



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: February 15, 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: February 15, 2024

At its meeting on Friday, February 2, the TPB Steering Committee adopted the following three resolutions approving amendments to the FY 2023–2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement, as requested by the District, Maryland, and Virginia Departments of Transportation (DDOT, MDOT, and VDOT) and described below.

- TPB SR15-2024 – requested by DDOT to add \$22 million in federal highway and District funding to the Aspen Street NW Improvements project, and almost \$604,000 in federal and District funding for the Massachusetts Avenue from 20th Street to Waterside Drive NW sub-project which is included in DDOT’s Roadway Reconstruction in Ward II TIP project grouping. Both projects are exempt from the air quality conformity requirement as defined in the Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012.
- TPB SR16-2024 – requested by MDOT to add approximately \$47.7 million in federal transit and university matching funds on behalf of the designated recipient, the University of Maryland, for its Low- and No-Emissions Grant Award, and adds \$13.7 million in federal, state, and private funding to establish the National Electric Vehicle Infrastructure (NEVI) Program. Both programs are similarly exempt from the air quality conformity requirement.
- TPB SR17-2024 – requested by VDOT to advance \$2.58 million in local and revenue sharing funds from FY 2025 and 2026 into FY 2024 for the Ryan Road Widening project, and to reflect a decrease in the total project cost by approximately \$2.7 million. This project has been reviewed by TPB staff and has been deemed to not be of regional significance and is therefore exempt from the conformity requirement.

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

Attachments:

- February 2, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR15-2024 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR16-2024 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR17-2024 approving an amendment to the TIP, as requested by VDOT

TPB Steering Committee Attendance – February 2, 2024
(only voting members and alternates listed)

TPB Chair/DC rep.:	Christina Henderson
TPB Vice Chair/VA Rep.:	James Walkinshaw
TPB Vice Chair/MD Rep.:	Neil Harris
Prior TPB Chair	Reuben Collins
Tech. Committee Chair:	Amy Garbarini, VDRPT
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Amir Shahpar



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-33.1 WHICH ADDS FUNDING
TO THE ASPEN STREET NW IMPROVEMENTS PROJECT AND THE
ROADWAY RECONSTRUCTION IN WARD II PROJECT GROUPING,
AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

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

WHEREAS, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-33.1 which adds approximately \$22 million in Surface Transportation Block Grant (STBG) and District funding to the Aspen Street NW Improvements project (TIP ID T6801), and \$603,784 in National Highway Performance Program (NHPP) and District funding to the Roadway Reconstruction in Ward II project grouping (TIP ID T6493) for sub-project c. Massachusetts Avenue from 20th Street to Waterside Drive NW, as described at the end of this resolution and in the attached materials:

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview reports showing how the newly amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report for both projects showing the total project 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 January 19, 2024, requesting the amendments, and

WHEREAS, these amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-33.1, creating the 33rd 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, both projects are exempt from the air quality requirement, as defined in 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 23-33.1 which adds approximately \$22 million in STBG and District funding to the Aspen Street NW Improvements project (TIP ID T6801), and \$603,784 in NHPP and District funding to the Roadway Reconstruction in Ward II project grouping (TIP ID T6493) for sub-project c. Massachusetts Avenue from 20th Street to Waterside Drive NW, as as described below and in the attached materials.

**Approved by the TPB Steering Committee at its meeting on Friday, February 2, 2024.
Final approval following review by the TPB at its meeting on Wednesday, February 21, 2024.**



TIP ID	T6493	Lead Agency	District Department of Transportation	Project Type	Road - Recons/Rehab/Maintenance/Resurface
Project Name	Roadway Reconstruction in Ward II	County	Washington	Total Cost	\$31,738,784
Project Limits		Municipality	District of Columbia	Completion Date	2020
		Agency Project ID			
Description	Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlights, traffic signals, upgrade ADA ramps, drainage catch basins, LID's and replace trees at three locations in Ward II: a. 21st St from O St to Massachusetts Ave NW b. Florida Ave from Decatur St to Massachusetts Ave NW c. Massachusetts Ave from 20th St to Waterside Dr NW				

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Various Locations
PE		NHPP	\$112,050	-	-	-	-	-	-	\$112,050	
PE		DC/STATE	\$222,950	-	-	-	-	-	-	\$222,950	
PE		STBG	\$800,000	-	-	-	-	-	-	\$800,000	
		Total PE	\$1,135,000	-	-	-	-	-	-	\$1,135,000	
CON		NHPP	\$24,900,000	-	\$483,027	-	-	-	\$483,027	\$25,383,027	
CON		DC/STATE	\$5,100,000	-	\$120,757	-	-	-	\$120,757	\$5,220,757	
		Total CON	\$30,000,000	-	\$603,784	-	-	-	\$603,784	\$30,603,784	
		Total Programmed	\$31,135,000	-	\$603,784	-	-	-	\$603,784	\$31,738,784	

Version History

Current Change Reason

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-33.1 Amendment 2023-2026	02/02/2024	Pending	N/A

