



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** September 14, 2023

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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:** September 14, 2023

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At its meeting on September 8, 2023, the TPB Steering Committee reviewed and approved the TPB Chair's signature on a joint letter from the TPB, the Metropolitan Washington Air Quality Committee (MWAQC), and the Climate Energy & Environment Policy Committee (CEEPC) in support of a proposal by the National Highway Safety Administration (NHTSA) to revise Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027-2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030–2035. The deadline for submitting comments is October 16. MWAQC and CEEPC are scheduled to review and approve signatures for the letter at their meetings on September 27. Any revisions to the joint letter will be brought back to the TPB Steering Committee for review at its October 6 meeting.

The Steering Committee also approved an amendment to the FY 2024 Commuter Connections Work Program (CCWP) to add \$26,133 in funding from the State of Maryland to expand operations of Commuter Connections' Employer Outreach Program beyond the TPB planning area to cover all of Maryland. Kari Snyder of the Maryland Department of Transportation (MDOT) said that the decision to fund this expansion was based on positive results seen from operations within the TPB planning area.

Next the committee reviewed and approved three resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District, Maryland, and Virginia Departments of Transportation (DDOT, MDOT, and VDOT), as described below:

- TPB SR3-2024 – requested by DDOT to add \$38.4 million for one new project, the New York Avenue Bridge, NE over CSX Railroad and to reprogram funds on 45 other existing TIP project or program records, resulting in a net reduction of approximately \$4438.4 million to the 4-year program total of the TIP. The new bridge project does not increase capacity on the facility and is exempt from the air quality conformity requirement, and the other 45 projects and programs are either already included in the Air Quality Conformity Analysis of the 2022 Update to the Visualize 2045 long-range transportation plan and the FY 2023-2026 TIP or are exempt from the conformity requirement as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012.
- TPB SR4-2024 – requested by MDOT to add \$667,000 for a new study on an Area of Persistent Poverty in Prince George's County, and \$31.25 million for Prince George's County Bus and Bus Facilities Competitive Lo-No capital investment to acquire 20 new zero-emissions buses and supporting infrastructure. The study and capital investments are also exempt from the air quality conformity requirement.

- TPB SR5-2024 – requested by VDOT to add \$7.9 million to move two roadway projects - Fairfax County Parkway Widening (Southern Segment) and Conner Drive Extension and Roundabout – and \$250.9 million for Virginia State-Supported AMTRAK Operations and DASH Electric Bus Charging Infrastructure into the FY 2023-2026 TIP, and to add \$102.8 million to the Fairfax County Parkway Widening (Northern Segment) and \$17.5 million to the DASH Fleet Replacement program, both of which were already included in the TIP. The three roadway projects were all included in the Air Quality Conformity Analysis of the Visualize 2045, 2022 Update and the FY 2023-2026 TIP. The AMTRAK Operations and DASH infrastructure and bus replacement 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:

- Joint comment letter from TPB, MWAQC, AND CEEPC to NHTSA in support of proposed revisions to fuel economy/efficiency standards,
- Approved amendment to the FY 2024 CCWP to add \$40,000 for the expansion of Commuter Connections’ Employer Outreach Program state-wide in Maryland,
- Adopted resolution SR3-2024 approving an amendment to the FY 2023-2026 TIP, as requested by DDOT,
- Adopted resolution SR4-2024 approving an amendment to the FY 2023-2026 TIP, as requested by MDOT.
- Adopted resolution SR4-2024 approving an amendment to the FY 2023-2026 TIP, as requested by MDOT.

**TPB Steering Committee Attendance – September 8, 2023**  
(only voting members and alternates listed)

TPB 2<sup>nd</sup> Vice Chair/VA Rep.: James Walkinshaw

DDOT/Tech. Cmte. Chair: Mark Rawlings

MDOT: Kari Snyder

VDOT: Amir Shahpar

WMATA: Mark Phillips



September 6, 2023

Administrator Ann E. Carlson  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for the Proposed Rule to Establish Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030–2035; Docket ID No. NHTSA–2023–0022<sup>1</sup>

Dear Administrator Carlson:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to express our support for the proposed rule to establish Corporate Average Fuel Economy (CAFE) Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans (HDPUVs) for Model Years 2030–2035.

MWAQC is the air quality planning committee for the National Capital Region, certified by the governors of Maryland and Virginia and the mayor of the District of Columbia, to develop plans to attain federal standards for air quality and improve air quality. The TPB is the federally designated metropolitan planning organization (MPO) for the National Capital Region, jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region's goals for reducing greenhouse gas emissions.

The National Highway Traffic Safety Administration (NHTSA) proposal to establish CAFE standards for model year 2027–2032 passenger cars and light trucks and model year 2030–2035 HDPUVs would provide the critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program, together with EPA's recently proposed greenhouse gas emission standards for light-, medium- and heavy-duty vehicles, would achieve significant greenhouse gas emissions reductions and would result in substantial public health and welfare benefits. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by ambient air pollution and climate-change-related health impacts. Therefore, more stringent standards and subsequent emissions reductions have the potential to provide significant help to

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<sup>1</sup> “ Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027-2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030-2035,” 88 Fed. Reg. 56128 (National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (DOT), August 17, 2023), <https://www.federalregister.gov/documents/2023/08/17/2023-16515/corporate-average-fuel-economy-standards-for-passenger-cars-and-light-trucks-for-model-years>.

the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, any reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of eight unhealthy air days, which are, in part, caused by emissions transported into the region, making this not only a regional issue but a national one. In the Draft Environmental Impact Statement (EIS),<sup>2</sup> NHTSA estimates that strengthening these standards will result in modest increases in NOx and PM2.5 emissions in 2035 for the preferred alternative (Figure S-1 and Figure S-2 of the Draft EIS). The Draft EIS also shows decreases in NOx and PM2.5 emissions in 2050 for the preferred alternative (Page S-12 of the Draft EIS). At the national level, relatively small increases in NOx emissions in 2035 of less than one percent relative to the 2035 “No Action” alternative are forecasted to mainly come from higher electricity production by fossil-fueled power plants for charging the electric vehicles. The region urges NHTSA to work closely with the EPA and other federal, regional, and state partners on implementing additional strategies and measures to further reduce emissions from the power sector.

The National Capital Region has goals to reduce greenhouse gas emissions 50% by 2030 and 80% by 2050, compared to 2005 levels. In 2022, the TPB adopted the same goals, but specifically for on-road transportation. As such, MWAQC, CEEPC, and the TPB believe that the newly proposed CAFE standards, which are estimated by NHTSA to reduce passenger car and light truck fuel consumption by 34% between 2022 and 2050 (Table S-3 of the Draft EIS) and 1.9% for HDPUVs for the same time period (Table S-4 of the Draft EIS) for the preferred alternative, are necessary for the region to achieve its greenhouse gas reduction goals. The metropolitan Washington region has implemented emissions reduction measures across all sectors, including on-road transportation, which contribute approximately 31% and 39% of the region’s greenhouse gas and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional greenhouse gas and NOx emissions reductions since these programs provide benefits across the economy.

For these reasons, MWAQC, CEEPC, and the TPB support the NHTSA’s proposal to establish new fuel efficiency standards for passenger cars and light trucks, and new fuel efficiency standards for heavy-duty pickup trucks and vans.

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<sup>2</sup> “Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks, Model Years 2027–2032, and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans, Model Years 2030–2035: Summary,” Draft Environmental Impact Statement, July 2023, [https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-08/CAFE-2027-2032-HDPUV-2030-2035-Draft-EIS-Summary\\_072723-tag.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-08/CAFE-2027-2032-HDPUV-2030-2035-Draft-EIS-Summary_072723-tag.pdf).

Administrator Ann E. Carlson  
September 6, 2023

Thank you for the opportunity to provide comments on this proposed rule.

Sincerely,

Anita Bonds  
Chair, Metropolitan Washington Air Quality Committee (MWAQC)

Takis Karantonis  
Chair, Climate Energy and Environment Policy Committee (CEEPC)



Reuben Collins  
Chair, National Capital Region Transportation Planning Board (TPB)

**MEMORANDUM**

**To:** National Capital Region Transportation Planning Board (TPB) Steering Committee  
**From:** Nicholas Ramfos, Director, Transportation Operations Programs  
**Subject:** FY2024 Commuter Connections Work Program (CCWP) Amendment  
**Date:** September 8, 2023

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The intent of this memorandum is to inform the TPB's Steering Committee of and amendment to the FY2024 CCWP. The basis of the amendment is a result of the Maryland Department of Transportation's (MDOT) request to the Metropolitan Washington Council of Governments TPB staff to add a project to the FY2024 CCWP to administer MDOT's Employer Outreach Statewide program outside of the Washington DC non-attainment region.

The focus for this project will be to administer and implement the MDOT Employer Outreach Statewide program for MDOT and local jurisdictions that will be working with worksites to either start or expand commuter benefit programs in Maryland jurisdictions outside of the Washington DC non-attainment region.

Attached is a commitment letter from MDOT supporting the request along with a scope of work describing the services that will be executed as part of the added project along with a budget of \$26,133 that is inclusive of staff costs and overhead as well as indirect and non-labor direct expenses for FY2024.

**The amendment to the FY 2024 Commuter Connections Work Program (CCWP) described here was approved by the TPB Steering Committee at its meeting on Friday, September 8, 2023. Final approval following review by the full board at its meeting on Wednesday, September 20, 2023.**

September 1, 2023

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

Dear Chairman Collins:

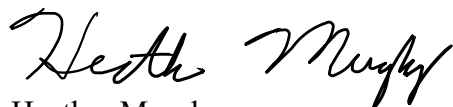
The Maryland Department of Transportation (MDOT) requests the following amendment to the Fiscal Year (FY) 2024 Commuter Connections Work Program (CCWP) for one new program element as described below and in the attached memo.

