



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** March 10, 2022

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The attached materials include:

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**SUBJECT:** Steering Committee Actions  
**FROM:** Kanti Srikanth, TPB Staff Director  
**DATE:** March 10, 2022

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At its meeting on March 4, the TPB Steering Committee reviewed and approved two resolutions to amend the FY 2021-2024 Transportation Improvement Program (TIP). The first resolution, TPB SR13-2022, was requested by the Maryland Department of Transportation (MDOT), to include TIP Action 21-47, adding approximately \$7.8 million for preliminary engineering and construction of the I-70 South Mountain Welcome Center Truck Parking project. The second resolution, TPB SR14-2022, was requested by the Washington Metropolitan Area Transportation Authority (WMATA) to include TIP Action 21-48, which updated funding in FY 2023 to match WMATA's FY 2023 Capital Budget, adding a net total of about \$85.6 million. Full funding for the MDOT Truck Parking project and all WMATA project groupings was included in the Visualize 2045 financial analysis and all projects and programs are exempt from the air quality 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

- Approved resolution TPB SR13-2022 to amend the FY 2021-2024 TIP to include TIP Action 21-47, adding the I-70 South Mountain Welcome Center Truck Parking project, as requested by MDOT
- Approved resolution TPB SR14-2022 to amend the FY 2021-2024 TIP to include TIP Action 21-48 to update funding information for FY 2023 to match WMATA's FY 2023 Capital Budget.

**TPB Steering Committee Attendance – March 4, 2022**  
(only voting members listed)

TPB Chair/ VA rep.:	Pamela Sebesky
DC Rep.:	Christina Henderson
MD rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Maria Sinner Amir Shahpar
Technical Committee Chair:	Matthew Arcieri

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-47 WHICH ADDS THE  
I-70 SOUTH MOUNTAIN WELCOME CENTER TRUCK PARKING PROJECT,  
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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

**WHEREAS**, MDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-47 which adds \$7.838 million in National Highway Freight Program (NHFP) and state funds for preliminary engineering and construction of the I-70 South Mountain Welcome Center Truck Parking project (ID T11579) as described in the attached materials; and

**WHEREAS**, the attached materials include: Attachment A) a TIP Project Overview report showing how the project will appear in the TIP after the action is approved and Attachment B) a letter from MDOT dated February 23, 2022 requesting the amendment; and

**WHEREAS**, this projects has been entered in the TPB's Project InfoTrak database application under TIP Action 21-47, creating the 47<sup>th</sup> version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, full funding for the Welcome Center Truck Parking project is included in the Visualize 2045 financial analysis; and

**WHEREAS**, this project 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 2021-2024 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 2021-2024 TIP to include TIP Action 21-47 which adds \$7.3383 million in NHFP and state funds for construction of the I-70 South Mountain Welcome Center Truck Parking project (ID T11579) as described in the attached materials.

**Approved by the TPB Steering Committee at its virtual meeting on March 4, 2022.**

<i>TIP ID</i>	T11579	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Freight Movement
<i>Project Name</i>	I-70 South Mountain Welcome Center Truck Parking	<i>County</i>	Frederick	<i>Total Cost</i>	\$7,838,000
<i>Project Limits</i>	Point location on I 70	<i>Municipality</i>		<i>Completion Date</i>	2025
		<i>Agency Project ID</i>	DFR6861		

*Description* Adding 25 new truck parking spaces to augment existing 49 truck parking spaces at the eastbound and westbound I-70 South Mountain Welcome Centers.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHFP	-	-	\$400,000	\$200,000	-	-	\$600,000
PE	STATE	-	\$938,000	-	-	-	-	\$938,000
	<i>Total PE</i>	-	\$938,000	\$400,000	\$200,000	-	-	\$1,538,000
CON	NHFP	-	-	-	\$1,500,000	\$4,000,000	\$800,000	\$6,300,000
	<i>Total CON</i>	-	-	-	\$1,500,000	\$4,000,000	\$800,000	\$6,300,000
	<i>Total Programmed</i>	-	\$938,000	\$400,000	\$1,700,000	\$4,000,000	\$800,000	\$7,838,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-47 Amendment 2021-2024	3/4/2022	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



Larry Hogan  
Governor

Boyd K. Rutherford  
Lt. Governor

James F. Ports, Jr.  
Secretary

February 23, 2022

The Honorable Pamela Sebesky  
Chairman  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington DC 20002

Dear Chairman Sebesky:

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) 2021-2024 Transportation Improvement Program (TIP) for one new State Highway Administration (SHA) project as described below and in the attached memo.

This action reflects MDOT SHA's updated programmed expenditures from FY 2021 to FY 2024, and funding for this new project was previously bundled with other funding for projects included in the FY 2022 MDOT SHA Federal Freight Plan. This project does not add highway capacity and does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
11579	I-70 South Mountain Welcome Center Truck Parking, Myersville	\$7,838	Add new preliminary engineering and construction funds for this freight project.

MDOT requests that this amendment be approved by the TPB Steering Committee at its next meeting on March 4, 2022.

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 Pamela Sebesky  
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 the first name "Tyson" being more prominent than the last name "Byrne".

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

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



**MEMORANDUM**

**TO:** DIRECTOR HEATHER MURPHY  
OFFICE OF PLANNING AND CAPITAL PROGRAMMING  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** REGIONAL PLANNING MANAGER TYSON BYRNE  
REGIONAL PLANNER KARI SNYDER

**FROM:** CHIEF MATT BAKER *MB*  
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

**SUBJECT:** REQUEST TO AMEND THE FY 2021-2024 NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)

**DATE:** FEBRUARY 22, 2022

**RESPONSE**  
**REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendment.

**SUMMARY**

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2021-2024 TPB TIP to reflect the following one action.

TIP	PROJECT	PHASE	NEW FUNDING
11579	I-70 South Mountain Welcome Center Truck Parking, Myersville	PE CO	\$1,538,000 \$6,300,000

**ANALYSIS**

*I-70 South Mountain Welcome Center Truck Parking (TPB 11579)* – This requested amendment reflects the addition of a new project to the FY 2021-2024 TIP, TPB 11579, and the addition of \$1,538,000 to FY 2021-2024 TPB TIP design funding and the addition of \$6,300,000 to FY 2021-2024 TPB TIP construction funding for TPB 11579. Until this action, funding for this project was bundled with other funding for projects included in the FY 2022 MDOT SHA Federal Freight Plan as part of FY 2022-2025 Maryland STIP project FP2201. MDOT SHA will process a matching STIP amendment to remove this funding from FP2201. MDOT SHA requests this amendment in order that the FY 2021-2024 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2021-2024.

Ms. Heather Murphy  
Page Two

This project will add 25 new parking spaces to augment the existing 49 truck parking spaces at the east- and westbound I-70 South Mountain Welcome Centers, improving safety for truckers and motorists. This project's total cost is \$7.8 million. Design is ongoing, and MDOT SHA anticipates construction in 2024-2025.

The attached Statewide TIP (STIP) report documents MDOT's requested amendment with respect to funding for the above project. This requested action 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. MDOT published funding details in the FY 2022-2027 Consolidated Transportation Program (<https://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 2021-2024 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 Schlie, MDOT SHA Regional Planner, at 410-545-5674 or via email at [dschlie@mdot.maryland.gov](mailto:dschlie@mdot.maryland.gov).