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

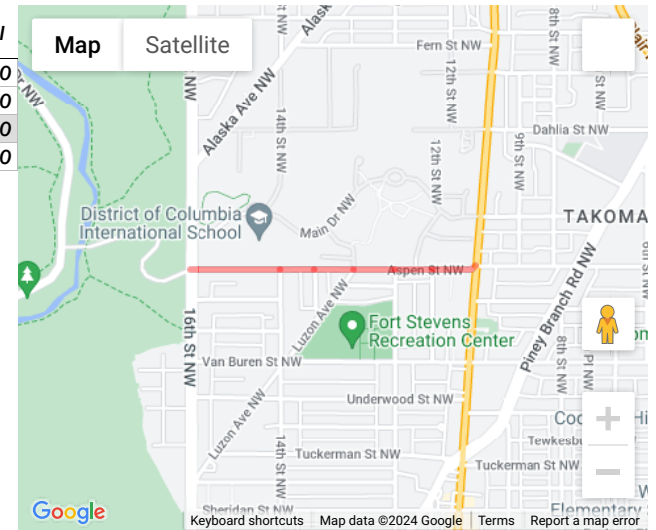
Funding Change(s):
 Total project cost increased from \$31,135,000 to \$31,738,784



TIP ID	T6801	Lead Agency	District Department of Transportation	Project Type	Road - Recons/Rehab/Maintenance/Resurface
Project Name	Aspen St NW Improvements	County	Washington	Total Cost	\$28,210,100
Project Limits	at Walter Reed Army Medical Center	Municipality	District of Columbia	Completion Date	2026
		Agency Project ID			

Description The design for Rehabilitation of Aspen Street, NW is being facilitated for the redevelopment of Walter Reed Army Medical Center. The goal of this project is to provide an improved and sustainable transportation network, pedestrian /vehicular safety and accessibility, efficient travel options and street and sidewalk enhancement, etc. This design will support The Parks by improving traffic operations and providing traffic calming measures towards future Walter Reed development ensuring ADA compliance throughout the corridor.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		DC/STATE	\$14,710,100	-	\$2,700,000	-	-	-	\$2,700,000	\$17,410,100
CON		STBG	-	-	\$10,800,000	-	-	-	\$10,800,000	\$10,800,000
		Total CON	\$14,710,100	-	\$13,500,000	-	-	-	\$13,500,000	\$28,210,100
		Total Programmed	\$14,710,100	-	\$13,500,000	-	-	-	\$13,500,000	\$28,210,100



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-20 Amendment 2023-2026	06/18/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	11/2/2023	11/2/2023
23-33.1 Amendment 2023-2026	02/02/2024	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$6,159,000 to \$28,210,100

ATTACHMENT B - AMENDMENT SUMMARY REPORT

For TIP Action 23-33.1 Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by District Department of Transportation,

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6493	Roadway Reconstruction in Ward II	\$31,135,000	\$31,738,784	\$603,784	2	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in CON for \$120,757 NHPP ▶ Add funds in FFY 24 in CON for \$483,027 <i>Total project cost increased from \$31,135,000 to \$31,738,784</i>
T6801	Aspen St NW Improvements	\$6,159,000	\$28,210,100	\$22,051,100	358	Cost change(s), Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE <ul style="list-style-type: none"> + Increase funds in FFY 22 in CON from \$6,159,000 to \$14,710,100 ▶ Add funds in FFY 24 in CON for \$2,700,000 STBG ▶ Add funds in FFY 24 in CON for \$10,800,000 <i>Total project cost increased from \$6,159,000 to \$28,210,100</i>
TOTAL:		\$56,458,786	\$142,824,974	\$86,366,188	\$443		

Government of the District of Columbia
Department of Transportation



January 19th, 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
Aspen Street, NW Improvements	Formula/STBG	T6801	Construction	\$ 13,500,000	2024	80/20	Increase Formula/STBG funding for Construction by \$13,500,000 in FY 2024	Total project cost increase more than 20%
Mass Avenue Reconstruction from 20th Street to	Formula/STBG	T6493c	Construction	\$ 603,784	2024	80/20	Increase Formula/STBG funding for Construction by \$603,784 in FY 2024	Total project cost increase more than 20%

The amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its February 21st meeting.

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

Sincerely,

Paul Revesz
 Acting Resource Allocation Officer
 District Department of Transportation
Paul.Revesz@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 23-33.2 WHICH ADDS FUNDING FOR THE
UNIVERSITY OF MARYLAND'S LOW- AND NO-EMISSION GRANT AWARD AND FOR THE
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM,
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, on June 26, 2023, FTA announced \$1.69 billion in FY 2023 Low- and No-Emission and Grants for Buses and Bus Facilities project selections, which included the University of Maryland as a designated recipient of \$39,863,156 for the purchase of 35 battery-electric buses, supporting infrastructure, and charging equipment; and

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-33.2 which adds approximately \$47.73 million in FTA Sect. 5339(C) and local/university matching funds on behalf of the designated recipient, the University of Maryland, for its **Low- and No-Emissions Grant Award (TIP ID T13600)**, and also adds \$13.718 million to establish the **National Electric Vehicle Infrastructure (NEVI) Program (TIP ID T13601)** using NEVI, Surface Transportation Block Grant (STBG), state, and private funding sources, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how these two new program records will appear in the TIP following approval,
- ATTACHMENT B) Two letters from MDOT dated January 22 and January 23, requesting the amendments; and

WHEREAS, both records have been entered in the TPB's Project InfoTrak database under TIP Action 23-33.2, creating the 33rd 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, both programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and 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 23-33.2 which adds approximately \$47.73 million in §5339(C) and local/university matching funds on behalf of the designated recipient, the University of Maryland, for its **Low- and No-Emissions Grant Award (TIP ID T13600)**, and also adds \$13.718 million to establish the **National Electric Vehicle Infrastructure (NEVI) Program (TIP ID T13601)** using NEVI, STBG, state, and private funding, as described in the attached materials.