This action reflects changes to the FY 2024 CCWP to add the “MDOT Employer Outreach Statewide Program” which will allow counties outside the Washington Region to participate in the employer database, training seminars, and administrative support for implementing voluntary transportation demand management strategies at employment sites.

The MDOT requests that this amendment for \$26,133 be approved by the TPB Steering Committee at its upcoming meeting.

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](mailto:ksnyder3@modt.maryland.gov). Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,



Heather Murphy  
Director  
Office of Planning and Capital Programming

Attachment

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



## VII. MDOT EMPLOYER OUTREACH STATEWIDE

The Employer Outreach program provides and supports outreach efforts in the Maryland jurisdictions outlined below which are outside of the Washington DC non-attainment region. This program is a jurisdictional components.

COG/TPB's Commuter Connections staff provides overall administration and arranges for sales training and support for the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

MDOT - Statewide
Anne Arundel County
City of Baltimore
Baltimore County
Carroll County
Harford County
Howard County
St. Mary's County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But the community as a whole benefits from commute alternatives programs, help reduce traffic congestion, improve air quality and other societal benefits, and support economic development. For this reason, many local governments offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to promoting Maryland's Commuter Choice program.

The Commuter Connections program's ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

COG/TPB Components of the MDOT Employer Outreach Statewide Program include:

- 1) Maintaining and updating a web-based regional employer sales contact database to facilitate local efforts and avoid duplication.
- 2) Review of individual local sales contact databases on a continuing basis to ensure quality control.
- 3) Providing bicycling information to area employers to help and support

bicycling to work by their employees.

- 4) Coordinating technical training for the regional sales database on an as needed basis.
- 5) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
- 6) Providing information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions through the Clean Air Partners program.
- 7) Offering sales training for the sales and service representatives in each of the participating jurisdictions.
- 8) Providing and updating, as needed, the Employer Levels of TDM participation.

The total annual cost for the MDOT Employer Outreach Statewide program is \$26,133.

Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Coordination with MTA on the CharmPass through their program sales staff, and/or their assigned consultant(s) to undertake a targeted outreach to employers to increase participation.
- 3) Accomplishing local program goals in Maryland jurisdictions via staff, contractors, or other entities.
- 4) COG/TPB support for the implementation of voluntary transportation demand management strategies at employment sites.

The regional jurisdictional components of the program are outlined in the project tasks below.

**Project Tasks**

- A. REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING AND PROGRAM ADMINISTRATION

During FY 2024, COG/TPB staff will acquire and set up an MDOT Employer Outreach statewide employer sales contact database and monitor, maintain and update the hardware and software for the web-based regional employer outreach database. In addition, COG/TPB staff will coordinate training and provide technical assistance to local sales jurisdictions upon request.

The management and monitoring and support to MDOT and Maryland jurisdictions, or consultants, in implementing voluntary transportation demand management strategies at employment sites. management. This task also includes COG/TPB staff support for providing TDM and sales training opportunities.

**Cost Estimate:** \$26,133

**Services:** Management and monitoring of Employer Outreach regional database and provision of sales representative database training as needed.  
*(COG/TPB staff)*

Maintenance and update of regional contact management database.  
*(COG/TPB staff)*

Sales training offered for sales and service representatives *(COG/TPB staff/sales training professionals)*.

Support to MDOT and local sales jurisdictions in Maryland to implement voluntary transportation demand management strategies at employment sites. *(COG/TPB staff)*

Staff the regional Employer Outreach Committee for MDOT and Maryland local jurisdictions outside of the Washington DC non-attainment region.  
*(COG/TPB staff)*

**Schedule:** July 1, 2023 - June 30, 2024

**Oversight:**

Employer Outreach Committee

- Provide input and feedback on technical issues regarding the regional Employer Outreach database and feedback on training.

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 23-23.1 WHICH ADDS  
FUNDING FOR ONE NEW BRIDGE PROJECT AND REPROGRAMS FUNDS ACROSS  
45 EXISTING PROJECT AND PROGRAM RECORDS, AS REQUESTED BY  
THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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

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

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

**WHEREAS**, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-23.1, which adds approximately \$38.4 million for a new project record: **New York Ave. NE Bridge over CSX Railroad (T13571)**, and reprograms funding across the 45 other project and program records listed at the end of this resolution resulting in a net reduction of approximately \$4438.4 million to the 4-year program total of the TIP, as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the new and amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost or 4-year program total before and after the amendment, the delta between those and the percentage change from the initial amount, the reason for the amendment, and a Change Summary narrative providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated August 28, 2023, requesting the amendments; and

**WHEREAS**, these amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-23.1, creating the 23<sup>rd</sup> 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](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, the South Capitol Street Corridor project (T3423) is included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the remaining projects and 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**, record titles that include the word “INFORMATIONAL” in the list below and in the attached materials are those where funding was previously programmed in the current four-year span of the TIP, but is being reprogrammed beyond the fiscal years of the current TIP by this amendment; 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 23-23.1 which adds approximately \$38.4 million for a new project record: **New York Ave. NE Bridge over CSX Railroad (T13571)**, and reprograms funding across 45 other project and program records listed below and on the following page resulting in a net reduction of approximately \$448.4 million to the 4-year program total of the TIP), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 8, 2023.  
Final approval following TPB review at its meeting on Wednesday, September 20, 2023.**

**LIST OF NEW AND REPROGRAMMED PROJECTS AND PROGRAMS INCLUDED IN THIS AMENDMENT  
(45 reprogrammed projects and programs listed in graduating order of change in funding amount)**

TIP ID	RECORD TITLE	CHANGE AMOUNT	AMENDED COST
T13571	New York Avenue Bridge, NE over CSX RR*	\$38,406,250	\$38,406,250
T3423	South Capitol Street Corridor	-\$572,083,000	\$207,400,000
T6490	Southwest Freeway Bridge over South Capitol Street	-\$58,318,751	\$8,500,000
T5342	Approach Bridges to 14th Street Bridge	-\$33,092,500	\$6,750,000
T11596	10th Street Bridge over I-395	-\$26,465,000	\$6,500,000
T11604	DC Circulator Bus Procurement	-\$13,659,033	\$37,777,176
T11592	I-395 Southbound Exit Ramp to Southwest Freeway	-\$12,689,750	\$14,604,000
T6801	Aspen St NW Improvements	-\$7,701,000	\$6,159,000
T6428	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	-\$3,534,500	\$14,200,000
T2927	Highway Structures Preventive Maintenance and Repairs	-\$3,210,146	\$26,676,047
T2945	District TDM (goDCgo)	-\$1,840,596	\$10,241,511
T3213	Planning and Management Systems	-\$1,522,829	\$43,353,614
T5957	Pennsylvania Ave and Potomac Ave SE Intersection Improvements	-\$1,163,300	\$23,978,645
T6812	William Howard Taft Memorial Bridge Rehabilitation	-\$929,500	\$16,000,000
T6516	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	-\$922,250	\$12,537,750
T3212	Safety Improvements Citywide	-\$681,884	\$68,384,709
T3215	Pavement Restoration -	-\$656,750	\$52,074,250
T5316	Guardrails and Attenuators	-\$495,834	\$11,361,934
T3242	Stormwater-Hydraulic Structures and Flood Management Works	-\$241,400	\$25,994,698
T5313	Urban Forestry Program	-\$172,247	\$2,227,412
T2796	National Recreational Trails	-\$156,000	\$3,264,002

T11622	National Electric Vehicle Infrastructure Deployment Program (NEVI)	-\$52,669	\$9,524,446
T2743	Great Streets - Pennsylvania Ave, SE	-\$1,000	\$15,000,000
T6105	DC Circulator	-\$1,000	\$773,994
T5802	AWI Program Manager	\$0	\$10,000,000
T11612	Research Program and Projects	\$0	\$5,000
T5298	Emergency Transportation Project	\$0	\$100,000
T3219	Commuter Connections Program	\$151,750	\$3,626,234
T11591	Clean Air Partners	\$189,000	\$536,000
T2699	Asset Preservation of Tunnels in the District of Columbia	\$398,519	\$111,697,179
T6610	Citywide Large Guide Sign Maintenance	\$702,335	\$22,826,120
T3210	Transportation Alternatives Program	\$748,950	\$5,086,123
T6102	Planning Activities Passthrough (MWCOCG)	\$1,804,037	\$27,459,382
T6644	Pavement Restoration - STBG Streets	\$3,239,297	\$4,679,297
T3202	Bridge Design	\$3,255,000	\$9,640,769
T5922	Freight Planning Program	\$4,691,720	\$8,409,875
T3216	Traffic Operations Improvements Citywide	\$8,777,025	\$60,473,481
T11611	Traffic Operations Improvements Projects	\$8,895,822	\$26,221,135
T6187	I-395 HOV Bridge over Potomac River	\$9,998,275	\$35,998,275
T6315	East Capitol Street Corridor Mobility & Safety Plan	\$11,940,426	\$61,907,725
T6657	New York Ave NE Bridge over Anacostia River	\$12,166,550	\$35,000,000
T2633	Size and Weight Enforcement Program	\$12,805,579	\$25,842,227
T6804	I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway	\$17,147,500	\$49,483,750
T6240	Safety and Geometric Improvements of I-295	\$25,471,212	\$28,272,212
T11598	Rehabilitation of Whitehurst Freeway Bridge	\$39,900,500	\$45,000,000
T5346	Theodore Roosevelt Bridge Rehabilitation	\$90,498,061	\$224,420,843
<b>TOTALS:</b>		<b>-\$448,403,131</b>	<b>\$1,458,375,065</b>

\* Indicates new project record



<i>TIP ID</i>	T11591	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Environmental Only Project
<i>Project Name</i>	Clean Air Partners	<i>County</i>	Washington	<i>Total Cost</i>	\$536,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			

*Description* Clean Air Partners strives to improve public health and the environment by working with governmental agencies, businesses, organizations, and individuals throughout the region to raise awareness and reduce air pollution through education and voluntary actions. Clean Air Partners also communicate daily forecasts and real-time air quality to enable residents to change behaviors to protect their health and improve the air in the region.