### **ATTACHMENTS**

- FY 2021-2024 TPB TIP project 11579 report
- FY 2022-2025 Maryland STIP project TPB 11579 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, MDOT SHA  
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA  
Jeff Davis, P.E., Assistant Chief, Highway Design Division (HDD), MDOT SHA  
Ms. Mariefrance Guiteau, Transportation Engineer Manager, (HDD), MDOT SHA  
Ms. Tara Penders, Assistant Chief, RIPD, MDOT SHA  
Mr. Derrick Sexton, Park-and-Ride Program Coordinator, RIPD, MDOT SHA  
Teri Soos, P.E., District Engineer, District 7, MDOT SHA



<i>TIP ID</i>	T11579	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Freight Movement
<i>Project Name</i>	I-70 South Mountain Welcome Center Truck Parking	<i>County</i>	Frederick	<i>Total Cost</i>	\$7,838,000
<i>Project Limits</i>	Point location on I 70	<i>Municipality</i>		<i>Completion Date</i>	2025
		<i>Agency Project ID</i>	FR6861		

*Description* Adding 25 new truck parking spaces to augment existing 49 truck parking spaces at the eastbound and westbound I-70 South Mountain Welcome Centers.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHFP	-	-	\$400,000	\$200,000	-	-	\$600,000
PE	STATE	-	\$938,000	-	-	-	-	\$938,000
	<i>Total PE</i>	-	\$938,000	\$400,000	\$200,000	-	-	\$1,538,000
CON	NHFP	-	-	-	\$1,500,000	\$4,000,000	\$800,000	\$6,300,000
	<i>Total CON</i>	-	-	-	\$1,500,000	\$4,000,000	\$800,000	\$6,300,000
	<i>Total Programmed</i>	-	\$938,000	\$400,000	\$1,700,000	\$4,000,000	\$800,000	\$7,838,000

\*Map Has Not Been Marked

Version History

Current Change Reason

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-47 Amendment 2021-2024	Pending	Pending	N/A

SCHEDULE / FUNDING / SCOPE - New project

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11579

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-70 South Mountain Welcome Centers Truck Parking (FR6861)	A	Nonattainment/TPB 1193	PCE 2021	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT SHA	TPB	tbdf FY 2023	\$ 6,900	\$ -	\$ 6,900
Description	Adding 25 new parking spaces to augment the existing 49 truck parking spaces at the east- and westbound I-70 South Mountain Welcome Centers.					
Justification	This project increases safety for both motorists and truck drivers by providing safe off-road facilities for trucks to park overnight, to help truck drivers adhere to FMCSA rest regulations.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total	
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	\$ -	\$ -	\$ -	\$ -
MARYLAND DEPARTMENT OF TRANSPORTATION	Proposed (000s)	Total	\$ 400	\$ 1,700	\$ 4,000	\$ 800	\$ 6,900
		Federal	\$ 400	\$ 1,700	\$ 4,000	\$ 800	\$ 6,900
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	
	Change (000s)	Total	\$ 400	\$ 1,700	\$ 4,000	\$ 800	\$ 6,900
		Federal	\$ 400	\$ 1,700	\$ 4,000	\$ 800	\$ 6,900
	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
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHFP	\$ 400	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ 600
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ 1,500	\$ -	\$ 4,000	\$ -	\$ 800	\$ -	\$ 6,300	\$ -	\$ 6,300
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 400	\$ -	\$ 1,700	\$ -	\$ 4,000	\$ -	\$ 800	\$ -	\$ 6,900	\$ -	\$ 6,900

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
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHFP	\$ 400	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ 600
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ 1,500	\$ -	\$ 4,000	\$ -	\$ 800	\$ -	\$ 6,300	\$ -	\$ 6,300
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 400	\$ -	\$ 1,700	\$ -	\$ 4,000	\$ -	\$ 800	\$ -	\$ 6,900	\$ -	\$ 6,900

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 6,900	Federal	\$ -	Federal	\$ 6,900
State/Local	\$ 938	State/Local	\$ -	State/Local	\$ -	State/Local	\$ 938
<b>Total</b>	\$ 938	<b>Total</b>	\$ 6,900	<b>Total</b>	\$ -	<b>Total</b>	\$ 7,838

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO UPDATE PROJECT AND FUNDING INFORMATION TO  
MATCH THE APPROVED WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
FY 2023 CAPITAL BUDGET**

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

**WHEREAS**, the 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

**WHEREAS**, the Washington Metropolitan Area Transit Authority (WMATA) has requested an amendment to the FY 2021-2024 TIP to update project and funding information for thirteen project groupings to match WMATA's FY 2023 Capital Budget, which is expected to be approved by the WMATA Board at its March 24, 2022 meeting, increasing the FY 2023 and the four-year program total by a net total of \$85.6 million from \$7.39 billion to \$7.46 billion, as described in the attached materials; and

**WHEREAS**, the attached materials include: Attachment A) a Project Overview report showing how the project groupings will appear in the TIP after the action is approved; Attachment B) an Amendment Summary report showing the project grouping costs, reason(s) for the amendment, and a Change Summary detailing changes to every programmed amount by fund source, fiscal year, and project phase; Attachment C) a Fund Change Detail report details the amount of change by each source; and Attachment D) a letter from WMATA dated February 25, 2022 requesting the amendment; and

**WHEREAS**, these projects have been entered in the TPB's Project InfoTrak database application under TIP Action 21-48, creating the 48<sup>th</sup> version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, full funding for these projects and programs were included in the Visualize 2045 financial analysis; and

**WHEREAS**, these projects and programs are either exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012, or are included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP; and

**WHEREAS**, this resolution and amendments to the FY 2021-2024 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 2021-2024 TIP update project and funding information for thirteen project groupings to match WMATA's FY 2023 Capital Budget, increasing the FY 2023 and the four-year program totals by a net total of \$85.6 million from \$7.39 billion to \$7.46 billion, as described in the attached materials.

**Approved by the TPB Steering Committee at its virtual meeting on March 4, 2022.**



<b>TIP ID</b>	T5853	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Metrorail/Heavy Rail
<b>Project Name</b>	Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements	<b>County</b>		<b>Total Cost</b>	\$911,468,326
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Provides funds for: a. Replacement of Rail Cars: replacement of the rail fleet cars. b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet. c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth. d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort. e. Preventative Maintenance for railcars

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	\$157,245,000	\$173,042,636	\$68,569,231	\$162,366,000	-	\$561,222,867	*Not Location Specific
OTHER	WIP	-	\$10,667,000	\$12,951,000	-	-	-	\$23,618,000	
OTHER	PRIIA	-	\$39,413,000	\$20,900,000	-	\$41,790,000	-	\$102,103,000	
OTHER	SECT. 5337-SGR	-	\$47,200,000	\$47,200,000	\$82,324,459	\$47,200,000	-	\$223,924,459	
OTHER	TID	-	\$600,000	-	-	-	-	\$600,000	
	<i>Total Other</i>	-	\$255,125,000	\$254,093,636	\$150,893,690	\$251,356,000	-	\$911,468,326	
	<i>Total Programmed</i>	-	\$255,125,000	\$254,093,636	\$150,893,690	\$251,356,000	-	\$911,468,326	

Version History

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-18 Amendment 2021-2024	04/21/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$1,020,829,636 to \$911,468,326



<b>TIP ID</b>	T5854	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Buses - Replacement, Rehabilitation, Expansion, & Enhancements	<b>County</b>		<b>Total Cost</b>	\$705,246,114
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			
<b>Description</b>	Provides funds for Replacement of the bus fleet; Routine Bus Rehabilitation and Life Cycle Overhaul of the bus fleet; Bus enhancements or upgrade or replacement/repair of equipment (security, fare boxes, bike racks, ADA, etc.)				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	CMAQ	-	\$4,324,914	\$4,067,558	-	\$2,960,000	-	\$11,352,472	*Not Location Specific
OTHER	LOCAL	-	\$49,703,547	\$65,693,695	\$116,540,000	\$50,411,000	-	\$282,348,242	
OTHER	SECT. 5307	-	\$101,728,037	\$76,055,763	\$88,880,000	\$108,768,872	-	\$375,432,672	
OTHER	SECT. 5339 (C)	-	\$4,162,472	-	-	-	-	\$4,162,472	
OTHER	SECT. 5339	-	\$10,223,128	-	\$11,504,000	\$10,223,128	-	\$31,950,256	
	<i>Total Other</i>	-	\$170,142,098	\$145,817,016	\$216,924,000	\$172,363,000	-	\$705,246,114	
	<i>Total Programmed</i>	-	\$170,142,098	\$145,817,016	\$216,924,000	\$172,363,000	-	\$705,246,114	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update  
  