**Approved by the TPB Steering Committee at its meeting on Friday, February 2, 2024.
Final approval following review by the TPB at its meeting on Wednesday, February 21 2024.**



<i>TIP ID</i>	T13600	<i>Lead Agency</i>	Maryland Department of Transportation - Maryland Transit Administration	<i>Project Type</i>	Bus/BRT - Capital/Expansion
<i>Project Name</i>	University of Maryland Low- and No-Emission Grant Award	<i>County</i>	Prince Georges	<i>Total Cost</i>	\$47,729,697
<i>Project Limits</i>		<i>Municipality</i>	College Park	<i>Completion Date</i>	2024
		<i>Agency Project ID</i>			

Description The University of Maryland, College Park will receive funding to buy battery-electric buses and associated charging equipment to replace older vehicles for their public transportation fleet. The project will ensure continued service reliability, maintain a state of good repair and, by improving air quality, advance environmental justice in the College Park community. 35 Battery Electric Transit Buses, Infrastructure, and Charging Stations for the University of Maryland

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
OTHER		LOCAL	-	-	\$7,866,541	-	-	-	\$7,866,541	\$7,866,541	
OTHER		S. 5339 (C)	-	-	\$39,863,156	-	-	-	\$39,863,156	\$39,863,156	
		<i>Total Other</i>	-	-	\$47,729,697	-	-	-	\$47,729,697	\$47,729,697	
		<i>Total Programmed</i>	-	-	\$47,729,697	-	-	-	\$47,729,697	\$47,729,697	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-33.2	Amendment 2023-2026	02/02/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T13601	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Other - Alt Fuel Infrastructure
<i>Project Name</i>	National Electric Vehicle Infrastructure (NEVI) Program	<i>County</i>	Calvert, Charles, Frederick, Montgomery, Prince Georges	<i>Total Cost</i>	\$25,916,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2030
		<i>Agency Project ID</i>	DAZ3401		

Description Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
PE		NEVI	-	-	\$297,000	\$17,000	\$330,000	-	\$644,000	\$644,000	
PE		STBG	-	-	\$56,000	\$3,000	\$62,000	-	\$121,000	\$121,000	
PE		DC/ STATE	-	-	\$19,000	\$1,000	\$21,000	-	\$41,000	\$41,000	
		<i>Total PE</i>	-	-	\$372,000	\$21,000	\$413,000	-	\$806,000	\$806,000	
CON		NEVI	-	-	-	\$6,039,000	\$4,290,000	\$9,758,000	\$10,329,000	\$20,087,000	
CON		Private	-	-	-	\$1,510,000	\$1,073,000	\$2,440,000	\$2,583,000	\$5,023,000	
		<i>Total CON</i>	-	-	-	\$7,549,000	\$5,363,000	\$12,198,000	\$12,912,000	\$25,110,000	
		<i>Total Programmed</i>	-	-	\$372,000	\$7,570,000	\$5,776,000	\$12,198,000	\$13,718,000	\$25,916,000	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-33.2	Amendment 2023-2026	02/02/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

January 31, 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 new project in the FY 2023-2026 TPB TIP on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action reflects SHA’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 by adding one new project, the National Electric Vehicle Infrastructure (NEVI) Program, and preliminary engineering and construction funds to the both the years of the TIP and beyond. This project is not included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045; however, it is not regionally significant enough to affect the air quality determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
13601	National Electric Vehicle Infrastructure (NEVI) Program	\$13,718	Adds new project and new preliminary engineering and construction funds.

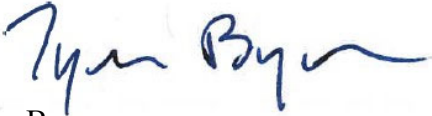
MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

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

The Honorable Christina Henderson
Page Two

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

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with a long horizontal stroke at the end.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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

Valerie Goubeau
Assistant Director
Department of Transportation Services
University of Maryland
8056 Regents Drive, College Park, MD 20742

January 22, 2024

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

Dear Ms. Snyder:

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

UMD was awarded \$39,863,156 from the Federal Transit Administration as part of the Low or No Emission Program. This project will allow the university to replace its aging diesel transit fleet with 35 battery electric transit buses; the project will also fund necessary infrastructure renovations to support on-site charging. Additional information about this program is available at <https://www.transit.dot.gov/lowno>.

Thank you for your consideration.


Sincerely,

A handwritten signature in black ink, appearing to read 'Valerie Goubeau', written in a cursive style.

Valerie Goubeau
Assistant Director
UMD Department of Transportation Services

MEMORANDUM

TO: OFFICE OF PLANNING AND CAPITAL PROGRAMMING (OPCP)
 DIRECTOR HEATHER MURPHY
 MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
 OPCP REGIONAL PLANNER KARI SNYDER
FROM: REGIONAL AND INTERMODAL PLANNING DIVISION ACTING CHIEF
 TARA PENDERS
SUBJECT: REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
 IMPROVEMENT PROGRAM (TIP)
DATE: JANUARY 22, 2024
RESPONSE
REQUESTED BY: N/A

 1/22/2024

PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) Office of Planning and Capital Programming (OPCP) approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
13601	National Electric Vehicle Infrastructure (NEVI) Program	ENG CO	\$806,000 \$25,110,000

ANALYSIS

National Electric Vehicle Infrastructure (NEVI) Program (TPB 13601) – This requested amendment reflects the addition of a new project to the FY 2023-2026 TPB TIP and adds \$806,000 in funds to the FY 2023-2026 TPB TIP for the preliminary engineering phase. This amendment also adds \$25,110,000 in funds to the FY 2023-2026 TPB TIP for the construction phase. This amendment ensures the FY 2023-2026 TPB TIP reflects SHA programmed funds and project schedule in FY 2023-2026.