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
PE CMAQ	-	\$66,400	\$68,400	\$70,400	\$72,400	\$151,200	\$277,600	\$428,800	
PE DC/STATE	-	\$16,600	\$17,100	\$17,600	\$18,100	\$37,800	\$69,400	\$107,200	
<i>Total PE</i>	-	\$83,000	\$85,500	\$88,000	\$90,500	\$189,000	\$347,000	\$536,000	
<i>Total Programmed</i>	-	\$83,000	\$85,500	\$88,000	\$90,500	\$189,000	\$347,000	\$536,000	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$347,000 to \$536,000





<b>TIP ID</b>	T11592	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Bridge - Rehab
<b>Project Name</b>	I-395 Southbound Exit Ramp to Southwest Freeway	<b>County</b>	Washington	<b>Total Cost</b>	\$14,604,000
<b>Project Limits</b>		<b>Municipality</b>	District of Columbia	<b>Completion Date</b>	2030
<b>Description</b>	Replace bridge deck; repair/repaint structural steel; replace bearings; repair spalls/seal cracks in substructure; upgrade approach guiderail and transition; address maintenance and rehabilitation recommendations in the inspection report.				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP	-	-	\$2,083,200	-	-	-	\$2,083,200	\$2,083,200
PE	DC/STATE	-	-	\$520,800	-	-	-	\$520,800	\$520,800
	<i>Total PE</i>	-	-	\$2,604,000	-	-	-	\$2,604,000	\$2,604,000
CON	BFP	-	-	-	-	-	\$9,600,000	-	\$9,600,000
CON	DC/STATE	-	-	-	-	-	\$2,400,000	-	\$2,400,000
	<i>Total CON</i>	-	-	-	-	-	\$12,000,000	-	\$12,000,000
	<i>Total Programmed</i>	-	-	\$2,604,000	-	-	\$12,000,000	\$2,604,000	\$14,604,000



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

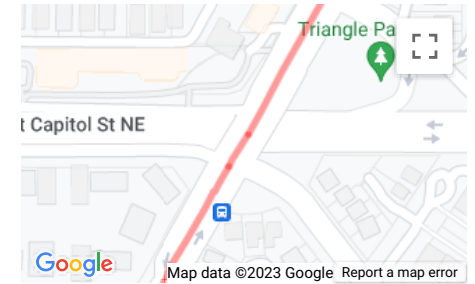
Total project cost decreased from \$27,293,750 to \$14,604,000



<i>TIP ID</i>	T11594	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	Rehabilitation of Minnesota Ave Bridge over East Capitol St.	<i>County</i>	Washington	<i>Total Cost</i>	\$0
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date 2028</i>	
		<i>Agency Project ID</i>			

*Description* Rehabilitation of Minnesota Ave Bridge over East Capitol St.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
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**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

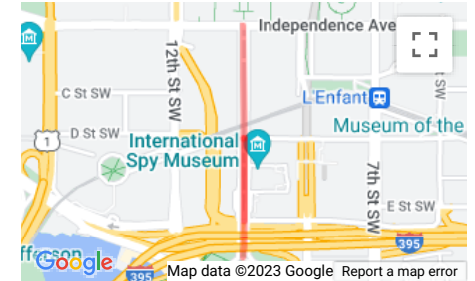
Delete project  
*Funding Change(s):*  
 Total project cost decreased from \$2,560,600 to



<b>TIP ID</b>	T11596	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Bridge - Rehab
<b>Project Name</b>	10th Street Bridge over I-395- <b>INFORMATIONAL</b>	<b>County</b>	Washington	<b>Total Cost</b>	\$6,500,000
<b>Project Limits</b>		<b>Municipality</b>	District of Columbia	<b>Completion Date</b>	2029
		<b>Agency Project ID</b>			

**Description** The bridge is in poor condition, there is some corrosion and section loss in beams, girders, and stiffeners, bearings are in bad condition, superstructure needs to be rehabilitated/replaced. Cracks, Efflorescence and Spalls with Exposed Corroded, Reinforcing Steel in Concrete Deck Soffit, Section Loss in Steel Girders, Cracks with Efflorescence, Spalls and Delaminated Areas in Backwall and Bridge Seat, Stormwater Drainage inlets, transverse expansion joints, missing bricks, granite gutters need restore/repair

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	NHPP	-	-	-	-	-	\$5,200,000	-	\$5,200,000
CON	DC/STATE	-	-	-	-	-	\$1,300,000	-	\$1,300,000
	<i>Total CON</i>	-	-	-	-	-	\$6,500,000	-	\$6,500,000
	<i>Total Programmed</i>	-	-	-	-	-	\$6,500,000	-	\$6,500,000



**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$32,965,000 to \$6,500,000



**TIP ID** T11598  
**Project Name** Rehabilitation of Whitehurst Freeway Bridge  
**Project Limits**

**Lead Agency** District Department of Transportation  
**County**  
**Municipality**  
**Agency Project ID**

**Project Type** Bridge - Rehab  
**Total Cost** \$45,000,000  
**Completion Date** 2028

**Description** "This structure was constructed in 1949 and was last rehabilitated in 1998. The sufficiency rating is 59.4% (3/12). The 2014 inspection report notes a NBI rating of 5 for the superstructure steel cross girders and the substructure intermediate steel columns and anchor bolts with a condition description of section loss due to corrosion on stringers, cross girders, columns, and anchor bolts. The project will perform detailed bridge inspection to assess the bridge condition with deficiencies, followed by engineering design for bridge rehabilitation."

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE BFP	-	-	\$2,000,000	-	-	\$2,000,000	\$2,000,000	\$4,000,000
PE DC/STATE	-	-	\$500,000	-	-	\$500,000	\$500,000	\$1,000,000
<b>Total PE</b>	-	-	\$2,500,000	-	-	\$2,500,000	\$2,500,000	\$5,000,000
CON NHPP	-	-	-	-	-	\$32,000,000	-	\$32,000,000
CON DC/STATE	-	-	-	-	-	\$8,000,000	-	\$8,000,000
<b>Total CON</b>	-	-	-	-	-	\$40,000,000	-	\$40,000,000
<b>Total Programmed</b>	-	-	\$2,500,000	-	-	\$42,500,000	\$2,500,000	\$45,000,000



**Version History**

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

**Current Change Reason**

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

**Funding Change(s):**

Total project cost increased from \$5,099,500 to \$45,000,000



<i>TIP ID</i>	T11605	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Preventive Maintenance
<i>Project Name</i>	South Capitol Street Bridge Asset Management	<i>County</i>	Washington	<i>Total Cost</i>	\$0
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2045
<i>Description</i>	Preventative maintenance for the new Frederick Douglass Memorial Bridge.				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
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**Version History**

<i>TIP Document</i>			<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01.1	Amendment	2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1	Amendment	2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

Delete project

**Funding Change(s):**

Total project cost decreased from \$900,000 to



<i>TIP ID</i>	T11611	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	Traffic Operations Improvements Projects	<i>County</i>		<i>Total Cost</i>	\$26,221,335
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			

*Description* This project advances physical infrastructure projects related to traffic operations. a. 295 DMS Replacement b. Fiber Communication Networks on Major Arterial Corridors c. Moveable Pavement Marking Retroreflectivity Measurement and Data Collection e. Moveable Barrier System

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Various Locations
CON	HSIP	-	\$315,000	\$315,000	\$315,000	\$315,000	-	\$1,260,000	\$1,260,000
CON	NHPP	-	\$1,031,428	\$1,060,675	\$1,113,450	\$1,168,858	-	\$4,374,411	\$4,374,411
CON	DC/STATE	-	\$2,248,189	\$2,215,501	\$313,363	\$327,215	-	\$5,104,268	\$5,104,268
CON	STBG	-	\$7,821,328	\$7,661,328	-	-	-	\$15,482,656	\$15,482,656
	<i>Total CON</i>	-	\$11,415,945	\$11,252,504	\$1,741,813	\$1,811,073	-	\$26,221,335	\$26,221,335
	<i>Total Programmed</i>	-	\$11,415,945	\$11,252,504	\$1,741,813	\$1,811,073	-	\$26,221,335	\$26,221,335

Version History

<i>TIP Document</i>			<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-05.1	Amendment	2023-2026	11/16/2022	12/14/2022	<i>Pending</i>
23-23.1	Amendment	2023-2026	09/20/2023	<i>Pending</i>	<i>Pending</i>

*Current Change Reason*

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

*Funding Change(s):*

Total project cost increased from \$17,325,513 to \$26,221,335



<i>TIP ID</i>	T11612	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Study/Planning/Research
<i>Project Name</i>	Research Program and Projects	<i>County</i>	Washington	<i>Total Cost</i>	\$6,000,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			

