. The new buses will reduce greenhouse gas emissions and improve reliability and service while addressing the needs of disadvantaged communities. The amendment will:

- Add \$50,591,201 (S. 5339) FFY25 for Other Phase
- Add \$8,927,859 (Local) FFY25 for Other Phase

DRPT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on September 6, 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.

Sincerely,



COMMONWEALTH of VIRGINIA

Zach Trogdon
Acting Director

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

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

DocuSigned by:

Amy Garbarini

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Amy Garbarini,
Northern Virginia Transit Planning Manager

CC: Regina Moore, VDOT
Maria Sinner, VDOT
Malcom Watson, Fairfax County
Brent Riddle, Fairfax County

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE PROJECTS IN THE DISTRICT OF COLUMBIA, SUBURBAN MARYLAND, AND NORTHERN VIRGINIA FROM THE EASTERN FEDERAL LANDS HIGHWAY DIVISION'S (EFLHD) FY 2024-2027 TIP, AS REQUESTED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)

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 Infrastructure Investment and Jobs Act (IIJA) which was signed into law on November 15, 2021, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

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

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

WHEREAS, on March 15, 2023, the TPB was briefed on and consented to the Steering Committee's approval of project updates to the FY 2023-2026 TIP submitted by FHWA based on its FY 2023-2027 TIP, which were included in each state's section as an attachment; and

WHEREAS, FHWA has requested that projects from its FY 2024-2027 TIP be included as an attachment to each state Department of Transportation's Statewide Transportation Improvement Program (STIP) and to the TIPs of applicable MPOs for those states, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Selected and edited pages from the FHWA/EFLHD FY 2024-2027 TIP for projects in the District of Columbia, suburban Maryland, and northern Virginia,
- ATTACHMENT B) Letter from FHWA, dated June 4, 2024 requesting state DOTs and MPOs to include the relevant pages from its FY 2024-2027 TIP in their STIPs and TIPs as an appendix; and

WHEREAS, these programs are exempt from the air quality conformity requirement;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to update the EFLHD projects in the District of Columbia, suburban Maryland, and northern Virginia with the selected and edited pages from EFLHD's FY 2024-2027 TIP in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 6, 2024.
Final approval following review by the full board on Wednesday, September 18, 2024.**



ATTACHMENT A
FY2024-FY2027 Transportation Improvement Program Mid-Year Update
 Federal Highway Administration
 Eastern Federal Lands Highway Division