Ms. Heather Murphy
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The amendment ensures that the FY 2023-2026 TPB TIP reflects SHA's programmed funds and project schedule. This project's estimated total cost is \$25,916,000, which includes funding programmed in years beyond the FY 2023-2026 TPB TIP.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the 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 Mr. David Rodgers, SHA Office of Planning and Preliminary Engineering (OPPE), Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5670 or drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP project T13601 report
- FY 2022-2025 Maryland STIP project TPB 13601 report

cc: Mr. Matt Baker, Deputy Administrator for Project Development, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Mr. Dan Houck, Deputy District Engineer, District 7, SHA
Andrew Radcliffe, P.E., District Engineer, District 7, SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 13601

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
National Electric Vehicle Infrastructure (NEVI) Program	B	Exempt	TBD	\$ -	\$ -	\$ -
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	SHA-SW-4	\$ 6,412	\$ 1,530	\$ 7,942
Description	Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.					
Justification	To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2023	FY 2024	FY 2025	FY 2026	Total	
		Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	Total	\$ -	\$ -	\$ 372	\$ 7,570	\$ 7,942	
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Federal	\$ -	\$ -	\$ 353	\$ 6,059	\$ 6,412		
		State/Local	\$ -	\$ -	\$ 19	\$ 1,511	\$ 1,530	
		Change (000s)	Total	\$ -	\$ -	\$ 372	\$ 7,570	\$ 7,942
		Federal	\$ -	\$ -	\$ 353	\$ 6,059	\$ 6,412	
		State/Local	\$ -	\$ -	\$ 19	\$ 1,511	\$ 1,530	

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
PE	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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
PE	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 17	\$ -	\$ 314	\$ -	\$ 314
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 3	\$ -	\$ 59	\$ -	\$ 59
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 1	\$ -	\$ 20	\$ 20
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
Total		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,059	\$ 1,511	\$ 6,412	\$ 1,530	\$ 7,942

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
PE	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 17	\$ -	\$ 314	\$ -	\$ 314
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 3	\$ -	\$ 59	\$ -	\$ 59
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 1	\$ -	\$ 20	\$ 20
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
Total		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,059	\$ 1,511	\$ 6,412	\$ 1,530	\$ 7,942

TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)			Total Project Cost			
		Federal	State/Local			Federal	State/Local			Federal	State/Local	Total	
Federal		\$ -		Federal		\$ 6,412		Federal		\$ 14,440		Federal	\$ 20,852
State/Local		\$ -		State/Local		\$ 1,530		State/Local		\$ 3,534		State/Local	\$ 5,064
Total		\$ -		Total		\$ 7,942		Total		\$ 17,974		Total	\$ 25,916

* 20 Percent of the funds for the construction phase is private, third party contributions. In this particular case, for this STIP sheet, the private funds were added into the State/Local column, to maximize the use of limited space in the table.

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 23-33.3 WHICH REPROGRAMS
FUNDING AND DECREASES THE TOTAL COST OF THE RYAN ROAD WIDENING PROJECT,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

WHEREAS, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-33.3 which reduces and reprograms approximately \$3.16 million in local and revenue sharing funds from FY 2025 and FY 2026 down to \$2.58 million in local funding in FY 2024, and decreases the total project cost by approximately \$2.7 million in reductions beyond the final year of the TIP, 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 the total project cost, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by source, fiscal year, and project phase, and

ATTACHMENT C) Letter from VDOT dated January 23, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-33.3, creating the 33rd 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 widening is of a 300' segment of roadway that was previously widened by a private developer and has therefor been deemed as not regionally significant, making it exempt from the air quality requirement, as defined in 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 23-33.3 which reduces and reprograms approximately \$3.16 million in local and revenue sharing funds from FY 2025 and FY 2026 down to \$2.58 million in local funding in FY 2024, and decreases the total project cost by approximately \$2.7 million in reductions beyond the final year of the TIP, as described the attached materials.

**Approved by the TPB Steering Committee at its meeting on Friday, February 2, 2024.
Final approval following review by the TPB at its meeting on Wednesday, February 21, 2024.**



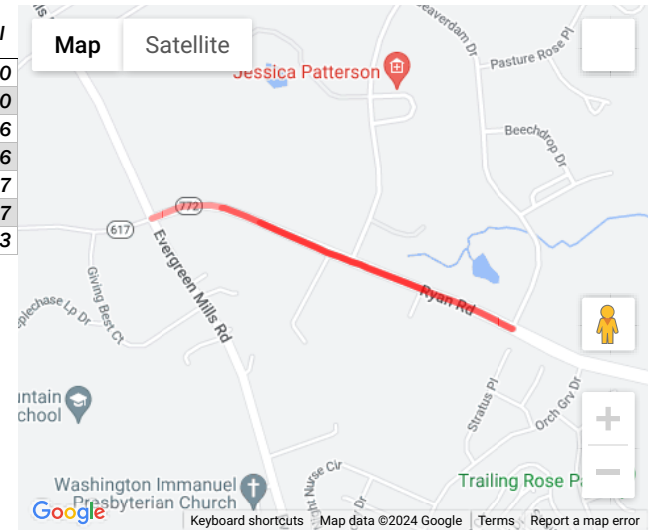
TIP ID T13560
Project Name Ryan Road Widening to Four Lanes With Shared Use Paths
Project Limits Evergreen Mills Road to Beaverdam Drive

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 121757

Project Type Road - Add Capacity/Widening
Total Cost \$35,146,393
Completion Date