*Description* This project supports the State Planning & Research Program for the District Department of Transportation. It includes management of the research program and the individual projects selected each year. a. Research Development and Technology Transfer b. Research Development and Technology Transfer Projects: 1. Building Up Agency-Wide Automated Image Processing Capability to Inform Safety and Mobility 2. Identifying and Intervening with High-Risk Drivers 3. Tax Revenue and Telecommuting" 4. Low-Income Transit Fare Pilot Program Evaluation 5. Sidewalk Condition Assessment Leveraging Machine Learning/ AI and Mobile LiDAR 6. Evaluation of Different Curb Extension Treatments for Pedestrian Comfort and Safety at Intersections 7. Measuring the effectiveness of DC Commuter Benefits Law and its impact on sustainable mode choices in Washington, DC

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total		
PE	SPR	-	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	-	\$4,800,000	\$4,800,000	*Map Has Not Been Marked
PE	DC/STATE	-	\$300,000	\$300,000	\$300,000	\$300,000	-	\$1,200,000	\$1,200,000	
	<i>Total PE</i>	-	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	-	\$6,000,000	\$6,000,000	
	<i>Total Programmed</i>	-	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	-	\$6,000,000	\$6,000,000	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-05.1	Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$6,000,000



<i>TIP ID</i>	T11622	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - ITS/Technology
<i>Project Name</i>	National Electric Vehicle Infrastructure Deployment Program (NEVI)	<i>County</i>		<i>Total Cost</i>	\$9,524,446
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date 2028</i>	
		<i>Agency Project ID</i>			

*Description* The National Electric Vehicle Infrastructure (NEVI) Formula Program provides dedicated funding for the deployment of EV charging infrastructure. This funding will establish a publicly accessible interconnected network of EV charging stations to facilitate data collection, access, and reliability. Funding under this program is initially directed to designated Alternative Fuel Corridors (AFCs) for electric vehicles to build out this national network, particularly the Interstate Highway System.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Various Locations
PE	NEVI	-	-	\$933,333	\$933,333	\$933,333	-	\$2,799,999	\$2,799,999	
PE	DC/STATE	-	-	\$233,333	\$233,333	\$233,333	-	\$699,999	\$699,999	
	<i>Total PE</i>	-	-	\$1,166,666	\$1,166,666	\$1,166,666	-	\$3,499,998	\$3,499,998	
CON	NEVI	-	\$4,819,558	-	-	-	-	\$4,819,558	\$4,819,558	
CON	DC/STATE	-	\$1,204,890	-	-	-	-	\$1,204,890	\$1,204,890	
	<i>Total CON</i>	-	\$6,024,448	-	-	-	-	\$6,024,448	\$6,024,448	
	<i>Total Programmed</i>	-	\$6,024,448	\$1,166,666	\$1,166,666	\$1,166,666	-	\$9,524,446	\$9,524,446	

**Version History**

<i>TIP Document</i>			<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-11.1	Amendment	2023-2026	02/15/2023	03/03/2023	03/22/2023
23-23.1	Amendment	2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$9,577,115 to \$9,524,446





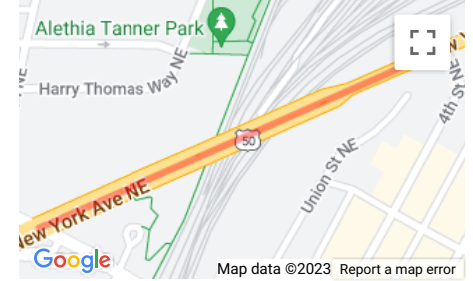
**TIP ID** T13571  
**Project Name** New York Avenue Bridge, NE over CSX RR  
**Project Limits**

**Lead Agency** District Department of Transportation  
**County** Washington  
**Municipality** District of Columbia  
**Agency Project ID**

**Project Type** Bridge - Rehab  
**Total Cost** \$38,406,250  
**Completion Date** 2030

**Description** The bridge is in poor condition, there is some corrosion and section loss in beams, girders, and stiffeners, bearings are in bad condition, the superstructure needs to be rehabilitated/replaced, substructure has a major scouring problem that must be addressed through rehab.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP	-	-	-	\$1,200,000	-	\$2,400,000	\$1,200,000	\$3,600,000
PE	DC/STATE	-	-	-	\$300,000	-	\$600,000	\$300,000	\$900,000
	<i>Total PE</i>	-	-	-	\$1,500,000	-	\$3,000,000	\$1,500,000	\$4,500,000
CON	BFP	-	-	-	-	-	\$27,125,000	-	\$27,125,000
CON	DC/STATE	-	-	-	-	-	\$6,781,250	-	\$6,781,250
	<i>Total CON</i>	-	-	-	-	-	\$33,906,250	-	\$33,906,250
	<i>Total Programmed</i>	-	-	-	\$1,500,000	-	\$36,906,250	\$1,500,000	\$38,406,250



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T2633	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Freight Movement
<i>Project Name</i>	Size and Weight Enforcement Program	<i>County</i>	Washington	<i>Total Cost</i>	\$25,842,227
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project</i> IDCI029A, CI053A			

*Description* This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment. a. Weigh in Motion Operations Support b. Weigh in Motion Upgrade and Repair c. Upgrade Existing I-295 SB Weigh Station in the Freight Plan d. Truck Enforcement Equipment

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
CON	NHFP	\$9,122,917	\$149,730	\$157,108	\$157,108	\$9,586,863	\$9,876,463
CON	NHPP	-	\$10,242,400	-	-	\$10,242,400	\$10,242,400
CON	DC/STATE	\$2,280,730	\$2,598,033	\$39,277	\$39,277	\$4,957,317	\$5,029,717
	<i>Total CON</i>	\$11,403,647	\$12,990,163	\$196,385	\$196,385	\$24,786,580	\$25,148,580
OTHER	NHFP	\$554,917	-	-	-	\$554,917	\$554,917
OTHER	DC/STATE	\$138,730	-	-	-	\$138,730	\$138,730
	<i>Total Other</i>	\$693,647	-	-	-	\$693,647	\$693,647
	<i>Total Programmed</i>	\$12,097,294	\$12,990,163	\$196,385	\$196,385	\$25,480,227	\$25,842,227

\*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1	Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-15.1	Amendment 2023-2026	04/19/2023	06/26/2023	06/26/2023
23-18	Amendment 2023-2026	05/12/2023	N/A	N/A
23-22	Amendment 2023-2026	08/25/2023	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$13,036,648 to \$25,842,227



<b>TIP ID</b>	T2699	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Road - Recons/Rehab/Maintenance
<b>Project Name</b>	Asset Preservation of Tunnels in the District of Columbia	<b>County</b>	Washington	<b>Total Cost</b>	\$111,697,179
<b>Project Limits</b>		<b>Municipality</b>	District of Columbia	<b>Completion Date</b>	2045
		<b>Agency Project ID</b>	IDCD018A, CD019A		

**Description** Long term performance-based asset preservation and maintenance program through which a private contractor provides maintenance services for the Districts sixteen (16) tunnels. In conjunction with this maintenance contract, FHWA requires the District to engage services of a consultant to provide the DDOT Tunnel Management staff with required technical assistance, asset evaluation support services, IT services, and required tunnel asset inspection services.

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE LOCAL	-	-	-	-	-	\$292,950
PE NHPP	\$128,008	-	-	-	\$128,008	\$1,299,808
PE DC/STATE	\$32,002	-	-	-	\$32,002	\$32,002
<b>Total PE</b>	<b>\$160,010</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$160,010</b>	<b>\$1,624,760</b>
CON LOCAL	-	-	-	-	-	\$9,873,500
CON NHPP	\$8,411,991	\$10,251,080	\$10,251,080	\$9,824,892	\$38,739,043	\$88,057,935
CON DC/STATE	\$2,102,998	\$2,562,770	\$2,562,770	\$2,456,223	\$9,684,761	\$12,140,984
<b>Total CON</b>	<b>\$10,514,989</b>	<b>\$12,813,850</b>	<b>\$12,813,850</b>	<b>\$12,281,115</b>	<b>\$48,423,804</b>	<b>\$110,072,419</b>
<b>Total Programmed</b>	<b>\$10,674,999</b>	<b>\$12,813,850</b>	<b>\$12,813,850</b>	<b>\$12,281,115</b>	<b>\$48,583,814</b>	<b>\$111,697,179</b>



**Version History**

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

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$111,298,660 to \$111,697,179



<i>TIP ID</i>	T2743	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Intersection improvement
<i>Project Name</i>	Great Streets - Pennsylvania Ave, SE	<i>County</i>	Washington	<i>Total Cost</i>	\$15,000,000
<i>Project Limits</i>	Pennsylvania Ave to Minnesota	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2026
		<i>Agency Project ID</i>	DEED0B1A		

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

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	HIP	-	\$12,000,000	-	-	-	\$12,000,000	\$12,000,000
CON	DC/STATE	-	\$3,000,000	-	-	-	\$3,000,000	\$3,000,000
	<i>Total CON</i>	-	\$15,000,000	-	-	-	\$15,000,000	\$15,000,000
	<i>Total Programmed</i>	-	\$15,000,000	-	-	-	\$15,000,000	\$15,000,000



**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**

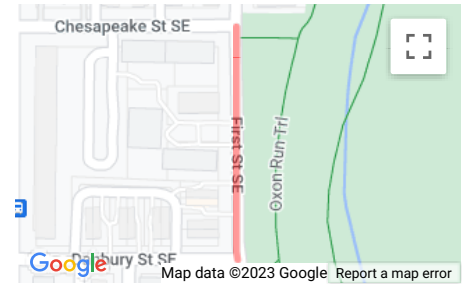
Total project cost decreased from \$15,001,000 to \$15,000,000



<i>TIP ID</i>	T2796	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bike/Ped
<i>Project Name</i>	National Recreational Trails	<i>County</i>	Washington	<i>Total Cost</i>	\$3,264,002
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	
		<i>Agency Project ID</i>	DAF066A		