Last Printed: 6/3/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FIMA REGION
District of Columbia													
DC FLAP 10	2025	DC	Washington	Anacostia Park	Anacostia Riverwalk Trail	Trail	FLAP - EFL	\$1,100,000.00	Title 23	State	Planned	DC-AL	NPS-NCR
DC FLAP 11	2025	DC	Washington	Anacostia Park	Art Kenilworth Southern Section	Trail	FLAP - EFL	\$1,450,000.00	Title 23	State	In Design	DC-AL	NPS-NCR
DC FLAP 12	2026	DC	Washington	Rock Creek Park	Military Road Trail Construction	Trail	FLAP - EFL	\$1,800,000.00	Title 23	State	Planned	DC-AL	NPS-NCR
DC FLAP DOT GALWY(1)	2025	DC	Washington	Rock Creek Park	Galloway Street Trail	Trail	FLAP - EFL	\$514,592.00	Title 23	EFL	Planned	DC-AL	NPS-NCR
DC FLTP NP GWMP 335115	2024	DC	Various	George Washington Memorial Parkway	NCR Pavement and Bridge Preservation Program	3R	FLTP - NPS	\$10,530,000.00	Title 23	NPS	In Design	DC-AL	NPS-NCR
DC NP CHOH TRL(1)	2025	DC	Washington	Chesapeake and Ohio Canal National Historical Park	Rehabilitation of Capital Crescent Trail	Trail	FLTP - NPS	\$8,645,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP GWMP BRG(1)	2028	DC	Washington	George Washington Memorial Parkway	Repair Washington Blvd-Boundary Channel Bridge	BR	FLTP - NPS	\$27,844,160.00	Title 23	EFL	Planned	DC-AL	NPS-NCR
DC NP NAMA 21(2)	2024	DC	Washington	National Mall and Memorial Parks	15th Street	3R	FLTP - NPS	\$5,510,000.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC NP NAMA 25(1) 500(3) 504(5)	2025	DC	Washington	National Mall and Memorial Parks	Lincoln Circle, Jefferson and Madison Dr., Maine Ave. and 12th Street	3R	FLTP - NPS	\$22,598,680.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP NAMA 26(1)	2024	DC	Washington	National Mall and Memorial Parks	Rehabilitate Hains Point	3R	FLTP - NPS	\$72,500.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP NAMA MSI(1)	2024	DC	Washington	National Mall and Memorial Parks	Execution of the Multimodal Strategic Implementation (MSI) Plan	Other	FLTP - NPS	\$1,000,000.00	Title 23	State	Construction	DC-AL	NPS-NCR
DC NP ROCR 1(1), 2(3)	2027	DC	Washington	Rock Creek Park	Rock Creek And Potomac Parkway Joyce Road Rehab, Joyce Road, and Beach Drive Trail	3R	FLTP - NPS	\$16,819,742.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 15(3) TRL(1)	2027	DC	Washington	Rock Creek Park	Beach Drive Trail	3R	FLTP - NPS	\$6,898,832.00	Title 23	EFL	In Design	DC-01	NPS-NCR
DC NP ROCR 2(2)	2025	DC	Washington	Rock Creek Park	Repair L Street Bridge	3R	FLTP - NPS	\$1,100,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 503(1) 24(2)	2024	DC	Washington	Rock Creek Park	Reconstruct Piney Branch And Waterside Drive	4R	FLTP - NPS	\$6,250,000.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC NP ROCR BMS(1)	2024	DC	Washington	Rock Creek Park	Bridge Management Project Rocr	BR1R	FLTP - NPS	\$1,400,000.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC NP ROCR MULTI(1)	2024	DC	Washington	Rock Creek Park	Rehabilitate Multiple Routes At Rocr	3R	FLTP - NPS	\$6,304,967.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC ST REV ANA PRK(1)	2025	DC	Washington	Anacostia Park	Revitalization Of Anacostia Park	4R	REIMB	\$2,000,000.00	Other	EFL	Planned	DC-AL	NPS-NCR
NP NAMA 11(6)	2028	DC	Washington	National Mall and Memorial Parks	Inlet Bridge Rehabilitation	BR1R	FLTP - NPS	\$800,000.00	Title 23	EFL	Planned	DC-AL	NPS-NCR