Description Ryan Road Widening to Four Lanes With Shared Use Paths

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		LOCAL	-	-	\$2,583,000	-	-	-	\$2,583,000	\$2,583,000
		Total PE	-	-	\$2,583,000	-	-	-	\$2,583,000	\$2,583,000
ROW		TBD	-	-	-	-	-	\$6,277,966	-	\$6,277,966
		Total ROW	-	-	-	-	-	\$6,277,966	-	\$6,277,966
CON		TBD	-	-	-	-	-	\$26,285,427	-	\$26,285,427
		Total CON	-	-	-	-	-	\$26,285,427	-	\$26,285,427
		Total Programmed	-	-	\$2,583,000	-	-	\$32,563,393	\$2,583,000	\$35,146,393



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-21.4 Amendment 2023-2026	09/20/2023	10/18/2023	10/18/2023
23-33.3 Amendment 2023-2026	02/02/04		

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$37,846,222 to \$35,146,393

ATTACHMENT B - AMENDMENT SUMMARY REPORT
For TIP Action 23-33.1 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation,

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T13560	Ryan Road Widening to Four Lanes With Shared Use Paths	\$37,846,222	\$35,146,393	-\$2,699,829	-7	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in PE for \$2,583,000 ▶ Delete funds in FFY 25 in PE for \$790,390 ▶ Delete funds in FFY 26 in PE for \$792,003 <p>TBD</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in ROW for \$6,277,966 CON for \$26,285,427 <p>REVSH</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 25 in PE for \$790,390 ▶ Delete funds in FFY 26 in PE for \$792,003 <p>NVTA</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 in ROW for \$2,000,000 CON for \$14,000,000 <p><i>Total project cost decreased from \$37,846,222 to \$35,146,393</i></p>



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

January 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 20002-4201

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendment:
Ryan Road Widening (TIP ID T13560/UPC# 121757)

Dear Chair Henderson:

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

Ryan Road Widening (TIP ID T13560/UPC# 121757)

This Loudoun County project will widen a 300' long segment of Ryan Road between Northstar Boulevard and Evergreen Mills Road from two to four lanes and will include shared use paths. This project is not regionally significant and is therefore exempt from the air quality conformity requirement. The proposed amendment will:

- Add \$2,583,000 (Local) FFY24 for PE Phase
- Add \$6,277,966 (Future TBD) Future FFY for RW Phase
- Add \$26,285,427 (Future TBD) Future FFY for CN Phase

VDOT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on February 2, 2024. VDOT's representative will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

Bill Cuttler, P.E.
Northern Virginia District Engineer

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: February 15, 2024

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



National Capital Region
Transportation Planning Board

January 30, 2024

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

Re: FY 2024 RAISE Program Grant Application by Loudoun County for the W&OD Trail Overpass Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Loudoun County, Virginia for a FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to construct an overpass for bicyclist and pedestrians on the Washington and Old Dominion (W&OD) Trail.

The W&OD Trail is a 45-mile-long regional trail in Northern Virginia that starts in Arlington County and ends in the Town of Purcellville, Loudoun County, following the alignment of a former railroad. The trail is used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting, and recreational purposes. In response to safety concerns, the W&OD trail crossing at Sterling Boulevard was identified through a prioritization process as the number one priority for trail safety in the County with 222 potential conflicts. Daily volumes on the trail are about 820 on weekdays and over 2,000 users on weekends, with crossing vehicular traffic of about 27,000 vehicles a day. The requested RAISE grant funding will be used to build a grade-separated pedestrian and cyclist overpass above Sterling Boulevard.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range metropolitan transportation plan, Visualize 2045. The W&OD Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region.

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

Sincerely,

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

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Nancy Boyd, Director, Loudoun County Department of Transportation and Capital Infrastructure



National Capital Region
Transportation Planning Board

February 2, 2024

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

Re: FY 2024 RAISE Program Grant Application by the Maryland Department of Transportation for the MD 210 Bicycle and Pedestrian Connectivity Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland Department of Transportation (MDOT) for a FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to fund the MD 210 Bicycle and Pedestrian Connectivity Project.

The project will create a shared-use facility that will dramatically improve pedestrian and cyclist comfort and safety along a busy, high-speed corridor. A separated shared use path will fill a critical gap in regional trail infrastructure, enabling seamless connectivity between two major trail systems and safely connecting residents, employees and visitors to the National Harbor district, a unique entertainment and employment center. The shared-use path and supporting road improvements will encourage active transportation choices and provide seamless multimodal connectivity between residential areas and the National Harbor as well as nearby retail centers, tourist sites, parks, and Prince George's County Parks recreation and trail facilities. The project aligns with Prince George's County Vision Zero commitment to eliminate traffic fatalities.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2045. The MD 210 Bicycle and Pedestrian Connectivity project will complement and help connect portions of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported safety improvements and investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by MDOT. 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: Sean Winkler, Manager, Federal Infrastructure Strategy, Office of Government Affairs, MDOT



National Capital Region
Transportation Planning Board

February 2, 2024

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

Re: FY 2024 RAISE Program Grant Application by Frederick County for the Mountville Road Streetscape Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Frederick County, Maryland, for a FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Mountville Road Streetscape Project.

The Mountville Road Streetscape Project will retrofit the existing roadway to provide pedestrian connectivity. The project will include new sidewalk installation, drainage improvements, and utility relocation. Sidewalks will be installed to meet current ADA standards and provide connectivity with adjoining road segments that have recently been improved. The project strongly aligns with the United States Department of Transportation's goals for this program by providing holistic multi-modal solutions to advance connectivity, mobility, and economic development.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB approved a Complete Streets Policy for the National Capital Region in 2012 and has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of safe transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by Frederick County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the 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: Jason Stitt, P.E., Division Director, Frederick County Division of Public Works



National Capital Region
Transportation Planning Board

February 2, 2024

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

Re: FY 2024 RAISE Program Grant Application for Route 123 – Old Bridge Road Intersection Improvements by Prince William County, Virginia

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince William County for a FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to improve the intersection of Route 123 and Old Bridge Road.