*Description* Programs associated with the Recreational Trails Program a program established to develop and maintain recreational trails and trail-related facilities. Mostly small projects; often grants to local groups. Through the D.C. Recreational Trails Program Advisory Committee, the District Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training). a. Friends of Kenilworth Aquatic Gardens b. Student Conservation Association c. Anacostia Riverwalk Trailside Feature on 11th ST SE d. Kenilworth Aquatic Gardens Trail Maintenance and Accessibility e. Kingman and Heritage Islands Trail Maintenance f. Battery Kemble Park and Fort Totten Park Trail Maintenance g. Conditions Assessment of Oxon Run Park h. Trail and Bike Lane Counter Maintenance Program

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	NRT	\$652,800	\$652,800	\$652,800	\$652,800	\$2,611,200	\$2,611,200
PE	DC/STATE	\$163,202	\$163,200	\$163,200	\$163,200	\$652,802	\$652,802
	<i>Total PE</i>	\$816,002	\$816,000	\$816,000	\$816,000	\$3,264,002	\$3,264,002
	<i>Total Programmed</i>	\$816,002	\$816,000	\$816,000	\$816,000	\$3,264,002	\$3,264,002



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1	Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-10	Amendment 2023-2026	01/13/2023	N/A	N/A
23-14	Amendment 2023-2026	03/17/2023	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$3,420,002 to \$3,264,002



<i>TIP ID</i>	T2927	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Preventive Maintenance
<i>Project Name</i>	Highway Structures Preventive Maintenance and Repairs	<i>County</i>	Washington	<i>Total Cost</i>	\$26,676,047
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i> CD036A, CD042A, CD061			

*Description* This project provides a two-year base contract with two option years for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Various Locations
PE NHPP	\$88,115	-	-	-	\$88,115	\$88,115	
PE DC/STATE	\$22,029	-	-	-	\$22,029	\$22,029	
<i>Total PE</i>	\$110,144	-	-	-	\$110,144	\$110,144	
CON NHPP	\$5,075,133	\$3,888,640	\$4,096,960	\$4,305,280	\$17,366,013	\$17,366,013	
CON DC/STATE	\$1,472,252	\$1,215,200	\$1,280,300	\$1,345,400	\$5,313,152	\$5,313,152	
CON STBG	\$814,018	\$972,160	\$1,024,240	\$1,076,320	\$3,886,738	\$3,886,738	
<i>Total CON</i>	\$7,361,403	\$6,076,000	\$6,401,500	\$6,727,000	\$26,565,903	\$26,565,903	
<i>Total Programmed</i>	\$7,471,547	\$6,076,000	\$6,401,500	\$6,727,000	\$26,676,047	\$26,676,047	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1	Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$29,886,193 to \$26,676,047



<i>TIP ID</i>	T2945	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	District TDM (goDCgo)	<i>County</i>	Washington	<i>Total Cost</i>	\$10,241,511
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	DCM074A		

*Description* goDCgo is responsible for promoting the use of all sustainable transportation modes in the city through marketing and outreach. The contractor will provide marketing expertise to support the growth of the goDCgo and Capital Bikeshare and advertise the service to residents, visitors, and employers. a. District TDM (goDCgo) b. Capital Bikeshare Marketing and Outreach

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	CMAQ	\$1,920,000	\$1,920,000	\$1,920,000	\$1,920,000	\$7,680,000	\$7,702,383
PE	DC/STATE	\$480,000	\$480,000	\$480,000	\$480,000	\$1,920,000	\$1,925,596
	<i>Total PE</i>	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$9,600,000	\$9,627,979
OTHER	CMAQ	\$490,825	-	-	-	\$490,825	\$490,825
OTHER	DC/STATE	\$122,707	-	-	-	\$122,707	\$122,707
	<i>Total Other</i>	\$613,532	-	-	-	\$613,532	\$613,532
	<i>Total Programmed</i>	\$3,013,532	\$2,400,000	\$2,400,000	\$2,400,000	\$10,213,532	\$10,241,511

\*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$12,082,107 to \$10,241,511



<i>TIP ID</i>	T3202	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Preventive Maintenance
<i>Project Name</i>	Bridge Design	<i>County</i>	Washington	<i>Total Cost</i>	\$9,640,769
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia, Region-wide	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	DCD032C, MNT05A		
<i>Description</i>	This project provides design solutions for bridges and performs analysis, cost estimates for construction. a. Bridge Design b. Structures and Bridges Engineering c. Bridge Maintenance Program Manager				

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE BFP	\$340,000	-	\$868,000	\$868,000	\$868,000	-	\$2,604,000	\$2,944,000
PE NHPP	\$693,120	\$661,197	\$661,197	\$661,197	-	-	\$1,983,591	\$2,676,711
PE DC/STATE	\$258,280	\$672,760	\$483,581	\$487,411	\$314,131	-	\$1,957,883	\$2,216,163
PE STBG	-	\$589,804	\$405,124	\$420,445	\$388,522	-	\$1,803,895	\$1,803,895
<i>Total PE</i>	\$1,291,400	\$1,923,761	\$2,417,902	\$2,437,053	\$1,570,653	-	\$8,349,369	\$9,640,769
<i>Total Programmed</i>	\$1,291,400	\$1,923,761	\$2,417,902	\$2,437,053	\$1,570,653	-	\$8,349,369	\$9,640,769

\*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$6,385,769 to \$9,640,769





<i>TIP ID</i>	T3210	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	Transportation Alternatives Program	<i>County</i>	Washington	<i>Total Cost</i>	\$5,086,123
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	IDAF049A		

*Description* The TAP or TA Set-Aside is a reimbursable federal aid funding program for transportation-related community projects designed to strengthen the intermodal transportation system. The program aims to expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment by supporting non-traditional projects linked to the transportation system. Projects will be reviewed through a competitive process and selected based upon a number of criteria including the projects expected benefits to the community, feasibility and project readiness, consistency with agency plans and missions, and the sponsors demonstrated ability to manage a federal-aid project. a. Constitution Ave and 18th St NW Crosswalk and Paths Improvement b. Jay St NE Smart Bio-retention d. Prather's Alley Safety Improvements e. Protected Mobility Lanes on M Street SE f. Rock Creek Park Military Road Feasibility Study h. Union Station Masonry Restoration Project i. Union Station Roman Legionnaires and Interior Restoration j. Union Station Roman Legionnaires and Vestibules Restoration k. Water Street Staircase and Trailhead Improvements l. 2021 C&O Canal Trailhead Project Enhancements m. 2021 Union Station Headhouse Floor Restoration n. 2021 Union Station West Hall Restoration o. 2021 Historic Bridge Sculpture Restoration: Tigers on 16th Street Bridge & Bison on Dumbarton Bridge p. 2021 2021 Curb Extensions with Mural q. 2021 Tactical Urbanism Library r. 2021 Blair Road NW Sidewalk Improvement Project s. TAP 2022 - 11th Street Safety Intervention 2022 t. 2022 - Permanent Curb Extension Study u. USRC- Washington Union station East Hall Decorative Finishes v. FY23 Washington Union Station: East Hall Alcoves w. FY23 Green Infrastructure Remote Monitoring x. FY23 Joyce Road Trail and Beach Drive Trail y. FY23 Green Infrastructure Pilot Project Part 1 z. FY22 Capital Crescent Trail Rehabilitation

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Map Has Not Been Marked
PE	DC/STATE	\$105,947	\$249,550	\$295,120	\$295,120	\$945,737	\$945,737	
PE	TAP	\$423,789	\$998,200	\$1,180,480	\$1,180,480	\$3,782,949	\$3,782,949	
	<i>Total PE</i>	\$529,736	\$1,247,750	\$1,475,600	\$1,475,600	\$4,728,686	\$4,728,686	
CON	DC/STATE	\$71,488	-	-	-	\$71,488	\$71,488	
CON	TAP	\$285,949	-	-	-	\$285,949	\$285,949	
	<i>Total CON</i>	\$357,437	-	-	-	\$357,437	\$357,437	
	<i>Total Programmed</i>	\$887,173	\$1,247,750	\$1,475,600	\$1,475,600	\$5,086,123	\$5,086,123	

**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-08	Amendment 2023-2026	12/09/2022	N/A	N/A
23-10	Amendment 2023-2026	01/13/2023	N/A	N/A
23-14	Amendment 2023-2026	03/17/2023	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	<i>Pending</i>	<i>Pending</i>

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$4,337,173 to \$5,086,123



<i>TIP ID</i>	T3212	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bike/Ped
<i>Project Name</i>	Safety Improvements Citywide	<i>County</i>	Washington	<i>Total Cost</i>	\$68,384,709
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	DCB0, C10		

*Description* Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District on Federal-aid and local roads. Work includes elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, and lighting upgrades; installation of pavement markings to eliminate or reduce accidents; and installation of safety fences at overhead structures. Safety improvements are systematically identified through analyses of accident records, inspections, surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents. b. Pavement Skid Testing d. TARAS Crash Analysis Support e. Traffic Data Collection and Analysis Services f. Traffic Engineering Design g. Multi-modal Traffic & Safety Construction h. Constructability and Work Zone Safety Review i. Traffic Safety Design j. Traffic Safety Engineering Support Services k. Traffic Sign Inventory Upgrade