*Funding Change(s):*  
 Total project cost increased from \$676,386,114 to \$705,246,114





<i>TIP ID</i>	T5855	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	MetroAccess and Service Vehicles	<i>County</i>		<i>Total Cost</i>	\$29,000,000
<i>Project Limits</i>	Not Location Specific	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	Provides funds for a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles. b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$6,500,000	\$12,400,000	\$720,000	\$6,500,000	-	\$26,120,000
OTHER	SECT. 5307	-	-	-	\$2,880,000	-	-	\$2,880,000
	<i>Total Other</i>	-	\$6,500,000	\$12,400,000	\$3,600,000	\$6,500,000	-	\$29,000,000
	<i>Total Programmed</i>	-	\$6,500,000	\$12,400,000	\$3,600,000	\$6,500,000	-	\$29,000,000

\*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$31,900,000 to \$29,000,000



<b>TIP ID</b>	T5856	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Rail Line Segment Rehabilitation	<b>County</b>		<b>Total Cost</b>	\$1,599,007,851
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Funding supports: Rehabilitation and safety of Metrorail system including Platform Rehabilitation; Station Modernization; Replace/Rehab critical structures; Replace/Rehab rail systems; and Preventive Maintenance/Rehabilitation of rail system infrastructure.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	\$348,622,630	\$524,986,944	\$252,192,750	\$110,675,078	-	\$1,236,477,402	*Not Location Specific
OTHER	WIP	-	\$1,829,000	\$4,068,000	\$40,185,000	-	-	\$46,082,000	
OTHER	PRIIA	-	\$86,412,000	\$97,270,000	\$102,400,000	\$5,601,500	-	\$291,683,500	
OTHER	SECT. 5307	-	\$3,874,517	-	-	-	-	\$3,874,517	
OTHER	SECT. 5337-SGR	-	-	-	-	\$20,890,432	-	\$20,890,432	
	<i>Total Other</i>	-	\$440,738,147	\$626,324,944	\$394,777,750	\$137,167,010	-	\$1,599,007,851	
	<i>Total Programmed</i>	-	\$440,738,147	\$626,324,944	\$394,777,750	\$137,167,010	-	\$1,599,007,851	

**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-14	Amendment 2021-2024	01/06/2021	N/A	N/A
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update  
  
*Funding Change(s):*  
 Total project cost increased from \$1,441,591,101 to \$1,599,007,851



<b>TIP ID</b>	T5857	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	<b>County</b>		<b>Total Cost</b>	\$351,708,355
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Provides funds for: Rehabilitation or replacement, expansion or redesign of bus garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet. Facility Modernization to update equipment, address safety and adapt to alternative bus fleet types (e.g. CNG, Zero emission/Electric Bus, etc.) (Bladensburg; Northern Bus Garage, Southern Avenue, 4 Mile Run, Royal Street (Cinder Bed Road), Shepard Parkway, etc).

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	\$4,354,000	\$41,380,001	\$53,864,071	\$132,770,000	-	\$232,368,072	*Not Location Specific
OTHER	SECT. 5307	-	\$17,416,000	\$24,816,025	\$63,576,283	\$2,600,000	-	\$108,408,308	
OTHER	SECT. 5339	-	-	\$10,931,975	-	-	-	\$10,931,975	
	<i>Total Other</i>	-	\$21,770,000	\$77,128,001	\$117,440,354	\$135,370,000	-	\$351,708,355	
	<i>Total Programmed</i>	-	\$21,770,000	\$77,128,001	\$117,440,354	\$135,370,000	-	\$351,708,355	

**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**

Total project cost increased from \$321,268,001 to \$351,708,355



<b>TIP ID</b>	T5858	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Systems and Technology	<b>County</b>		<b>Total Cost</b>	\$757,078,973
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Provides funds for a. Rail Power Systems: upgrade of rail system's power supply. b. Operations Support Software: purchase and/or replacement of software that supports the transit system. c. Business Support Software & Equipment: purchase and/or replacement of software and equipment that supports the agency's mission. d. Rail Fare Equipment: purchase and/or replacement of fare equipment for the transit system.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	\$174,733,101	\$220,534,968	\$121,643,000	\$148,920,216	-	\$665,831,285	*Not Location Specific
OTHER	SECT. 5307	-	-	\$45,576,000	-	-	-	\$45,576,000	
OTHER	SECT. 5312	-	\$176,000	-	-	-	-	\$176,000	
OTHER	SECT. 5339	-	\$2,180,000	-	-	-	-	\$2,180,000	
OTHER	SECT. 5307/5340	-	\$17,383,904	-	-	\$25,931,784	-	\$43,315,688	
	<i>Total Other</i>	-	\$194,473,005	\$266,110,968	\$121,643,000	\$174,852,000	-	\$757,078,973	
	<i>Total Programmed</i>	-	\$194,473,005	\$266,110,968	\$121,643,000	\$174,852,000	-	\$757,078,973	

**Version History**

**Current Change Reason**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**

Total project cost decreased from \$848,965,973 to \$757,078,973



<b>TIP ID</b>	T5859	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Track and Structures	<b>County</b>		<b>Total Cost</b>	\$961,241,137
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Provides funds for: a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures. b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system. c. Preventative Maintenance for track and structures

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	\$89,659,000	\$293,854,237	\$209,096,900	\$130,859,000	-	\$723,469,137	*Not Location Specific
OTHER	PRIIA	-	-	-	\$13,600,000	-	-	\$13,600,000	
OTHER	SECT. 5337-SGR	-	\$75,600,000	\$50,760,000	\$27,840,000	\$69,972,000	-	\$224,172,000	
	<i>Total Other</i>	-	\$165,259,000	\$344,614,237	\$250,536,900	\$200,831,000	-	\$961,241,137	
	<i>Total Programmed</i>	-	\$165,259,000	\$344,614,237	\$250,536,900	\$200,831,000	-	\$961,241,137	

Version History

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$885,011,237 to \$961,241,137



<b>TIP ID</b>	T5860	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Passenger Facilities	<b>County</b>		<b>Total Cost</b>	\$845,890,675
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Provides funds for a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity. b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components. c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities. d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets. e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus. f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related. g. Preventative Maintenance for passenger facilities

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	*Not Location Specific
OTHER	LOCAL	-	\$62,844,752	\$82,647,493	\$93,339,948	\$67,754,300	-	\$306,586,493	
OTHER	WIP	-	\$77,939,000	\$152,500,000	\$3,109,000	\$41,580,000	-	\$275,128,000	
OTHER	PRIIA	-	\$22,675,000	\$30,330,000	\$24,300,000	\$26,858,500	-	\$104,163,500	
OTHER	SECT. 5307	-	\$20,269,405	\$18,387,424	\$12,939,053	\$21,147,200	-	\$72,743,082	
OTHER	SECT. 5337-SGR	-	\$25,797,600	\$28,652,000	\$14,256,000	\$18,564,000	-	\$87,269,600	
	<i>Total Other</i>	-	\$209,525,757	\$312,516,917	\$147,944,001	\$175,904,000	-	\$845,890,675	
	<i>Total Programmed</i>	-	\$209,525,757	\$312,516,917	\$147,944,001	\$175,904,000	-	\$845,890,675	