The grant will be used to fund a grade separated flyover ramp from northbound Route 123 to westbound Old Bridge Road. This grade separation intersection improvement will significantly improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. Design work has advanced through local funding for this important project, which will further key shared state and federal transportation goals including safer and better multimodal transportation options for underserved communities by improving travel time reliability for local and commuter bus routes and constructing pedestrian and bicycle facilities, in addition to improving operations for vehicles. The project is also near multiple designated Equity Emphasis Areas and will help improve mobility and accessibility for traditionally underserved populations.

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

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

Sincerely,

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

Christina Henderson
Chair, National Capital Region Transportation Planning Board

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



National Capital Region
Transportation Planning Board

February 14, 2024

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

Re: FY 2024 BIP Program Grant Application by the District Department of Transportation for the New York Avenue Bridge and Lincoln Connector Trail Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District Department of Transportation (DDOT) for a FY 2024 Bridge Investment Program (BIP) Grant Program grant to fund the New York Avenue Bridge and Lincoln Connector Trail Project.

The grant will fund rehabilitation of this heavily trafficked bridge on US 50, which dates from 1967, to remedy a scour issue affecting the foundations. In addition, the bridge would receive vital safety upgrades particularly to nonmotorized access, which would improve connectivity within Ward 5, a historically underserved portion of the District of Columbia.

This bridge and trail project is consistent with the regional transportation goals adopted by the TPB and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in keeping the region's existing transportation network in a state of good repair as well as safety improvements and investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the District of Columbia. 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: Sharon Kershbaum, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

February 14, 2024

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

Re: FY 2024 RAISE Program Grant Application by the District Department of Transportation for the New York Avenue Bridge and Lincoln Connector Trail Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District Department of Transportation (DDOT) for a FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to fund the New York Avenue Bridge and Lincoln Connector Trail Project.

The grant will fund design and construction of vital safety upgrades on a heavily trafficked bridge and increase pedestrian and bicycle connectivity in the Fort Lincoln neighborhood in Ward 5, a historically underserved portion of the District of Columbia. The two-mile trail project has been in the planning and design alternatives phases since 2014 and would provide a bike and pedestrian trail connection from Fort Lincoln and surrounding neighborhoods across the Anacostia River to join the Kenilworth Aquatic Gardens Segment of the Anacostia Riverwalk Trail, a previous TIGER Grant funded project. The complementary bridge portion of the project would increase safety and help further improve access through multimodal transportation options.

This bridge and trail project is consistent with the regional transportation goals adopted by the TPB and as identified in the Washington region's long-range transportation plan, Visualize 2045. The Lincoln Connector Trail is a planned part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported safety improvements and investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the District of Columbia. 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: Sharon Kershbaum, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

February 14, 2024

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

Re: FY 2024 BIP Program Grant Application by the District Department of Transportation for the Southeast/Southwest Freeway Bridge Rehabilitation Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District Department of Transportation (DDOT) for a FY 2024 Bridge Investment Program (BIP) Grant Program grant to advance the rehabilitation of the Southeast/Southwest Freeway Bridge, carrying Interstate 695 over South Capitol Street.

The Southeast/Southwest Freeway (I-695) Bridge, which comprise the elevated interstate of I-695 over South Capitol Street SW, New Jersey Avenue SE, and Virginia Avenue SE / 2nd Street SE, along with the associated ramps, is a critical infrastructure link for transportation mobility within the Nation's Capital, carrying an average of over 126,000 vehicles per day in 2019. The series of bridges were built from 1958 to 1963 and rehabilitated in 1991 but are currently in poor condition with a National Bridge Inventory sufficiency rating of 5. Due to the age of the bridges and continued deterioration, the grant will fund rehabilitation and update key features to further extend their service life and reduce ongoing maintenance costs. Additional improvements to lighting, signing, lane striping, and drainage will be incorporated with the bridge rehabilitations. Rehabilitating the bridges to improve their condition is imperative to maintaining the safety of the drivers on the Interstate and providing transportation connections among the neighborhoods of the District.

This bridge project is consistent with the regional transportation goals adopted by the TPB and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in keeping the region's existing transportation network in a state of good repair. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the District of Columbia. 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: Sharon Kershbaum, Director, District Department of Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: February 15, 2024

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanathur Srikanth, TPB Staff Director
SUBJECT: Update on WMATA's FY 2025 Budget and Future Funding Discussions
DATE: February 15, 2024

This memorandum summarizes recent developments regarding finances and funding for the Washington Metropolitan Area Transit Authority (WMATA, or Metro), including the FY 2025 budget for the fiscal year starting July 1, 2024.

At its September 2023 meeting, the TPB received an update from COG Executive Director Clark Mercer on the regional discussions taking place regarding the FY 2025 operating budget, which was estimated to have a funding gap of approximately \$750 million. He reported that the COG Board had charged the Chief Administrative Officers (CAO) Committee to work with WMATA staff to conduct a thorough review of WMATA's cost structure to independently analyze and verify the magnitude of the system's budget deficit, identify ways to optimize the funding needed for FY2025, and to identify actions to provide stability and predictability for WMATA's operating costs into the future.

The COG CAO [interim report](#) was released on December 19.