Phase AC/ACCP Source		FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	HSIP	\$5,561,325	\$5,561,325	\$5,561,325	\$5,561,325	\$22,245,300	\$22,245,300
PE	DC/STATE	\$1,137,300	\$1,141,925	\$1,146,925	\$1,146,925	\$4,573,075	\$4,573,075
PE	STBG	\$2,077,498	\$2,096,000	\$2,116,000	\$2,116,000	\$8,405,498	\$8,405,498
	<i>Total PE</i>	\$8,776,123	\$8,799,250	\$8,824,250	\$8,824,250	\$35,223,873	\$35,223,873
CON	DC/STATE	\$1,467,136	\$1,712,468	\$1,721,601	\$1,730,963	\$6,632,168	\$6,632,168
CON	STBG	\$5,868,544	\$6,849,870	\$6,886,404	\$6,923,850	\$26,528,668	\$26,528,668
	<i>Total CON</i>	\$7,335,680	\$8,562,338	\$8,608,005	\$8,654,813	\$33,160,836	\$33,160,836
	<i>Total Programmed</i>	\$16,111,803	\$17,361,588	\$17,432,255	\$17,479,063	\$68,384,709	\$68,384,709



**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-05.1	Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-13.1	Amendment 2023-2026	03/15/2023	3/28/2023	3/28/2023
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$69,066,593 to \$68,384,709



**TIP ID** T3213 **Lead Agency** District Department of Transportation **Project Type** Transportation Operations  
**Project Name** Planning and Management Systems **County** Washington **Total Cost** \$43,353,614  
**Project Limits** **Municipality** District of Columbia **Completion Date** 2045  
**Agency Project** IDCAL16C, PM304C, CM070A, PM301C, PM070A, AF028A

**Description** a. AASHTOWARE License Fee e. Audit and Compliance g. Construction Estimate h. DBE On-Line Certification Application Program k. Infrastructure Information Technology Support Services o. moveDC s. Small Business Compliance t. SPR u. STIC Innovation Grant v. Summer Transportation Institute y. Transportation Asset Management Plan ab. Cyclomedia Paving Data Analysis

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	NHPP	\$298,766	\$545,451	\$545,451	\$545,541	\$1,935,209	\$1,935,209
PE	SPR	\$2,267,084	\$2,324,408	\$2,389,827	\$2,382,423	\$9,363,742	\$9,363,742
PE	STIC	\$125,000	-	-	-	\$125,000	\$125,000
PE	DC/STATE	\$1,782,058	\$1,366,117	\$1,807,671	\$1,480,618	\$6,436,464	\$6,466,464
PE	STBG	\$2,594,602	\$2,594,602	\$4,295,402	\$2,994,603	\$12,479,209	\$12,599,209
	<b>Total PE</b>	<b>\$7,067,510</b>	<b>\$6,830,578</b>	<b>\$9,038,351</b>	<b>\$7,403,185</b>	<b>\$30,339,624</b>	<b>\$30,489,624</b>
CON	DC/STATE	\$72,798	-	-	-	\$72,798	\$72,798
CON	STBG	\$291,192	-	-	-	\$291,192	\$291,192
	<b>Total CON</b>	<b>\$363,990</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$363,990</b>	<b>\$363,990</b>
PLANNING	DC/STATE	\$10,000	-	-	-	\$10,000	\$10,000
PLANNING	STBG	\$40,000	-	-	-	\$40,000	\$40,000
	<b>Total PLANNING</b>	<b>\$50,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$50,000</b>	<b>\$50,000</b>
OTHER	DC/STATE	\$731,000	\$622,500	\$622,500	\$514,000	\$2,490,000	\$2,490,000
OTHER	STBG	\$2,924,000	\$2,490,000	\$2,490,000	\$2,056,000	\$9,960,000	\$9,960,000
	<b>Total Other</b>	<b>\$3,655,000</b>	<b>\$3,112,500</b>	<b>\$3,112,500</b>	<b>\$2,570,000</b>	<b>\$12,450,000</b>	<b>\$12,450,000</b>
	<b>Total Programmed</b>	<b>\$11,136,500</b>	<b>\$9,943,078</b>	<b>\$12,150,851</b>	<b>\$9,973,185</b>	<b>\$43,203,614</b>	<b>\$43,353,614</b>

\*Map Has Not Been Marked

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-12 Amendment 2023-2026	Pending	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$44,876,443 to \$43,353,614



<i>TIP ID</i>	T3215	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Resurface
<i>Project Name</i>	Pavement Restoration - STBG Streets	<i>County</i>	Washington	<i>Total Cost</i>	\$52,074,250
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project</i>	IDSR092A		

*Description* Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
CON DC/STATE	\$2,614,850	\$2,600,000	\$2,600,000	\$2,600,000	\$10,414,850	\$10,414,850
CON STBG	\$10,459,400	\$10,400,000	\$10,400,000	\$10,400,000	\$41,659,400	\$41,659,400
<i>Total CON</i>	\$13,074,250	\$13,000,000	\$13,000,000	\$13,000,000	\$52,074,250	\$52,074,250
<i>Total Programmed</i>	\$13,074,250	\$13,000,000	\$13,000,000	\$13,000,000	\$52,074,250	\$52,074,250

\*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$52,731,000 to \$52,074,250



<i>TIP ID</i>	T3216	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - ITS/Technology
<i>Project Name</i>	Traffic Operations Improvements Citywide	<i>County</i>	Washington	<i>Total Cost</i>	\$60,473,481
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date 2024</i>	
		<i>Agency Project ID</i> OS07A, CI060A, CI034A, CI035A, PM097A, CI050A,			

*Description* This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Projects include: a. Advanced Transportation Management System b. ITS General Support c. ITS Maintenance g. Citywide Pavement Markings Restoration h. TMC Hardware and Data Services i. Traffic Management Center Operations j. Citywide Thermoplastic Pavement Markings

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	DC/STATE	\$86,040	\$94,783	\$94,783	\$94,784	\$370,390	\$370,390
PE	STBG	\$344,160	\$379,130	\$379,131	\$379,132	\$1,481,553	\$1,481,553
	<i>Total PE</i>	\$430,200	\$473,913	\$473,914	\$473,916	\$1,851,943	\$1,851,943
CON	HSIP	\$4,024,000	\$4,644,000	\$5,546,986	\$5,546,986	\$19,761,972	\$19,761,972
CON	NHPP	-	-	-	-	-	\$550,400
CON	DC/STATE	\$1,286,073	\$1,098,849	\$1,220,881	\$1,242,581	\$4,848,384	\$4,985,984
CON	STBG	\$2,200,293	\$2,331,396	\$2,418,196	\$2,504,996	\$9,454,881	\$9,454,881
	<i>Total CON</i>	\$7,510,366	\$8,074,245	\$9,186,063	\$9,294,563	\$34,065,237	\$34,753,237
OTHER	HSIP	\$195,300	-	-	-	\$195,300	\$195,300
OTHER	DC/STATE	\$1,092,053	\$1,271,992	\$1,093,401	\$1,316,217	\$4,773,663	\$4,773,663
OTHER	STBG	\$4,172,910	\$5,087,964	\$4,373,600	\$5,264,864	\$18,899,338	\$18,899,338
	<i>Total Other</i>	\$5,460,263	\$6,359,956	\$5,467,001	\$6,581,081	\$23,868,301	\$23,868,301
	<i>Total Programmed</i>	\$13,400,829	\$14,908,114	\$15,126,978	\$16,349,560	\$59,785,481	\$60,473,481

\*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-03.1	Amendment 2023-2026	10/19/2022	11/01/2022	Pending
23-05.1	Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-08	Amendment 2023-2026	12/09/2022	N/A	N/A
23-14	Amendment 2023-2026	03/17/2023	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$51,696,456 to \$60,473,481



<i>TIP ID</i>	T3219	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	TERMs
<i>Project Name</i>	Commuter Connections Program	<i>County</i>	Washington	<i>Total Cost</i>	\$3,626,234
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	IDZU022A		

*Description* The purpose of the Commuter Connections Program is to reduce mobile source emissions through the reduction in the number of VMT, and support of other Transportation Control Measures. This project provides funding for Commuter Operations Center, Guaranteed Ride, Home, Marketing, Monitoring and Evaluation, Employer Outreach, and DC Kiosk.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
PE	CMAQ	\$652,503	\$707,810	\$735,199	\$805,475	\$2,900,987	\$2,900,987	*Map Has Not Been Marked
PE	DC/STATE	\$163,126	\$176,952	\$183,800	\$201,369	\$725,247	\$725,247	
	<i>Total PE</i>	\$815,629	\$884,762	\$918,999	\$1,006,844	\$3,626,234	\$3,626,234	
	<i>Total Programmed</i>	\$815,629	\$884,762	\$918,999	\$1,006,844	\$3,626,234	\$3,626,234	

**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	<i>Pending</i>	<i>Pending</i>

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

*Funding Change(s):*  
 Total project cost increased from \$3,474,484 to \$3,626,234



<b>TIP ID</b>	T3242	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Infrastructure Resiliency
<b>Project Name</b>	Stormwater-Hydraulic Structures and Flood Management Works	<b>County</b>	Washington	<b>Total Cost</b>	\$25,994,698
<b>Project Limits</b>		<b>Municipality</b>	District of Columbia	<b>Completion Date</b>	2045
		<b>Agency Project ID</b>	CA303C, MNT02		

**Description** The purpose of this project is to replace/rehab existing hydraulic structures as culverts, inlets, etc.. On a bi-annual basis and based on stormwater drainage problem occurrences the structures will be inspected. On an annual basis, structures will be rehabilitated or replaced depending on their condition. The project also assesses and manages flooding conditions on transportation infrastructures. a. Culvert Inspection b. Drainage and Stormwater Improvements - Construction c. Stormwater Retrofits d. University Terrace NW Drainage Improvements e. Drainage and Stormwater Improvements - Design