**Version History**

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**

Total project cost decreased from \$899,163,674 to \$845,890,675



<i>TIP ID</i>	T5861	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Maintenance Equipment	<i>County</i>		<i>Total Cost</i>	\$500,000
<i>Project Limits</i>	Not Location Specific	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	Provides funds for a. Rail Maintenance Equipment: purchase and/or replacement of equipment to maintain the rail system. b. Bus Repair Equipment: purchase and/or replacement of repair equipment. c. Business Facilities Equipment: purchase and/or replacement of equipment that supports the business process of the agency.				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	-	\$500,000	-	-	-	\$500,000	*Not Location Specific
	<i>Total Other</i>	-	-	\$500,000	-	-	-	\$500,000	
	<i>Total Programmed</i>	-	-	\$500,000	-	-	-	\$500,000	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	<i>Pending</i>	<i>Pending</i>
23-00	Adoption 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$500,000



<i>TIP ID</i>	T5862	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Other Support Facilities	<i>County</i>		<i>Total Cost</i>	\$606,790,490
<i>Project Limits</i>	Not Location Specific	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* Provides funds for: a. Business Support Facilities: facilities that support business operations functions. b. Metro Transit Police Department (MTPD) Support Facilities Rehabilitation: upgrade and rehabilitation of MTPD facilities. c. MTPD Support Facilities Expansion: expansion of MTPD to meet new ridership and facility demands, to include the new District 2, police training facility, and special operations division facility.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$263,716,000	\$307,406,000	\$27,394,490	\$8,274,000	-	\$606,790,490
	<i>Total Other</i>	-	\$263,716,000	\$307,406,000	\$27,394,490	\$8,274,000	-	\$606,790,490
	<i>Total Programmed</i>	-	\$263,716,000	\$307,406,000	\$27,394,490	\$8,274,000	-	\$606,790,490



\*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$592,458,000 to \$606,790,490





**TIP ID** T5863  
**Project Name** Project Management and Support  
**Project Limits** Not Location Specific  
**Lead Agency** Washington Metropolitan Area Transit Authority  
**County**  
**Municipality** Region-wide  
**Agency Project ID**

**Project Type** Transit - Maintenance  
**Total Cost** \$98,329,300  
**Completion Date**

**Description** Provides funds for Project Planning, Management and Support

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$7,500,000	\$7,102,300	\$77,627,000	\$6,100,000	-	\$98,329,300
	<i>Total Other</i>	-	\$7,500,000	\$7,102,300	\$77,627,000	\$6,100,000	-	\$98,329,300
	<i>Total Programmed</i>	-	\$7,500,000	\$7,102,300	\$77,627,000	\$6,100,000	-	\$98,329,300



\*Not Location Specific

Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-00	Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):


Total project cost increased from \$26,802,300 to \$98,329,300



<i>TIP ID</i>	T5866	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement	<i>County</i>		<i>Total Cost</i>	\$105,079,000
<i>Project Limits</i>	Not Location Specific	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* Provides funds for a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards. b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$2,700,000	\$2,140,000	\$45,939,000	\$28,500,000	-	\$79,279,000
OTHER	SECT. 5337-SGR	-	-	-	\$25,800,000	-	-	\$25,800,000
	<i>Total Other</i>	-	\$2,700,000	\$2,140,000	\$71,739,000	\$28,500,000	-	\$105,079,000
	<i>Total Programmed</i>	-	\$2,700,000	\$2,140,000	\$71,739,000	\$28,500,000	-	\$105,079,000

 \*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	<i>Pending</i>	<i>Pending</i>
23-00	Adoption 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

*Current Change Reason*

SCHEDULE / FUNDING / SCOPE - Programming Update

*Funding Change(s):*

Total project cost increased from \$60,340,000 to \$105,079,000



**TIP ID** T5867  
**Project Name** Facilities Maintenance Support Systemwide Support Equipment, Environmental Compl Projects and Adm Support  
**Project Limits** Not Location Specific

**Lead Agency** Washington Metropolitan Area Transit Authority  
**County**  
**Municipality** Region-wide  
**Agency Project ID**  
**Project Type** Transit - Maintenance  
**Total Cost** \$504,936,641  
**Completion Date**

**Description** Provides funds for: a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives. b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning and project administration, to include a new test track, railcar commissioning facility and New Carrollton Yard capacity improvements.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$64,973,172	\$144,547,468	\$65,080,640	\$193,438,000	-	\$468,039,280
OTHER	PRIIA	-	-	-	\$3,200,000	-	-	\$3,200,000
OTHER	SECT. 5307	-	\$560,000	-	-	-	-	\$560,000
OTHER	SECT. 5337-SGR	-	\$8,028,828	\$22,324,533	-	-	-	\$30,353,361
OTHER	SECT. 5307/5340	-	-	-	-	\$2,784,000	-	\$2,784,000
<i>Total Other</i>		-	\$73,562,000	\$166,872,001	\$68,280,640	\$196,222,000	-	\$504,936,641
<i>Total Programmed</i>		-	\$73,562,000	\$166,872,001	\$68,280,640	\$196,222,000	-	\$504,936,641



\*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$585,413,001 to \$504,936,641

**Attachment B: Summary Report for  
TIP Action 21-48: Formal Amendment to the  
FY (2021-2024) Transportation Improvement Program  
Requested by Washington Metropolitan Area Transit Authority**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5854	Buses - Replacement, Rehabilitation, Expansion, & Enhancements	\$676,386,114	\$705,246,114	\$28,860,000		4	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$62,912,000 to \$116,540,000 SECT. 5307 - Decrease funds in FFY 23 in OTHER from \$112,128,872 to \$88,880,000 SECT. 5339 + Increase funds in FFY 23 in OTHER from \$10,223,128 to \$11,504,000 CMAQ * Delete funds in FFY 23 in <i>Total project cost increased from \$676,386,114 to \$705,246,114</i>
T5855	MetroAccess and Service Vehicles	\$31,900,000	\$29,000,000	(\$2,900,000)		-9	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in OTHER from \$6,500,000 to \$720,000 SECT. 5307 * Add funds in FFY 23 in OTHER for \$2,880,000 <i>Total project cost decreased from \$31,900,000 to \$29,000,000</i>
T5861	Maintenance Equipment	\$500,000	\$500,000	\$0		0	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): <i>Total project cost stays the same \$500,000</i>
T5860	Passenger Facilities	\$89,163,674	\$845,890,675	(\$53,272,999)		-6	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$83,105,080 to \$93,339,948 WIP - Decrease funds in FFY 23 in OTHER from \$36,870,000 to \$3,109,000 SECT. 5337-SGR - Decrease funds in FFY 23 in OTHER from \$31,294,432 to \$14,256,000 SECT. 5307 - Decrease funds in FFY 23 in OTHER from \$24,117,488 to \$12,939,053 PRIIA - Decrease funds in FFY 23 in OTHER from \$25,830,000 to \$24,300,000 <i>Total project cost decreased from \$89,163,674 to \$845,890,675</i>
T5862	Other Support Facilities	\$592,458,000	\$606,790,490	\$14,332,490		2	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$13,062,000 to \$27,394,490 <i>Total project cost increased from \$592,458,000 to \$606,790,490</i>
T5859	Track and Structures	\$885,011,237	\$961,241,137	\$76,229,900		9	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$96,175,000 to \$209,096,900 SECT. 5337-SGR - Decrease funds in FFY 23 in OTHER from \$78,132,000 to \$27,840,000 PRIIA * Add funds in FFY 23 in OTHER for \$13,600,000 <i>Total project cost increased from \$885,011,237 to \$961,241,137</i>
T5866	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement	\$60,340,000	\$105,079,000	\$44,739,000		74	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$27,000,000 to \$45,939,000 SECT. 5337-SGR * Add funds in FFY 23 in OTHER for \$25,800,000 <i>Total project cost increased from \$60,340,000 to \$105,079,000</i>
T5857	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$321,268,001	\$351,708,355	\$30,440,354		9	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in OTHER from \$81,000,000 to \$53,864,071 SECT. 5307 + Increase funds in FFY 23 in OTHER from \$6,000,000 to \$63,576,283 <i>Total project cost increased from \$321,268,001 to \$351,708,355</i>
T5856	Rail Line Segment Rehabilitation	\$1,441,591,101	\$1,599,007,851	\$157,416,750		11	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$231,263,000 to \$252,192,750 WIP + Increase funds in FFY 23 in OTHER from \$3,000,000 to \$40,185,000 PRIIA + Increase funds in FFY 23 in OTHER from \$3,098,000 to \$102,400,000 <i>Total project cost increased from \$1,441,591,101 to \$1,599,007,851</i>
T5858	Systems and Technology	\$848,965,973	\$757,078,973	(\$91,887,000)		-11	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in OTHER from \$203,728,504 to \$121,643,000 SECT. 5307/5340 * Delete funds in FFY 23 in <i>Total project cost decreased from \$848,965,973 to \$757,078,973</i>
T5867	Facilities Maintenance Support Systemwide Support Equipment, Environmental Compl Projects and Adm Support	\$585,413,001	\$504,936,641	(\$80,476,360)		-14	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in OTHER from \$139,573,000 to \$65,080,640 SECT. 5307 * Delete funds in FFY 23 in PRIIA * Add funds in FFY 23 in OTHER for \$3,200,000 <i>Total project cost decreased from \$585,413,001 to \$504,936,641</i>
T5863	Project Management and Support	\$26,802,300	\$98,329,300	\$71,527,000		267	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$6,100,000 to \$77,627,000 <i>Total project cost increased from \$26,802,300 to \$98,329,300</i>
T5853	Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements	\$1,020,829,636	\$911,468,326	(\$109,361,310)		-11	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in OTHER from \$167,733,000 to \$68,569,231 SECT. 5337-SGR + Increase funds in FFY 23 in OTHER from \$47,200,000 to \$82,324,459 PRIIA * Delete funds in FFY 23 in <i>Total project cost decreased from \$1,020,829,636 to \$911,468,326</i>
<b>GRAND TOTALS:</b>		<b>\$7,390,629,037</b>	<b>\$7,476,276,862</b>	<b>\$85,647,825</b>		<b>1%</b>	