On February 14, WMATA General Manager Randy Clarke briefed the COG Board on the latest developments concerning Metro's [FY2025 proposed budget and the FY2026 budget forecast](#). Following a Q&A period, the COG Board adopted Resolution [R10-2024](#) supporting increased funding for Metro.

Recap of WMATA Budget Development

In December, GM Clarke released a FY 2025 operating budget proposal that included significant service reductions to reduce costs, including closure of ten Metrorail stations, long waits between trains, one-third of bus service to be discontinued, and other cutbacks, as well as increased fares to bring in more revenue. The budget proposal also noted one-time operational savings of \$95 million and \$50 million of recurring savings which reduced the forecast operating funds deficit for FY 2025 to \$650 million. To balance the budget, a large transfer of capital funds was proposed to be used to pay for Preventive Maintenance (PM) costs as part of the operating budget.

In January, the WMATA Board reviewed the FY 2025 operating and capital budgets, and the FY 2025-2030 Capital Improvement Program (CIP), in preparation for public hearings and public participation activities. Jurisdictional operating subsidies were held at the legislated annual 3% increase, at just under \$1.3 billion. The service cuts and other impacts of this constrained budget would have significant impacts on transit ridership if implemented.

At the WMATA Board of Directors meeting on January 25, 2024, the board authorized public hearings on the budget, the public comment period for which runs from February 10 to March 5. [Authorization for Public Hearings on FY2025 Operating and Capital Budgets and FY2025-2030 Capital Improvement Program](#)

Jurisdictional Funding Proposals

Previously, in December the Maryland Department of Transportation released its Draft FY2024 – FY 2029 Consolidated Transportation Program (CTP). This included a proposal for additional funding to WMATA of \$150 million for FY 2025 and 2026, increasing to \$250 million in FY 2027 and beyond. The final Maryland CTP must be approved by the Maryland General Assembly in its current legislative session.

The Virginia Senate and House are also considering bills to increase the state’s contribution to WMATA by \$65 million and to waive the 3% subsidy increase cap for the year. The state’s contribution would presumably be matched by Northern Virginia local jurisdictions to provide a total of \$130 million in additional subsidy for WMATA’s FY 2025 budget.

On February 1, the Mayor of the District of Columbia and DC Council members sent a letter to WMATA offering an additional \$200 million for the FY 2025 operating subsidy.

Accordingly, on February 5 WMATA released a revised FY 2025 operating budget proposal presuming an additional \$480 million in subsidy that would avoid the need for most of the service reductions. However, specifics on fare increases, targeted service reductions, and employee expenses still need to be determined. WMATA is currently in labor agreement negotiations with several of its unions, including its largest, Local Union 689 of the Amalgamated Transit Union (ATU) which represents most of its workforce, and with which the current Collective Bargaining Agreement ends on June 30, 2024.

Next Steps

WMATA’s public hearing and participation process began on February 10 and continues through March 5. The WMATA Board will review the outcomes of that process in March and is anticipated to approve the final FY 2025 operating and capital budgets in April. State legislative actions may impact the final budgets, which should be completed by the end of March.

Over the course of 2024, the COG CAO work group will continue its work to address future financial sustainability for WMATA, both the FY 2026 and future operating budgets as well as the capital program shortfall anticipated by the end of decade.





MEMORANDUM

TO: Transportation Planning Board
FROM: Janie Nham, TPB Transportation Planner
John Swanson, TPB Transportation Planner
SUBJECT: FY 2025 Solicitation for Technical Assistance Program Applications: Transportation Land-Use Connections (TLC) Program and Regional Roadway Safety Program (RRSP)
DATE: February 15, 2024

The TPB is currently accepting applications for two local technical assistance programs, the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP). This year, as an enhancement to both programs, preliminary engineering and design projects are now eligible to receive up to \$100,000 in technical assistance, an increase of \$20,000 from previous years.

Applicants can access the application forms through the TLC and RRSP webpages (www.mwcog.org/tlc and www.mwcog.org/rrsp) on the Metropolitan Washington Council of Governments (MWCOG) website. The deadline for applications is March 8, 2024.

TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

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

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

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

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

REGIONAL ROADWAY SAFETY PROGRAM (RRSP)

The RRSP provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. RRSP projects typically last 6-8 months.

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

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

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

TIMELINE

The TPB anticipates approving a slate of recommended projects for both programs in spring 2024. The projects will begin in fall 2024. For more information, contact John Swanson (jswanson@mwkog.org) regarding the TLC program and Janie Nham (jnham@mwkog.org) regarding the RRSP.