FY2024-FY2027 Transportation Improvement Program Mid-Year Update

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 6/3/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FIMA REGION
MD ERFO NPS CHOH 2019-1(1)	2024	MD	Montgomery	Chesapeake & Ohio Canal National Historic Park	2019 MD July NPS Summer Storm NCR Pavement and Bridge Preservation Program (CHOH)	Misc	ERFO	\$2,192,000.00	Title 23	EFL	Construction	MD-06	NPS-NCR
MD FLTP NP CHOH 336822	2025	MD	Various	Chesapeake & Ohio Canal National Historic Park	Vehicle and Pedestrian Detection System	3R	FLTP - NPS	\$3,245,505.00	Title 23	NPS	Planned	MD-06	NPS-NCR
MD FLTP NP SUIT 335462	2025	MD	Prince George's	National Capital Parks - East		Other	FLTP - NPS	\$1.00	Title 23	NPS	Construction	MD-04	NPS-NCR
MD NP BAWA 501(1)	2026	MD	Prince George's	Baltimore-Washington Parkway	Route 201 Access Ramp Bridge - Northbound & BW Parkway Access Ramp	BR3R	FLTP - NPS	\$3,900,000.00	Title 23	EFL	In Design	MD-04	NPS-NCR
MD NP CHOH 235(2) 242(1) ETC	2024	MD	Washington and Montgomery	Chesapeake and Ohio Canal National Historical Park	CHOH Tunnels (Four Locks, Fletcher's Boathouse, McCoy's Ferry)	Tunnel	FLTP - NPS	\$3,385,000.00	Title 23	EFL	Construction	MD-06,08	NPS-NCR
MD NP CHOH BRG(1)	2025	MD	Various	Chesapeake and Ohio Canal National Historical Park	Repair or Replace 9 Pedestrian Bridges	3R	FLTP - NPS	\$4,400,000.00	Title 23	EFL	In Design	Various	NPS-NCR
MD NP FOWA 10(2)	2025	MD	Prince George's	Fort Washington (FOWA)	Rehabilitate Fort Washington Roads and Parking	3R	FLTP - NPS	\$1,100,000.00	Title 23	EFL	In Design	MD-05	NPS-NCR
MD NP GWMP 6(2)	2025	MD	Montgomery	George Washington Memorial Parkway	Clara Barton Cantilevered Bridge	BR1R	FLTP - NPS	\$2,800,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP SUIT 1(3) 2(3)	2026	MD	Prince George's	National Capital Parks - East	Rehabilitate Suitland Parkway and Safety/Guardrail Improvements	3R	FLTP - NPS	\$9,400,000.00	Title 23	EFL	In Design	MD-04	NPS-NCR
MD NP SUIT 254778	2025	MD	Prince George's	Suitland Parkway	Suitland Parkway Trail	Trail	FLTP - NPS	\$1,400,000.00	Title 23	NPS	In Design	MD-04	NPS-NCR
NP BAWA 1(12), 2(12)	2025	MD	Anne Arundel, Prince George's	Baltimore-Washington Parkway	Bridge Railing and Capstone	BR3R	FLTP - NPS	\$3,850,000.00	Title 23	EFL	In Design	MD-04	NPS-NCR



FY2024-FY2027 Transportation Improvement Program Mid-Year Update

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 6/3/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FIMA REGION
VA NP GWMP 105(2)	2028	VA	Fairfax	George Washington Memorial Parkway	Rehabilitate Fort Hunt Roads And Parking	3R	FLTP - NPS	\$2,400,000.00	Title 23	EFL	In Design	VA-08	NPS-NCR
VA NP GWMP MVT(4)	2024	VA	Fairfax	George Washington Memorial Parkway	Reconstruct 6.5 Miles of Mount Vernon Trail	Trail	REIMB	\$2,104,872.00	Other	EFL	Construction	VA-08	NPS-NCR
VA NP GWMP MVT(7)	2028	VA	Fairfax	George Washington Memorial Parkway (GMMP)	Mount Vernon Trail South Rehabilitation	Trail	FLTP - NPS	\$13,643,924.00	Title 23	EFL	In Design	VA-08	NPS-NCR
VA ST FB KINGMNLKR GT	2023	VA	Fairfax	Fort Belvoir	Add Left Turn Lane from SB FFCP to Kingman Rd, Extend NB Mt. Vernon Hwy Left Turn Lane at Walker ACP	4R	OTHER	\$5,720,000.00	Other	EFL	Planned	VA-11	NO-REG
VA ST JBMHH HTFLD GT	2023	VA	Arlington	Joint Base Myer Henderson Hall	Construct Ramp and Two Additional Exit Lanes for Access to Hatfield Gate from NB Washington Blvd.	4R	OTHER	\$3,250,000.00	Other	EFL	Planned	VA-08	NO-REG
VA ST TFHRC 50(6)	2021	VA	Fairfax	FHWA - Turner Fairbank Highway Research Center	Construct New Sidewalk	Other	OTHER	\$235,000.00	Other	EFL	Planned	VA-10	NO-REG