**Attachment C: Fund Type Change Report**  
**TIP Action 21-48: Formal Amendment to the**  
**FY 2021-2026 Transportation Improvement Program**  
**Requested by Washington Metropolitan Area Transit Authority**

<b>FUNDING SOURCE</b>	<b>PRIOR</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>4-YEAR TOTAL</b>
CMAQ	21-29	\$4,324,914	\$4,067,558	\$2,800,000	\$2,960,000	\$14,152,472
	21-48	\$4,324,914	\$4,067,558	\$0	\$2,960,000	\$11,352,472
	DELTA			(\$2,800,000)		(\$2,800,000)
PRIIA	21-29	\$148,500,000	\$148,500,000	\$74,250,000	\$74,250,000	\$445,500,000
	21-48	\$148,500,000	\$148,500,000	\$143,500,000	\$74,250,000	\$514,750,000
	DELTA			\$69,250,000		\$69,250,000
SECT. 5307	21-29	\$143,847,959	\$164,835,212	\$151,430,360	\$132,516,072	\$592,629,603
	21-48	\$143,847,959	\$164,835,212	\$168,275,336	\$132,516,072	\$609,474,579
	DELTA			\$16,844,976		\$16,844,976
SECT. 5312	21-29	\$176,000	\$0	\$0	\$0	\$176,000
	21-48	\$176,000	\$0	\$0	\$0	\$176,000
	DELTA			\$0		\$0
SECT. 5337	21-29	\$156,626,428	\$148,936,533	\$156,626,432	\$156,626,432	\$618,815,825
	21-48	\$156,626,428	\$148,936,533	\$150,220,459	\$156,626,432	\$612,409,852
	DELTA			(\$6,405,973)		(\$6,405,973)
SECT. 5339 (C)	21-29	\$4,162,472	\$0	\$0	\$0	\$4,162,472
	21-48	\$4,162,472	\$0	\$0	\$0	\$4,162,472
	DELTA			\$0		\$0
SECT. 5339	21-29	\$12,403,128	\$10,931,975	\$10,223,128	\$10,223,128	\$43,781,359
	21-48	\$12,403,128	\$10,931,975	\$11,504,000	\$10,223,128	\$45,062,231
	DELTA			\$1,280,872		\$1,280,872
SECT. 5307/5340	21-29	\$17,383,904	\$0	\$9,801,496	\$28,715,784	\$55,901,184
	21-48	\$17,383,904	\$0	\$0	\$28,715,784	\$46,099,688
	DELTA			(\$9,801,496)		(\$9,801,496)
TID	21-29	\$600,000	\$0	\$0	\$0	\$600,000
	21-48	\$600,000	\$0	\$0	\$0	\$600,000
	DELTA			\$0		\$0
<b>FEDERAL SUBTOTAL</b>	<b>21-29</b>	<b>\$488,024,805</b>	<b>\$477,271,278</b>	<b>\$405,131,416</b>	<b>\$405,291,416</b>	<b>\$1,775,718,915</b>
	<b>21-48</b>	<b>\$488,024,805</b>	<b>\$477,271,278</b>	<b>\$473,499,795</b>	<b>\$405,291,416</b>	<b>\$1,844,087,294</b>
	<b>DELTA</b>			<b>\$68,368,379</b>		<b>\$68,368,379</b>
LOCAL	21-29	\$1,232,551,202	\$1,876,235,742	\$1,118,151,584	\$1,046,567,594	\$5,273,506,122
	21-48	\$1,232,551,202	\$1,876,235,742	\$1,132,007,030	\$1,046,567,594	\$5,287,361,568
	DELTA			\$13,855,446		\$13,855,446
LOCAL (non-matching)	21-29	\$90,435,000	\$169,519,000	\$39,870,000	\$41,580,000	\$341,404,000
	21-48	\$90,435,000	\$169,519,000	\$43,294,000	\$41,580,000	\$344,828,000
	DELTA			\$3,424,000		\$3,424,000
<b>LOCAL SUBTOTAL</b>	<b>21-29</b>	<b>\$1,322,986,202</b>	<b>\$2,045,754,742</b>	<b>\$1,158,021,584</b>	<b>\$1,088,147,594</b>	<b>\$5,614,910,122</b>
	<b>21-48</b>	<b>\$1,322,986,202</b>	<b>\$2,045,754,742</b>	<b>\$1,175,301,030</b>	<b>\$1,088,147,594</b>	<b>\$5,632,189,568</b>
	<b>DELTA</b>			<b>\$17,279,446</b>	<b>\$0</b>	<b>\$17,279,446</b>
<b>GRAND TOTAL</b>	<b>21-29</b>	<b>\$1,811,011,007</b>	<b>\$2,523,026,020</b>	<b>\$1,563,153,000</b>	<b>\$1,493,439,010</b>	<b>\$7,390,629,037</b>
	<b>21-48</b>	<b>\$1,811,011,007</b>	<b>\$2,523,026,020</b>	<b>\$1,648,800,825</b>	<b>\$1,493,439,010</b>	<b>\$7,476,276,862</b>
	<b>DELTA</b>			<b>\$85,647,825</b>	<b>\$0</b>	<b>\$85,647,825</b>



February 25, 2022

The Honorable Pamela Sebesky  
Chairman, National Capital Region  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4201

RE: Amendment Request to the FY2021-2024 TIP for the Washington Metropolitan Area Transit Authority (WMATA) FY2023 Capital Budget

Dear Chairman Sebesky:

The Washington Metropolitan Area Transit Authority (WMATA) requests the FY 2021-2024 Transportation Improvement Program (TIP) be amended in support of WMATA's Proposed FY2023 Capital Budget. The WMATA Board, at its December 9th, 2021 meeting, authorized public hearings and publication of WMATA's program of projects and Proposed Budget for public comment. The WMATA Board is expected to adopt the FY2023 budget at its March 24, 2022 meeting.

