

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.



<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
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

*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-33.2	Amendment 2023-2026	Pending	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>	IDAZ3401		

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	Pending	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.

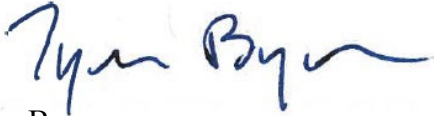
MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

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

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
Page Two

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

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		\$ -	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.