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: Fiscal Year (FY) 2024 – FY 2027 Transportation
Improvement Program (TIP) Midyear Update

Date: 06/04/2024

From: Mr. Kurt Dowden
Chief of Business Operations

In Reply Refer To: HFPP-15

To: Division Administrator

The Eastern Federal Lands Highway Division (EFLHD) has developed the attached FY 2024 – FY 2027 Transportation Improvement Program (TIP) Midyear Update to describe those transportation projects that will be primarily implemented within the boundaries of the Federal Land Management Agency (FLMA) units located in your state. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for all Federal Lands projects.

The attached spreadsheet contains an overall list of the projects in your State that are currently programmed to be funded through the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP), or funds directly managed by the various FLMA partners. This list is also placed on the EFLHD website (<https://flh.fhwa.dot.gov/programs/flpp/tip/efl.htm>) to provide an easily accessible reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's FY 2024 – FY 2027 TIP Midyear Update to your State Department of Transportation for inclusion (preferably as an appendix) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO) for inclusion into their respective Transportation Improvement Programs (TIPs). If you have any questions or comments regarding the contents of this EFLHD TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or Lewis.Grimm@dot.gov.

Attachment

cc:
State Transportation Planner



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: September 12, 2024

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



U.S. Department
of Transportation
**Federal Highway
Administration**

District of Columbia Division

July 23, 2024

1200 New Jersey Avenue, SE
East Building (E61-205)
Washington, DC 20590
(202) 493-7020 – Office
www.fhwa.dot.gov/dcdiv/

ELECTRONICALLY SENT

Ms. Christina Henderson
Chair, National Capital Region Transportation Planning Board
Metropolitam Washington Council of Governments
777 North Capitol Street, N.E.
Washington, D.C. 20002

In Reply, Refer To: HDA-DC

Dear Ms. Henderson:

This letter serves as the Federal Highway Administration (FHWA), District of Columbia Division Office's determination that the Metropolitan Washington Council of Governments National Capital Region Transportation Resiliency Improvement Plan, dated June 20, 2024, meets all the minimum requirements provided in 23 U.S.C. 176(e)(2).

We have noted that the 2024 Resiliency Improvement Plan is taking action to support regional resilience will be incorporated by reference into the next National Capital Regional Plan, Visualize 2050.

We would like to commend your staff for the systematic approach to stakeholder engagement, evaluation of climate risk and dependences across modes. This voluntary plan demonstrates commitment and broad participation in development and implementation of the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program (established under the Bipartisan Infrastructure Law, Section 11405; 23 U.S.C. 176).

Should you have any questions, please contact Sandra Jackson, Community Planner, at Sandra.Jackson@dot.gov.

Sincerely,

LAMIN S
WILLIAMS

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S WILLIAMS
Date: 2024.07.23
09:46:41 -04'00'

Lamin S. Williams
Division Administrator

cc:

Eva Birk, Federal Highway Administration (FHWA)

Katherine Rainone, Metropolitan Washington Council of Governments (MWCOG)

Mark Rawlings, District of Columbia Department of Transportation (DDOT)

Kari Snyder, Maryland Department of Transportation (MDOT)

Amy Garbarini, Virginia Department of Rail and Public Transportation (DRPT)

Regina Moore, Virginia Department of Transportation (VDOT)



National Capital Region
Transportation Planning Board

July 17, 2024

Shailen Bhatt
Administrator
Federal Highway Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) Round 2 application by the City of Alexandria, Virginia for the implementation of its Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS)

Dear Administrator Bhatt:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a Community Charging and Fueling Program Grant application by the City of Alexandria, Virginia to fund the implementation of the City's Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS).