This revised TIP amendment submission reflects WMATA's proposed FY2023 budget of \$2.3 billion. Specifically, this resubmission, per discussions with TPB staff, reflects only the anticipated Federal obligations and local match for FY2023. This revised amendment still reflects significant advancement of critical safety improvements and ongoing state of good repair projects.

WMATA's program within the TIP is structured into nine major categories and thirteen separate capital programs (13 individual TIP IDs). Attachment A for this amendment, and the represented amounts include the required local match for Federal funds. The WMATA's FY2023 Proposed Budget and capital investments can be found at [WMATA's website](#). The below summarizes the anticipated Federally capital investments by TIP ID:

**TIP 5853 - Railcars Replacement and Rehabilitations and Enhancements** is a Federal funded program supports Railcar Rehabilitation to include 7000-Series Railcars. The program now includes the 2000 and 3000-Series railcars which were returned back into service as a result of the ongoing investigation of the 7000-Series safety investigation. It also funds rehabilitation and scheduled maintenance.

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, D.C. 20001  
202/962-1234

*By Metrorail:  
Judiciary Square-Red Line  
Gallery Place-Chinatown  
Red, Green and  
Yellow Lines*

*A District of Columbia  
Maryland and Virginia  
Transit Partnership*

**TIP5854 – Bus Replacement, Rehabilitation, Expansion, & Enhancements** is a Federal funded program that continues the ongoing vehicle replacement, preventive maintenance, systemwide bus farebox replacement, and Federal and non-federal funding to support WMATA’s transition to a zero emission bus fleet with a pilot test project at the Shepherds Parkway Garage.

**TIP 5856 - Rail System Infrastructure Rehabilitation** is a Federal funded program that continues the upgrade of the ATC and traction power projects, and adds Phase 4 of WMATA’s Platform Rehabilitation Program, as well as includes funding for leak mitigation, drainage and resiliency improvements, and standpipe replacement programs to address critical replacement and rehabilitation needs for system state of good repair.

**TIP 5857 - Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement** is a Federal funded program and will continue to support work at Bladensburg, Shepherds Parkway, and Northern Bus Garages for the construction phase in FY2023.

**TIP 5859 – Track and Structures** is a Federal funded program that continues to support the ongoing management of WMATA track rehabilitation and will advance safety critical repairs to aerial structures and rehabilitation of other structural infrastructure (phase 2 of the track and pedestrian bridges projects).

**TIP5860 – Passenger Facilities** is a Federal funded program that continues the ongoing rehabilitation and replacement of vertical transportation throughout the system, to include station entrance canopies and will support a consistent systemwide approach to the modernization and revitalization of stations with improvements to include CCTV, lighting, fire systems, shelters, platform tile replacement, ADA compliant systems, wayfinding, etc.

**TIP 5866 - Rail Yards** is a Federal funded program that supports the ongoing construction of the Heavy Rail Overhaul (HRO) facility.

The requested amendment reflects WMATA’s FY2023 Proposed Budget and its allocations to capital investments and anticipated Federal funds for FY2023, including Passenger Rail Investment and Improvement Act (PRIIA) funds reauthorized under the Bipartisan Infrastructure Law (BIL). WMATA is cognizant that additional Federal funds available for obligation are dictated by the continuing resolution, and WMATA may require further TIP modifications once full funding is available from FTA for the Infrastructure Investment and Jobs Act. To that end, please ensure that all TIP materials refer to WMATA’s budget as proposed and is simultaneously under public review and is subject to change based on the final board adopted budget and/or final allocation of Federal funds

available to WMATA.

The proposed amendment does not add additional capacity for motorized vehicles and does not require air quality conformity analysis. The FY2023 Proposed Budget presents an opportunity for WMATA to advance capital investments and represents our commitment to improve safety and reliability of the public transit system for the Nation's Capital.

WMATA hereby requests the Transportation Planning Board Steering Committee consider this amendment for approval at its March 4<sup>th</sup>, 2022 meeting. Upon final approval of the amendment, WMATA will submit its request for inclusion in the District of Columbia's STIP. Thank you for your continued support of WMATA.

Sincerely,

Patrick Bailey  
Director, Funds and Grants Management  
Office of Capital and Financial Management  
Department of Strategy, Planning and Program Management  
Washington Metropolitan Area Transit Authority

#### Attachments

- 1) Attachment A – Revised WMATA TIP Amendment Request



**FY23 CIP PROJECT SOURCES OF FUNDS**

**Attachment A-1  
(In Millions)**

TIP ID	Category	TIP Sub-Category	Federal 5307 Grants	Federal 5337 Grants	Federal 5339 Grants	Federal PRIIA Grants	Federal 5339b Grants	VA CMAQ
<b>5853</b>	A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	-	102.91	-	-	-	-
<b>5854</b>		Buses - Replacement, Rehabilitation & Enhancements	111.10	-	14.38	-	10.25	3.23
<b>5855</b>		Access & Service Vehicles	3.60	-	-	-	-	-
<b>5856</b>	B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	-	-	-	204.80	-	-
<b>5857</b>	C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	79.47	-	-	-	-	-
<b>5866</b>		Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	-	32.25	-	-	-	-
<b>5867</b>		Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	-	-	-	6.40	-	-
<b>5858</b>	D. Systems and Technology	Systems and Technology	-	-	-	-	-	-
<b>5859</b>	E. Track and Structures	Track and Structures	-	34.80	-	27.20	-	-
<b>5860</b>	F. Passenger Facilities	Passenger Facilities	16.17	17.82	-	48.60	-	-
<b>5861</b>	G. Maintenance Equipment	Maintenance Equipment	-	-	-	-	-	-
<b>5862</b>	H. Other Facilities	Other Facilities	-	-	-	-	-	-
<b>5863</b>	I. Project Management and Support	Project Management and Support	-	-	-	-	-	-
	<b>Total Capital Improvement Plan</b>		<b>210.34</b>	<b>187.78</b>	<b>14.38</b>	<b>287.00</b>	<b>10.25</b>	<b>3.23</b>



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** March 10, 2022

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



National Capital Region  
**Transportation Planning Board**

February 18, 2022

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

Re: RAISE Program Grant Application by Loudoun County, Virginia for the Washington and Old Dominion (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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to construct an overpass for bicyclist and pedestrians on the 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 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 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 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 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. 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 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,

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Joe Kroboth, Director, Loudoun County Department of Transportation and Capital Infrastructure



National Capital Region  
**Transportation Planning Board**

March 7, 2022

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

Re: RAISE Program Grant Application for Prince William Parkway/Minnieville 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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to improve the intersection of Prince William Parkway/Minnieville Road.

The Prince William Parkway (State Route 294) and Minnieville Road Intersection Project will construct a grade separated interchange to relieve congestion, improve safety and enhance connectivity and access to the regional network. This intersection serves key OmniRide bus transit routes and the project area is the focus of an active feasibility study for a dedicated bus/HOV lane to improve travel times between underutilized commuter lots in the project area and I-95 to increase transit and carpooling as commuter modes. The project includes pedestrian and bicycle facilities. The RAISE grant will provide funding for construction and to implement the recommended improvements of the feasibility study for this significant intersection. The project also serves an identified Equity Emphasis Area and will help improve mobility and accessibility to 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 black ink that reads "Pamela Sebesky".

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

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



National Capital Region  
**Transportation Planning Board**

March 7, 2022

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

Re: RAISE Program Grant Application for Route 123 Corridor 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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to improve an adjoining set of three intersections along the Route 123 corridor.