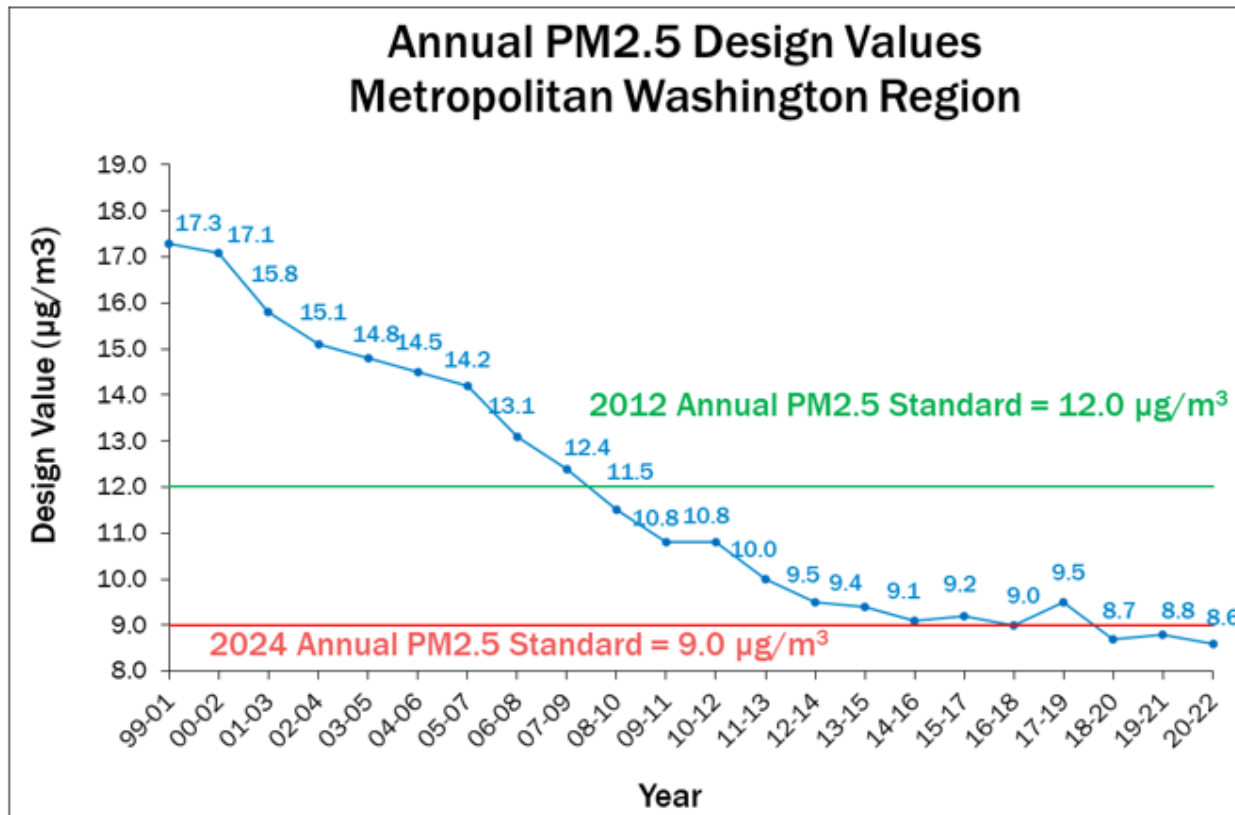


MEMORANDUM

TO: Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: New Particulate Matter (PM) Standard
DATE: February 15, 2024

On February 7, 2024, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards for Particulate Matter (PM NAAQS).¹ EPA is setting the level of the primary (health-based) annual PM_{2.5} standard at 9.0 micrograms per cubic meter (ug/m³). The previous level, set in the 2012 PM NAAQS, was 12 ug/m³.

The metropolitan Washington region has been in attainment of all PM_{2.5} standards since 2009. The region's current PM_{2.5} levels are below the new 2024 Standard, as shown in the figure below. The figure does not include data from 2023 since that year's data are still considered preliminary, but the preliminary 2023 data indicate that, even with some increased levels due to wildfire pollution, the region continues to be in attainment of the new 2024 PM_{2.5} Standard.



¹ Final Rule: Reconsideration of the National Ambient Air Quality Standards for Particulate Matter. US EPA prepublication version, February 7, 2024. [National Ambient Air Quality Standards \(NAAQS\) for PM | US EPA](https://www.epa.gov/naaqs/national-ambient-air-quality-standards-naaqs-for-pm-us-epa)

COMMUNITY LEADERSHIP INSTITUTE

Thursday, April 25, 5:30 - 9:00 P.M.

Tuesday, April 30, 5:30 - 9:00 P.M.

Thursday, May 2, 5:30 - 9:00 P.M.

At the Metropolitan Washington Council of Governments
777 N. Capitol Street NE
Washington, DC 20002

National Capital Region Transportation Planning Board

The TPB is the federally designated Metropolitan Planning Organization that coordinates transportation planning and funding for the National Capital Region.

TPB members include local governments, state transportation agencies, state legislatures, and WMATA. The TPB is staffed by the Metropolitan Washington Council of Governments (COG).

Alexandria
Arlington County
Bowie
Charles County
College Park
District of Columbia
City of Fairfax
Fairfax County
Falls Church
City of Frederick
County of Frederick

Gaithersburg
Greenbelt
Laurel
Loudoun County
Manassas
Manassas Park
Montgomery County
Prince George's County
Prince William County
Rockville
Takoma Park

Learn more and apply!
www.mwcog.org/cli



National Capital Region
Transportation Planning Board



What is the TPB Community Leadership Institute?

A free educational program that provides community leaders with tools to “think regionally and act locally” when getting involved in transportation decision-making.

What do participants learn?

CLI helps community leaders understand how transportation decisions are made throughout our region and how to get involved. Participants learn about transportation, land use, economic growth, and the environment over the course of three evening sessions. By the end, participants will better understand how to connect their communities with planning efforts in the metropolitan Washington region.

The CLI is interactive with hands-on, group activities! Our facilitators are Kathy Porter, former mayor of Takoma Park, and Jay Fissette, former Arlington County Board member.

Who participates in the CLI?

Participants reflect the region’s diverse communities and interests. The program is designed for people who are new to transportation and regional planning.

How do I apply?

Candidates should submit a brief Statement of Interest that includes recent community leadership experience, reason for interest and a brief bio. All sessions are held at the COG offices near Union Station and are free of charge. Participants must commit to attending all three sessions. Submit Statements of Interest to John Swanson, jswanson@mwcog.org, or online at www.mwcog.org/cli by March 15, 2024.