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE DC/STATE	\$478,552	\$490,103	\$364,243	\$490,103	\$1,823,001	\$1,823,001
PE STBG	\$1,914,204	\$1,960,410	\$1,456,970	\$1,960,410	\$7,291,994	\$7,291,994
<b>Total PE</b>	<b>\$2,392,756</b>	<b>\$2,450,513</b>	<b>\$1,821,213</b>	<b>\$2,450,513</b>	<b>\$9,114,995</b>	<b>\$9,114,995</b>
CON CMAQ	-	\$2,400,000	\$2,400,000	\$979,234	\$5,779,234	\$5,779,234
CON DC/STATE	\$718,668	\$885,758	\$885,758	\$885,758	\$3,375,942	\$3,375,942
CON STBG	\$2,874,671	\$1,143,030	\$1,143,030	\$2,563,796	\$7,724,527	\$7,724,527
<b>Total CON</b>	<b>\$3,593,339</b>	<b>\$4,428,788</b>	<b>\$4,428,788</b>	<b>\$4,428,788</b>	<b>\$16,879,703</b>	<b>\$16,879,703</b>
<b>Total Programmed</b>	<b>\$5,986,095</b>	<b>\$6,879,301</b>	<b>\$6,250,001</b>	<b>\$6,879,301</b>	<b>\$25,994,698</b>	<b>\$25,994,698</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-22 Amendment 2023-2026	08/25/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-24 Amendment 2023-2026	Pending	N/A	N/A

**Current Change Reason**

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

**Funding Change(s):**

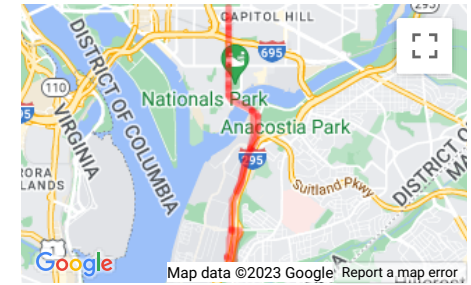
Total project cost decreased from \$26,236,098 to \$25,994,698



**TIP ID** T3423  
**Project Name** South Capitol Street Corridor  
**Project Limits** N St, MLK Ave, Suitland Pkwy, Memorial Bridge to Independence Ave.  
**Lead Agency** District Department of Transportation  
**County** Washington  
**Municipality** District of Columbia  
**Agency Project ID** AW011, AW024A, AW001A, AW025A, CKTB6  
**Project Type** Road - Add Capacity/Widening  
**Total Cost** \$207,400,000  
**Completion Date** 2028

**Description** Redevelopment of the South Capitol Street corridor is a part of the Anacostia Waterfront Initiative. a. New Frederick Douglass Memorial Bridge b. Suitland Parkway and I-295 Interchange Reconfiguration c. Martin Luther King Jr. Ave. and Suitland Parkway Interchange Reconfiguration d. South Capitol St from N St to SE/SW Freeway Boulevard Streetscape e. New Jersey Ave SE Streetscape improvements f. South Capitol Street Corridor Phase 2

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	GARVEE	\$166,800,000	-	-	-	-	-	-	\$166,800,000
CON	DC/STATE	-	-	-	-	-	\$7,425,000	-	\$7,425,000
CON	STBG	-	-	-	-	-	\$29,700,000	-	\$29,700,000
	<b>Total CON</b>	\$166,800,000	-	-	-	-	\$37,125,000	-	\$203,925,000
STUDY	LOCAL	\$200,000	-	-	-	-	-	-	\$200,000
STUDY	NHPP	\$800,000	-	-	-	-	-	-	\$800,000
	<b>Total STUDY</b>	\$1,000,000	-	-	-	-	-	-	\$1,000,000
OTHER	DC/STATE	-	\$495,000	-	-	-	-	\$495,000	\$495,000
OTHER	STBG	-	\$1,980,000	-	-	-	-	\$1,980,000	\$1,980,000
	<b>Total Other</b>	-	\$2,475,000	-	-	-	-	\$2,475,000	\$2,475,000
	<b>Total Programmed</b>	\$167,800,000	\$2,475,000	-	-	-	\$37,125,000	\$2,475,000	\$207,400,000



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-10 Amendment 2023-2026	01/13/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-24 Amendment 2023-2026	Pending	N/A	N/A

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$779,483,000 to \$207,400,000





<i>TIP ID</i>	T5298	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	Emergency Transportation Project	<i>County</i>	Washington	<i>Total Cost</i>	\$100,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia, Region-wide	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	IDAF067A		

*Description* The purpose of this project is to provide a vehicle that allows the Department to respond to emergencies or other unforeseen events that are not budgeted or planned such as major pavement failures, sinkholes, falling steel or concrete from bridges and other urgent needs.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Map Has Not Been Marked
PE	LOCAL	-	\$5,000	\$5,000	\$5,000	\$15,000	\$15,000	
PE	STBG	-	\$20,000	\$20,000	\$20,000	\$60,000	\$60,000	
	<i>Total PE</i>	-	\$25,000	\$25,000	\$25,000	\$75,000	\$75,000	
CON	LOCAL	\$5,000	-	-	-	\$5,000	\$5,000	
CON	STBG	\$20,000	-	-	-	\$20,000	\$20,000	
	<i>Total CON</i>	\$25,000	-	-	-	\$25,000	\$25,000	
	<i>Total Programmed</i>	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$100,000



<i>TIP ID</i>	T5313	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Landscaping/Beautification
<i>Project Name</i>	Urban Forestry Program	<i>County</i>	Washington	<i>Total Cost</i>	\$2,227,412
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	IDCG311, CG312, CG313, CG314		

*Description* Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
CON	NHPP	\$191,017	\$172,736	\$172,736	\$172,736	\$709,225	\$709,225	*Map Has Not Been Marked
CON	DC/STATE	\$119,982	\$108,500	\$108,500	\$108,500	\$445,482	\$445,482	
CON	STBG	\$288,913	\$261,264	\$261,264	\$261,264	\$1,072,705	\$1,072,705	
	<i>Total CON</i>	\$599,912	\$542,500	\$542,500	\$542,500	\$2,227,412	\$2,227,412	
	<i>Total Programmed</i>	\$599,912	\$542,500	\$542,500	\$542,500	\$2,227,412	\$2,227,412	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$2,399,659 to \$2,227,412



<i>TIP ID</i>	T5316	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	Guardrails and Attenuators	<i>County</i>	Washington	<i>Total Cost</i>	\$11,361,934
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	DCD062A		

*Description* This project repairs, replaces and upgrades safety appurtenances on and off the Federal-aid Highway System that have been damaged by errant vehicles, and replaces units that do not meet the requirements of NCHRP (National Cooperative Highway Research Program) Report 350. Work also includes construction of guiderails and attenuators at new locations and removal of units in locations where they are no longer needed. a. Guardrails and Attenuators Inventory and Design b. Guardrails and Attenuators Repair and Replacement

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Various Locations
CON DC/STATE	\$579,787	\$525,140	\$579,390	\$588,070	\$2,272,387	\$2,272,387	
CON STBG	\$2,319,147	\$2,100,560	\$2,317,560	\$2,352,280	\$9,089,547	\$9,089,547	
<i>Total CON</i>	\$2,898,934	\$2,625,700	\$2,896,950	\$2,940,350	\$11,361,934	\$11,361,934	
<i>Total Programmed</i>	\$2,898,934	\$2,625,700	\$2,896,950	\$2,940,350	\$11,361,934	\$11,361,934	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$11,857,768 to \$11,361,934



<i>TIP ID</i>	T5342	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	Approach Bridges to 14th Street Bridge	<i>County</i>	Washington	<i>Total Cost</i>	\$6,750,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia, Region-wide	<i>Completion Date</i>	2028
		<i>Agency Project ID</i>	DCD046A		

*Description* The approach bridges to be rehabilitated are over Maine Ave. (bridge 171-1), over the Outlet Channel (bridge 171-2) and over Haines Point Park (bridge 171-3).

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Year Total	Total
PE	NHPP		\$6,075,000	-	-	-	-	-	\$6,075,000
PE	DC/STATE		\$675,000	-	-	-	-	-	\$675,000
	<i>Total PE</i>		\$6,750,000	-	-	-	-	-	\$6,750,000
	<i>Total Programmed</i>		\$6,750,000	-	-	-	-	-	\$6,750,000



**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost decreased from \$39,842,500 to \$6,750,000



<b>TIP ID</b>	T5346	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Bridge - Rehab
<b>Project Name</b>	Theodore Roosevelt Bridge Rehabilitation	<b>County</b>	Washington	<b>Total Cost</b>	\$224,420,843
<b>Project Limits</b>		<b>Municipality</b>	District of Columbia, Region-wide	<b>Completion Date</b>	2025
		<b>Agency Project</b>	IDCD026		
<b>Description</b>	Maintain the structure's service life for 30 years and improve safety by making necessary repairs to the existing structure. Improve safety by bringing the combined pedestrian/bicycle sidewalk into compliance with safety standards.				