This project will improve Route 123's intersections with Interstate 95, U.S. Route 1, and Old Bridge Road. The three intersections are the focus of a Virginia DOT Strategically Targeted Affordable Roadway Solutions (STARS) study to develop an innovative, cost effective design solution that will work holistically with the Route 123 intersections at I-95 and Route 1 to improve operations along the corridor. Improvements to these intersections will eliminate dangerous weaving movements and would reduce congestion on Route 123 and at I-95 Exit 160: consistently ranked one of the top bottlenecks in the region. The project includes pedestrian and bicycle facilities on Route 123 and Old Bridge Road and would reconfigure the Old Bridge Commuter Lot to enhance access between the Commuter Lot and the I-95 Express Lanes for transit vehicles. The RAISE grant will provide funding to improve the intersections and to implement the recommended accessibility improvements of the solutions study.

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 grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

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



National Capital Region  
**Transportation Planning Board**

March 7, 2022

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

Re: RAISE Program Grant Application by Montgomery County, Maryland for the Capital Crescent Trail Tunnel 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 Montgomery County, Maryland for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Capital Crescent Trail Tunnel Project.

Montgomery County proposes to construct the tunnel as a key link in the Capital Crescent Trail pedestrian and bicycle path as well as a critical transit station access path. The Tunnel will provide a grade separated crossing of Wisconsin Avenue and provide access to the Metrorail Red Line station and Purple Line light rail station (now under construction). The tunnel will improve access to transit and improve safety for pedestrians, bicyclists, and other non-motorized travelers.

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 Capital Crescent 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 provision of access to the two rail transit stations would also support another Aspirational Initiative: improve walk and bike access to transit. 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 Montgomery 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,

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** March 10, 2022

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



## MEMORANDUM

TO: Transportation Planning Board  
FROM: Kanti Srikanth, TPB Staff Director  
SUBJECT: TPB Climate Change Mitigation Survey – Update  
DATE: March 10, 2022

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This memo summarizes the questions and comments staff received from members of the Board and the Technical Committee since February 28, 2022, when the survey questionnaire was emailed to the members of the Board.

**1. Will people assisting the TPB member and who received a digital or hard copy of the survey questionnaire be able to access the survey online and inadvertently complete and submit the survey?**

No. A password is required for members to access and complete the survey online. Only selected members of the Board (the primary members of the TPB, or the alternate in cases where the position of the primary member is vacant) received the password for the online survey. Staff apologizes for the oversight of including the online address for the survey in the digital copy of the questionnaire.

**2. Please clarify how the questionnaire will be distributed and what responses are expected. In the instance where a jurisdiction has two TPB representatives, should only one questionnaire be returned or both questionnaires separately?**

Each TPB member (even the non-voting or ex-officio members) received a survey, and each is asked to complete the survey (TPB has 44 members, 39 of whom are voting members). This means jurisdictions with two members will receive two online surveys, which each member should complete separately. Responses should reflect the general view of the governing entity the member represents.

**3. Should each question be answered independently or in combination with other questions? For instance, questions 8 and 14 to reduce transit travel time go together with traffic engineering operations to implement queue jumps, signal prioritization and bus lanes.**

Each question should be answered independently because each question refers to a specific strategy and the questionnaire seeks input on implementing the specific strategy. Each strategy is expected to have an independent utility/benefit and some strategies may also help advance other strategies.



**4. Do we know the contribution of just the projects in the TPB’s long-range transportation plan (LRTP) on-road greenhouse gas (GHG) emissions?**

No, not from any such direct analysis at this time. The TPB’s long-range transportation plan performance analysis calculates total, on-road GHG emissions due to all transportation projects in the plan, together with the forecasts of population, households, and jobs resulting from the planned land use in member jurisdictions’ adopted comprehensive plans. This is sometimes referred to as a “build” scenario, since it assumes that all transportation projects in the plan will be built. Estimating GHG emissions from just the projects in the plan would require conducting a scenario analysis of both the “build” and “no build” conditions. A “no build” scenario would be one where none of the transportation projects in the plan are built, but all the forecast growth in population, households, and jobs households would be realized. Such a “no build” analysis has not been completed recently.

That said, in 2017, the TPB’s Long-Range Plan Task Force (LRP-TF) work did include a Build and No Build analysis, using the 2015 LRTP.<sup>1</sup> While this analysis did not estimate GHG emissions, it did estimate the total vehicle miles travelled (VMT) for the Build and No Build scenarios. The analysis indicated that between 2015 and 2040, the region’s VMT would increase by 22 percent (p. 22). The forecast growth in jobs, households, and population, which constitutes the assumed changes in the land use, accounted for 19 percent of this increase, and all the projects in the CLRP accounted for the balance of 3 percent. Since GHG in the on-road sector is roughly proportional to the VMT, from this analysis, one can conclude that the projects in the 2015 CLRP would have accounted for about a 3 percent increase in GHGs.

**5. What are the estimated levels of GHGs during 2005 and 2020, and how much GHG reductions would be needed to attain the proposed GHG reduction goals of 50 percent and 80 percent below 2005 levels amount to?**

The estimated levels of GHG in 2005 and 2018, for all sectors and for just the on-road transportation sector, are listed in Table 1. Please note that GHG emissions estimates for 2020 are not available currently. Also listed are the estimated levels of GHGs in 2030 and 2050 relative to 2005 levels at the reduction levels proposed for TPB’s consideration. The TPB’s Climate Change Mitigation Study examined GHG reduction for the on-road transportation sector from ten scenarios. The estimated reductions ranged between 16 and 38 percent reduction by 2030 (increasing to 17 to 43 percent if the entire electric grid was clean energy); and between 16 and 82 percent reduction by 2050 (increasing to 18 to 95 percent if the entire electric grid was clean energy).

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<sup>1</sup> John Swanson and Lori Zeller, “From No-Build to All-Build: Analyzing a Continuum of Transportation Scenarios for the National Capital Region: Report on Phase I of the Long-Range Plan Task Force,” Draft (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, December 2016), <https://www.mwcog.org/file.aspx?&A=v2Bezixu0jyKvJOokeZf1YP%2b6NAaQRPEd5PmF80pVo%3d>.

Table 1 Estimated GHG emissions for 2005 and 2018

GHG Emissions	All Sectors - CO <sub>2</sub> e (Million Metric Tons)	On-Road Sector - CO <sub>2</sub> e (Million Metric Tons)
Year 2005	71.781	20.753
Year 2018	62.642	21.117
<b>GHG Levels relative to 2005</b>		
In 2030 - @ 50% below	35.890	10.376
In 2050 - @ 80% below	14.356	4.150
<b>GHG Reductions needed</b>		
By 2030	35.890	10.376
By 2050	57.424	16.603

Source: COG's Department of Environmental Programs (DEP).

**6. How will TPB be able to decide on GHG goals for on-road sector if estimates of GHG reductions from the strategies they choose to adopt are not yet estimated?**

Climate Change goals, in general, have been informed by the end result that scientists believe needs to be achieved by certain time period, rather than what strategies the society may be willing to implement at a given time. The region's GHG reduction goal is in keeping with this approach and globally accepted studies such as those by the Intergovernmental Panel on Climate Change. There have been studies by COG and the TPB examining various GHG reduction strategies in all sectors – including transportation.<sup>2</sup> Such studies serve to inform the level of effort needed to achieve the larger goals. The TPB's 2010 What Would It Take study examined what actions would be necessary to reduce the on-road sector's GHG emission by the same levels (80 percent by 2050) as the region's multi-sector GHG reduction goals. More recently, the analysis conducted for the COG 2030 Climate Energy Action Plan indicated that the on-road strategies examined could provide about one third of the GHG reductions to attain the 2030 goal. The TPB survey proposes, as one option, GHG reduction goals for the on-road sector at the same levels as the region's multi-sector GHG reduction goals, while not precluding other levels.

