

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE TIP ACTION 23-43.2 WHICH ADDS FUNDING TO THE
MARYLAND TRANSIT ADMINISTRATION'S MARC FACILITIES PROJECT GROUPING,
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP under TIP Action 23-43.2, which adds \$1.4 million in Sect. 5337 and State funding to the Maryland Transit Administration's (MTA's) MARC Facilities project grouping, as described in the attached materials; and

WHEREAS, the attached materials include:

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-43.2 which adds \$1.4 million in Sect. 5337 and State funding to MTA's MARC Facilities project grouping, as described in the attached materials.



National Capital Region
Transportation Planning Board

ATTACHMENT A - AMENDMENT OVERVIEW REPORT
 TIP ACTION 23-43.2 FORMAL AMENDMENT
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION

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

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

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

*Not Location Specific

Version History

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

Current Change Reason

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

Funding Change(s):

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

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

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

June 21, 2024

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

Dear Chair Henderson:

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

This action reflects MTA's updated programmed expenditures and project schedules from FY 2023 to FY 2026 for the MARC Facility project. This amendment will add new funding and shift the existing FY 23 allocations to FY 24 and FY 25 to reflect the anticipated year of obligation. This project is already included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045.

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

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

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

The Honorable Christina Henderson
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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 cursive script that reads "Kari M. Snyder".

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

Attachment

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

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

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

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

DATE: JUNE 16, 2013

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

PURPOSE OF MEMORANDUM

To request OPCP request National Capital Region Transportation Planning Board to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. The amendment increases the 5337 funding by \$888,000 within the TIP years. The action also moves the existing FY 23 allocations to FY 24 and FY 25 to reflect the anticipated year of obligation.

SUMMARY

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

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

ANALYSIS

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

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


Please modify the FY 2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at smiller6@mta.maryland.gov.

ATTACHMENTS

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

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

National Capital Region TIP FY 2023-2026

MDOT TIP # T11584															
SUMMARY TABLE															
Project		Amendment Criteria		Conformity Status		Environmental Status		Current Funding Level (in \$1,000)							
MARC Facilities		A		Exempt		n/a		Federal		State/Local		Total			
								\$ -		\$ -		\$ 2,285			
		Administration		Area/MPO		CTP Page		Net Funding Change (000s)							
		MDOT MTA		TPB				Federal		State/Local		Total			
								\$ 1,157		\$ 289		\$ 1,446			
Description		Anticipated projects include removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound). Project sites included are the Laurel and Muirkirk stations.													
Justification		Platform structures throughout the MARC system, have been projected to reach the end of their useful life, requiring replacement to maintain State of Good Repair (SGR).													
INDIVIDUAL REQUEST FORM															
STIP/TIP Amendment Criteria						Funding		FY 2024		FY 2025		FY 2026		FY 2027	Total
<input type="checkbox"/> A) Adds new individual projects to the current TIP				Current (000s)		Total		\$ 2,285		\$ -		\$ -		\$ -	\$ 2,285
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change						Federal		\$ 1,828		\$ -		\$ -		\$ -	\$ 1,828
<input type="checkbox"/> C) Removes or deletes individual listed project from the TIP						State/Local		\$ 457		\$ -		\$ -		\$ -	\$ 457
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]						Total		\$ -		\$ -		\$ -		\$ -	\$ -
 MARYLAND DEPARTMENT OF TRANSPORTATION						Proposed (000s)		Federal		\$ -		\$ -		\$ -	\$ -
						State/Local		\$ -		\$ -		\$ -		\$ -	\$ -
						Change (000s)		Total		\$ (2,285)		\$ -		\$ -	\$ (2,285)
						Federal		\$ (1,828)		\$ -		\$ -		\$ -	\$ (1,828)
						State/Local		\$ (457)		\$ -		\$ -		\$ -	\$ (457)
PHASE DETAIL															
Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL					
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total			
OTH	5337	\$ 306	\$ 77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306	\$ 77	\$ 383			
OTH	5307	\$ 562	\$ 141	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ 703			
OTH	TA	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Total		\$ 1,828	\$ 457	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,828	\$ 457	\$ 2,285			
Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL					
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total			
OTH	5337	\$ -	\$ -	\$ 585	\$ 146	\$ 878	\$ 220	\$ -	\$ -	\$ 1,463	\$ 366	\$ 1,829			
OTH	5307	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ 562	\$ 141	\$ 703			
OTH	TA	\$ -	\$ -	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Total		\$ -	\$ -	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ -	\$ -	\$ 2,985	\$ 746	\$ 3,731			
Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL					
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total			
OTH	5337	\$ (306)	\$ (77)	\$ 585	\$ 146	\$ 878	\$ 220	\$ -	\$ -	\$ 1,157	\$ 289	\$ 1,446			
OTH	5307	\$ (562)	\$ (141)	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ -	\$ -	\$ -			
OTH	TA	\$ (960)	\$ (240)	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Total		\$ (1,828)	\$ (457)	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ -	\$ -	\$ 1,157	\$ 289	\$ 1,446			
TOTAL PROJECT COST															
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost			
Federal		\$ -		Federal		\$ 2,985		Federal		\$ -		Federal	\$ 2,985		
State/Local		\$ -		State/Local		\$ 746		State/Local		\$ -		State/Local	\$ 746		
Total		\$ -		Total		\$ 3,731		Total		\$ -		Total	\$ 3,731		

STIP FY 2022-2025

MDOT TIP # T11584						
SUMMARY TABLE						
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)		
				Federal	State/Local	Total
MARC Facilities	A	Exempt	n/a	\$ -	\$ -	\$ 2,285
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MDOT MTA	TPB		\$ 1,157	\$ 289	\$ 1,446
Description	Anticipated projects include removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound). Project sites included are the Laurel and Muirkirk stations.					
Justification	Platform structures throughout the MARC system, have been projected to reach the end of their useful life, requiring replacement to maintain State of Good Repair (SGR).					

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



PHASE DETAIL												
Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5337	\$ -	\$ -	\$ 306	\$ 77	\$ -	\$ -	\$ -	\$ -	\$ 306	\$ 77	\$ 383
OTH	5307	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ 703
OTH	7A	\$ -	\$ -	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,828	\$ 457	\$ -	\$ -	\$ -	\$ -	\$ 1,828	\$ 457	\$ 2,285

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5337	\$ -	\$ -	\$ -	\$ -	\$ 585	\$ 146	\$ 878	\$ 220	\$ 1,463	\$ 366	\$ 1,829
OTH	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ 562	\$ 141	\$ 703
OTH	7A	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ 2,985	\$ 746	\$ 3,731

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5337	\$ -	\$ -	\$ (306)	\$ (77)	\$ 585	\$ 146	\$ 878	\$ 220	\$ 1,157	\$ 289	\$ 1,446
OTH	5307	\$ -	\$ -	\$ (562)	\$ (141)	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ -
OTH	7A	\$ -	\$ -	\$ (960)	\$ (240)	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ (1,828)	\$ (457)	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ 1,157	\$ 289	\$ 1,446

TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost	
Federal		\$ -		Federal		\$ 2,985		Federal		\$ -		Federal	\$ 2,985
State/Local		\$ -		State/Local		\$ 746		State/Local		\$ -		State/Local	\$ 746
Total		\$ -		Total		\$ 3,731		Total		\$ -		Total	\$ 3,731