The City of Alexandria is a leader in advancing transportation electrification in the region and has developed the EVRS, which includes 31 recommendations for building an effective, innovative, equitable and sustainable electric vehicle ecosystem. The proposed CFI project will accelerate the implementation of the EVRS recommendations through the installation of publicly accessible electric vehicle chargers at multiple sites across the City, such as public parks, libraries, and recreation centers. The chargers will be in areas that will benefit disadvantaged communities and serve areas with a high concentration of multi-unit dwellings and limited off-street parking.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment. Cleaner vehicles using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner transportation. The support and promotion of electric vehicles is a key strategy of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Adriana Castañeda, Transportation & Environmental Services Director, City of Alexandria



National Capital Region
Transportation Planning Board

August 23, 2024

Shailen Bhatt
Administrator
Federal Highway Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) Round 2 application by the District of Columbia for a Vehicle Charging Infrastructure Project

Dear Administrator Bhatt:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a Community Charging and Fueling Program Grant application by the District of Columbia (DDOT) to fund the implementation of a Vehicle Charging Infrastructure Project.

The grant will fund the installation of Level 2 and 3 electric vehicle (EV) charging stations throughout the District of Columbia and especially in Wards 5, 7, and 8, which have a high proportion of traditionally underserved and disadvantaged populations. Of the proposed charging locations identified to date, over 70% are within federally recognized Disadvantaged Census Tracts.

The District Department of Energy and Environment (DOEE) is partnering with a diverse group of organizations to provide charging where it is most needed. Through the partnership, EV charging stations will be installed on curbsides and near affordable housing locations to provide reliable EV charging to residents that would otherwise need to rely on public charging locations elsewhere. Other charging units will be installed at destinations that residents routinely travel to, including city owned properties. In addition, pre-apprentice training will be offered for District residents and outreach and education will be conducted to connect even more residents to the electrified transportation system.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment. Cleaner vehicles using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner transportation. The support and promotion of electric vehicles is a key strategy of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

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

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Richard Jackson, Director, District Department of Energy & Environment
Sharon Kershbaum, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

August 23, 2024

Shailen Bhatt
Administrator
Federal Highway Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) Round 2 application by the Metropolitan Washington Council of Governments

Dear Administrator Bhatt:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a Community Charging and Fueling Program Grant application by the Metropolitan Washington Council of Governments (COG) to fund the implementation of a regional Electric Vehicle Charging Project.

The COG project will fund charging stations at 48 locations across metropolitan Washington, 30 (63 percent) of which are located in or near disadvantaged communities (14 or 29% are within disadvantaged communities and 16 or 33% are nearby and can serve these communities). Proposed projects are located in the Cities of Alexandria, Fairfax and Manassas and the Counties of Arlington, Fairfax, Frederick, and Prince George's. Project locations are all proposed as Level II stations located at existing local government facilities. All proposed projects are publicly accessible. The proposed projects will provide convenient, affordable access to EV charging stations in urban/suburban areas, including low- and moderate-income neighborhoods and support meeting both current and future market demands. The projects in this proposal will realize an estimated greenhouse gas emission reduction benefit of 290 short tons annually.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment. Cleaner vehicles using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner transportation. The support and promotion of electric vehicles is a key strategy of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

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

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Clark Mercer, Director, Metropolitan Washington Council of Governments



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: September 12, 2024

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

50 YEARS 1974-2024 COMMUTER CONNECTIONS®



JOIN US ON WEDNESDAY, OCTOBER 2, 2024 THE NATIONAL PRESS CLUB

Keynote Speaker

District of Columbia Mayor, Muriel Bowser

11 a.m. Reception

Check-in/Coffee & Tea Reception

11:30 a.m. to 12:45 p.m. Program and Luncheon

Welcome and Keynote Speaker
50 Years of Commuter Connections
Annual Employer Awards
CommuterCash Program Launch

Questions

dfranklin@mwkog.org, 202.962.3792

Event Location

529 14th St. NW, Washington, DC 20045
Corner of 14th & F Sts., 13th Floor Ballroom

By Metro

Metrorail to Metro Center, exit onto 13th St.