**7. When would the TPB be able to determine a range of GHG reductions that can be achieved with the strategies its members and agencies are able to commit to?**

Staff anticipates the TPB to adopt a specific set of on-road GHG reducing strategies as planning priorities sometime this year (perhaps as early as May of this year). If the set of strategies adopted does not match one of the ten scenarios already analyzed in the Climate Change

<sup>2</sup> See, for example, Climate Change Steering Committee for the Metropolitan Washington Council of Governments Board of Directors, "National Capital Region Climate Change Report," Final Report (Washington, D.C.: Metropolitan Washington Council of Governments, November 12, 2008), <https://www.mwcog.org/file.aspx?A=R8%2F07kehmpgZBhW7Z%2F6R7fLiQ4aIY28XTL33ZwEgoJo%3D>; or the "Metropolitan Washington 2030 Climate and Energy Action Plan" (Washington, D.C.: Metropolitan Washington Council of Governments, November 18, 2020), <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>.

Mitigation Study, staff plans to undertake the analysis of the strategies at specific levels of outcomes and estimate the anticipated reductions in GHG emissions, by the end of the upcoming fiscal year.

**8. If we have 100 percent EVs, then why would we charge EVs to park or pay a VMT tax or a cordon fee? Shouldn't these fees be applicable to internal combustion engine vehicles only?**

While a parking fee, VMT fee, or a cordon fee could be applied just to fossil fueled vehicles, the TPB's Climate Change Mitigation Study applied it to all vehicles for a few reasons. First, there are GHG emissions associated with EVs, albeit not at the tailpipe or from the engine. Second, these fees do help move trips to transit and reduce traffic congestion (even with 100 percent EVs, the roads could still be clogged). Third, many studies have shown that transportation, especially automobile travel, is underpriced,<sup>3</sup> and this causes the overuse of automobile transportation and also results in insufficient funding to pay for maintaining and upgrading the transportation network.<sup>4</sup> Increasing the cost to drive, whether through parking fees, VMT taxes, or other means, will help address these twin problems.

**9. How will TPB be able to provide guidance on GHG reductions while soliciting projects for the 2024 LRTP?**

Staff hopes to be able to include the climate change elements the TPB adopts later this year (anticipated to be on-road GHG reduction goals and a set of on-road GHG reducing strategies) as part of the solicitation of projects for the planned update of Visualize 2045. These strategies will be in addition to other strategies, such as the roadway safety strategies the TPB adopted in July 2020, and other planning priorities as outlined in the TPB's Vision document and the Regional Transportation Priorities Plan. The inclusion of the goals and strategies is hoped to inform the project prioritization and investment decisions being made locally and at regional and state levels. It must be noted that for projects, programs, and policies to be included in the official long-range transportation plan, agencies will have to meet the federal requirement of reasonably available funding and having the enabling actions already in place.

**10. How would member jurisdictions show that projects proposed to be included in the LRTP meet the TPB's "planning priorities," including any climate change related priorities the board may adopt?**

The TPB has a process to receive project submissions. The project description form identifies a series of topic areas the proposed project would support, which reflect various goals and planning priorities derived from the TPB's Vision document, the Regional Transportation Priorities Plan, Aspirational Initiatives, and federal planning factors. Any climate change related strategies adopted by the TPB would be added to these, along with the roadway safety strategies the TPB has already adopted.

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<sup>3</sup> See, for example, "Transportation Cost and Benefit Analysis," Guidebook (Victoria, British Columbia, Canada: Victoria Transport Institute, October 2016), chap. 9, <https://www.vtpi.org/tca/>.

<sup>4</sup> See, for example, Ian Duncan and Tony Romm, "Infrastructure Programs on Hold until Congress Passes Budget to Fund Them," *The Washington Post*, January 29, 2022, sec. Transportation, <https://www.washingtonpost.com/transportation/2022/01/29/infrastructure-climate-goals-delay/>.

**11. What process will be used by the TPB to adopt, should it choose to, any climate change mitigation elements for inclusion in Visualize 2045 and the TPB’s planning process?**

All TPB actions that are based on a vote of the board are governed by the TPB Bylaws and are based on a majority vote. Any action by the TPB related to climate change mitigation will also be based on a vote by the board following the usual TPB voting process and will be based on majority vote.

**12. Will projects, programs or policies proposed for inclusion the TPB’s long-range transportation plan not be accepted if they do not advance climate change mitigation?**

The TPB has adopted a variety of goals and planning priorities over the years. These are reflected in the TPB’s policy documents, including The Vision, the Regional Transportation Priorities Plan, Aspirational Initiatives, the federal planning factors, roadway safety strategies, and various performance-based planning targets. The TPB has not rank ordered these goals or priorities and follows federal regulations and guidance on developing its long-range transportation plan. Although any given transportation project, program or policy may advance one or more TPB goals, it is understood that few, if any will advance all the goals and priorities that the TPB has adopted.

**13. What is the level at which GHG emissions analysis would be made by the TPB?**

Estimates of GHG emissions, and changes over time, will continue to be undertaken at the regional level. The TPB’s modeling methods and staff resources are not designed for producing individual, project-level estimates of GHG emissions.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Nicholas Ramfos, Director, Transportation Operations Programs  
**SUBJECT:** Commuter Connections Regional TDM Recovery Marketing Campaign Commute With Confidence Live Discussions  
**DATE:** March 10, 2022

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A regional Commuter Connections TDM Recovery Marketing campaign launched in late December 2021 and was developed in conjunction with the state funding agencies and regional Commuter Connections stakeholders.

The purpose of the campaign is to assist commuters with making commuting choices as they return to the office post-pandemic and to help them sign up to Commuter Connections' free program services. This will help with lowering what commuters pay in daily commuting costs and help the region manage congestion levels and help improve air quality.

One of the campaign's outreach focus has been to implement a "Commute with Confidence" Live Discussion information video series which has featured guests such as TPB's Chair Pamela Sebesky. The goal of the short video chats is to discuss the various commuting options and benefits that Commuter Connections offers and to offer personal commuting experiences to the commuting public. The discussion with Chair Sebesky and myself was filmed live on February 23 on Facebook Live and can be accessed on the Commuter Connections YouTube Channel at the following link: [https://youtu.be/aKZ\\_AhBQhJs](https://youtu.be/aKZ_AhBQhJs),

The overall marketing campaign will be running through the end of the fiscal year.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
**SUBJECT:** Upcoming Solicitations for Applications for the Transportation Alternatives Set-Aside Program  
**DATE:** March 10, 2022

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The next application period in Maryland for the Transportation Alternatives Set-Aside (TA Set-Aside) Program will be April 15 - May 16, 2022.

The TA Set-Aside is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting additional projects for our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve funding on July 20, 2022 for TA Set-Aside projects in Maryland.

Applications in Maryland must be submitted through the Maryland Department of Transportation (MDOT), which is also responsible for selecting projects using a statewide TA Set-Aside allocation. See [www.mdot.maryland.gov](http://www.mdot.maryland.gov) for more information.

The District of Columbia will conduct its solicitation for TA Set-Aside in the fall of 2022. Virginia, which conducts its solicitation every two years, will open its application period in the spring of 2023.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program are encouraged to consider seeking funding for capital improvements through the TA Set-Aside Program. The TPB also encourages TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan. The TPB's selection criteria, which are expected to be used this year, include:

- Focus on expanding transportation options;
- Enhancing roadway safety for walkers and bicyclists;
- Support for Regional Activity Centers;
- Access to high-capacity transit, especially in Transit Access Focus Areas (TAFAs);
- Support for the National Capital Trail Network; Access in Equity Emphasis Areas; and
- Increased access for people with disabilities.

For more information about the TPB's role in this program, please contact John Swanson [jswanson@mwkog.org](mailto:jswanson@mwkog.org) or 202-962-3295. For information about the Maryland application process, contact Christy Bernal at [CBernal@sha.state.md.us](mailto:CBernal@sha.state.md.us).