RSVP Online

Please RSVP by September 20, 2024
commuterconnections.org/rsvp

Hosted By



Metropolitan Washington
Council of Governments



National Capital Region
Transportation Planning Board

NEWS RELEASE

DC region receives \$3.9 million to expand electric vehicle charging network

Funding received through federal Charging and Fueling Infrastructure (CFI) Grant Program

Washington, D.C. (September 5, 2024) – The U.S. Department of Transportation’s Federal Highway Administration (FHWA) has awarded \$3.9 million to the Metropolitan Washington Council of Governments (COG) to support the installation of electric vehicle (EV) charging infrastructure. The funding, provided through the Charging and Fueling Infrastructure (CFI) Grant Program, will be used to advance the region’s ongoing initiatives to expand EV use through the development of a connected, efficient, and equitable charging network.

The funding will provide convenient and affordable access to EV charging with sites located in the Cities of Alexandria, Fairfax, and Manassas and Arlington, Fairfax, Frederick, and Prince George’s Counties. The majority of sites are in or near historically disadvantaged communities, closing the gaps in the existing charging network and bringing greater opportunity to communities most impacted by the effects of climate change.

“COG is pleased to receive this funding through the CFI Grant Program, allowing our local governments to continue charging forward in developing a robust network that makes electric vehicles a possibility for more of our residents,” said COG Executive Director Clark Mercer. “Zero emission vehicles are instrumental to meet our region’s ambitious 2030 climate goal to reduce greenhouse gas emissions by 50 percent below 2005 levels.”

“Officials across our region are committed to ensuring all residents can access the environmental and economic benefits that electric vehicles offer. By keeping equity at the center of our efforts to reduce greenhouse gas emissions, we can create thriving communities more resilient to a changing climate,” said Virginia Burke, Electric Vehicle and Air Quality Programs Manager with the Maryland Department of Transportation and chair of the COG Regional Electric Vehicle Deployment (REVD) Working Group.

In 2022, state and local officials on the COG Board of Directors identified widespread adoption of EVs as a regional priority and key strategy for achieving environmental sustainability goals. The COG Board also recognized existing barriers to making EVs accessible and convenient for all members of the public, including “charging deserts” often located in COG Equity Emphasis Areas, which have high concentrations of low-income individuals and/or traditionally disadvantaged racial and ethnic population groups.

COG continues to work closely with area governments as they collaborate on efforts to increase the adoption of EVs. The REVD Working Group is guiding regional EV planning efforts not only through coordinating on the regional CFI application but also through the development of COG’s [EV Deployment Clearinghouse](#), which provides a suite of resources for deploying EVs, as well as recently finalizing a [Regional Electric Vehicle Infrastructure Implementation Strategy](#).

CONTACT:

Lindsey Martin: lmartin@mwkog.org; (202) 962-3209

The Council of Governments is an independent, nonprofit association where area leaders address regional issues affecting the District of Columbia, suburban Maryland, and Northern Virginia.

2024 COG MEMBERSHIP & AWARDS RECEPTION



CELEBRATING THE REGION'S BRIDGEBUILDERS

We look forward to hosting metropolitan Washington's regional leaders at this year's Annual Meeting featuring a networking reception and awards program. Please join us for drinks and appetizers highlighting cuisine from DC, Maryland, and Virginia. We're also excited to celebrate at a new venue, HQO, DC Water Headquarters, which incorporates almost every state-of-the-art environmentally sustainable feature used in modern construction. We invite you to an afternoon of honoring the region's outstanding leaders while enjoying great company and good times.



December 11, 2024
4:00 - 6:00 P.M. (Registration at 3:30 P.M.)



HQO, DC Water Headquarters
1385 Canal St SE
Washington, DC 20003

RSVP/SUBMIT AN AWARDS NOMINATION:
www.mwcog.org/2024COG



Metropolitan Washington
Council of Governments