Phase AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$4,197,600	-	-	-	-	-	-	\$4,197,600
PE	DC/STATE	\$896,105	\$189,561	-	-	-	-	\$189,561	\$1,085,666
PE	STBG	\$1,718,817	\$758,242	-	-	-	-	\$758,242	\$2,477,059
	<b>Total PE</b>	<b>\$6,812,522</b>	<b>\$947,803</b>	-	-	-	-	<b>\$947,803</b>	<b>\$7,760,325</b>
ROW	NHPP	\$22,500	-	-	-	-	-	-	\$22,500
ROW	DC/STATE	\$2,500	-	-	-	-	-	-	\$2,500
	<b>Total ROW</b>	<b>\$25,000</b>	-	-	-	-	-	-	<b>\$25,000</b>
CON	BFP	-	\$15,300,000	-	-	-	-	\$15,300,000	\$15,300,000
CON	HBRRP	-	\$1,658,584	-	-	-	-	\$1,658,584	\$1,658,584
CON	HIP	-	\$3,166,231	-	-	-	-	\$3,166,231	\$3,166,231
CON	NHPP	\$920,700	-	-	-	-	-	-	\$920,700
CON	DC/STATE	\$102,300	\$5,773,651	-	\$9,441,883	\$12,916,384	\$7,893,346	\$28,131,918	\$36,127,564
CON	STBG	-	\$38,455,991	-	\$37,767,532	\$51,665,534	\$31,573,382	\$127,889,057	\$159,462,439
	<b>Total CON</b>	<b>\$1,023,000</b>	<b>\$64,354,457</b>	-	<b>\$47,209,415</b>	<b>\$64,581,918</b>	<b>\$39,466,728</b>	<b>\$176,145,790</b>	<b>\$216,635,518</b>
	<b>Total Programmed</b>	<b>\$7,860,522</b>	<b>\$65,302,260</b>	-	<b>\$47,209,415</b>	<b>\$64,581,918</b>	<b>\$39,466,728</b>	<b>\$177,093,593</b>	<b>\$224,420,843</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-08 Amendment 2023-2026	12/09/2022	N/A	N/A
23-22 Amendment 2023-2026	08/25/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost increased from \$133,922,782 to \$224,420,843



<i>TIP ID</i>	T5802	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Preliminary Engineering/Environmental Analysis
<i>Project Name</i>	AWI Program Manager	<i>County</i>	Washington	<i>Total Cost</i>	\$10,000,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	AW035A		

*Description* Consultant services to supplement the NEPA process and implement design and construction of the AWI corridors. Work includes surveys; geotechnical and environmental investigation and testing preliminary ;roadway and bridge design and CE services during construction. Funding will be used for construction oversight and consultant services.

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE LOCAL	\$300,000	-	-	-	\$300,000	\$900,000	
PE NHPP	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$4,800,000	\$7,200,000	
PE State (NM)	\$750,000	-	-	-	\$750,000	\$750,000	
PE DC/STATE	\$50,000	\$300,000	\$300,000	\$300,000	\$950,000	\$950,000	
PE STBG	\$200,000	-	-	-	\$200,000	\$200,000	
<i>Total PE</i>	\$2,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,000,000	\$10,000,000	
<i>Total Programmed</i>	\$2,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,000,000	\$10,000,000	

**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-14 Amendment 2023-2026	03/17/2023	N/A	N/A
23-16 Amendment 2023-2026	04/14/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**

Total project cost stays the same \$10,000,000



<i>TIP ID</i>	T5922	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Freight Movement
<i>Project Name</i>	Freight Planning Program	<i>County</i>	Washington	<i>Total Cost</i>	\$8,409,875
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	IDAFO81A		

*Description* Development and updates of a District freight plan to enhance the safety and efficiency of goods movement for freight planning improvement and freight project implementation. a. Commercial Loading Zone Enforcement Support b. Delivery Demand Management Program c. Positive Truck Route Signage d. State Freight Plan Update e. Innovative Freight Delivery Practices, Research & Analysis f. Oversize/Overweight Routing Tool Maintenance and Enhancement

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	LOCAL	-	-	-	-	-	\$96,000
PE	NHFP	\$130,200	\$130,200	\$303,800	\$303,800	\$868,000	\$2,250,200
PE	DC/STATE	\$32,550	\$32,550	\$75,950	\$75,950	\$217,000	\$466,550
	<i>Total PE</i>	\$162,750	\$162,750	\$379,750	\$379,750	\$1,085,000	\$2,812,750
CON	NHFP	\$202,482	\$202,482	\$202,482	\$438,558	\$1,046,004	\$2,782,004
CON	DC/STATE	\$50,261	\$50,621	\$50,621	\$109,640	\$261,143	\$695,143
	<i>Total CON</i>	\$252,743	\$253,103	\$253,103	\$548,198	\$1,307,147	\$3,477,147
STUDY	NHFP	-	-	-	-	-	\$307,182
STUDY	DC/STATE	-	-	-	-	-	\$76,796
	<i>Total STUDY</i>	-	-	-	-	-	\$383,978
PLANNING	NHFP	-	-	\$694,400	-	\$694,400	\$1,388,800
PLANNING	DC/STATE	-	-	\$173,600	-	\$173,600	\$347,200
	<i>Total PLANNING</i>	-	-	\$868,000	-	\$868,000	\$1,736,000
	<i>Total Programmed</i>	\$415,493	\$415,853	\$1,500,853	\$927,948	\$3,260,147	\$8,409,875

\*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-05.1	Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$3,718,155 to \$8,409,875



<i>TIP ID</i>	T5957	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Intersection improvement
<i>Project Name</i>	Pennsylvania Ave and Potomac Ave SE Intersection Improvements	<i>County</i>	Washington	<i>Total Cost</i>	\$23,978,645
<i>Project Limits</i>	Potomac Ave SE to Penn Ave	<i>Municipality</i>	District of Columbia	<i>Completion Date 2025</i>	
		<i>Agency Project ID</i>	AW0, EW002C		

*Description* Pedestrian and Bicycle Safety improvements including reconfiguration of the Pennsylvania Ave/Potomac Avenue intersection, new signals and crosswalks and improvement access to the Potomac Metro station.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	State (NM)	-	\$23,870,000	-	-	-	-	\$23,870,000	\$23,870,000
CON	DC/STATE	\$21,729	-	-	-	-	-	-	\$21,729
CON	STBG	\$86,916	-	-	-	-	-	-	\$86,916
	<i>Total CON</i>	\$108,645	\$23,870,000	-	-	-	-	\$23,870,000	\$23,978,645
	<i>Total Programmed</i>	\$108,645	\$23,870,000	-	-	-	-	\$23,870,000	\$23,978,645



**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$25,141,945 to \$23,978,645





<i>TIP ID</i>	T6102	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Administration
<i>Project Name</i>	Planning Activities Passthrough (MWCOG)	<i>County</i>	Washington	<i>Total Cost</i>	\$27,459,382
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			
<i>Description</i>	DDOT receives an annual FHWA and FTA grant appropriation to support metropolitan planning activities and Statewide/DC based Planning Activities. a. 5303/5304 FTA Program b MATOC c. Metropolitan Planning				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE	S. 5303	\$960,537	\$529,000	\$529,000	\$529,000	\$2,547,537	\$2,547,537	
PE	S. 5304	\$575,218	\$130,700	\$130,700	\$130,700	\$967,318	\$967,318	
PE	DC/STATE	\$383,939	\$164,925	\$164,925	\$164,925	\$878,714	\$878,714	
	<i>Total PE</i>	\$1,919,694	\$824,625	\$824,625	\$824,625	\$4,393,569	\$4,393,569	
OTHER	DC/STATE	\$1,827,381	\$906,551	\$928,376	\$950,857	\$4,613,165	\$4,613,165	
OTHER	STBG	\$7,309,520	\$3,626,200	\$3,713,503	\$3,803,425	\$18,452,648	\$18,452,648	
	<i>Total Other</i>	\$9,136,901	\$4,532,751	\$4,641,879	\$4,754,282	\$23,065,813	\$23,065,813	
	<i>Total Programmed</i>	\$11,056,595	\$5,357,376	\$5,466,504	\$5,578,907	\$27,459,382	\$27,459,382	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-03.1 Amendment 2023-2026	10/19/2022	11/01/2022	Pending
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-12 Amendment 2023-2026	Pending	N/A	N/A
23-15.1 Amendment 2023-2026	04/19/2023	06/26/2023	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

*Funding Change(s):*  
 Total project cost increased from \$25,655,345 to \$27,459,382



<i>TIP ID</i>	T6105	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Bus
<i>Project Name</i>	DC Circulator	<i>County</i>	Washington	<i>Total Cost</i>	\$773,994
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date 2026</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	DC Circulator capital projects. a. DC Circulator On-Board Photo Enforcement b. DC Circulator Planning (TDP Implementation Activities) d. DC Circulator Sustainability and Zero Emissions Fleet Transition Plan e. DC Circulator B100 Pilot Program				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE	S. 5304	-	-	-	-	-	\$351,343	
PE	DC/STATE	-	-	-	-	-	\$87,836	
	<i>Total PE</i>	-	-	-	-	-	\$439,179	
CON	CMAQ	\$40,000	-	-	-	\$40,000	\$40,000	
CON	DC/STATE	\$10,000	-	-	-	\$10,000	\$10,000	
	<i>Total CON</i>	\$50,000	-	-	-	\$50,000	\$50,000	
STUDY	CMAQ	-	-	-	-	-	\$227,851	
STUDY	DC/STATE	-	-	-	-	-	\$56,964	
	<i>Total STUDY</i>	-	-	-	-	-	\$284,815	
	<i>Total Programmed</i>	\$50,000	-	-	-	\$50,000	\$773,994	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-03.1	Amendment 2023-2026	10/19/2022	11/01/2022	Pending
23-11.1	Amendment 2023-2026	02/15/2023	03/03/2023	03/22/2023
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$774,994 to \$773,994



**TIP ID** T6187  
**Project Name** I-395 HOV Bridge over Potomac River  
**Project Limits** Over Potomac River to Over Potomac River  
**Lead Agency** District Department of Transportation  
**County** Washington  
**Municipality** District of Columbia  
**Agency Project ID** MRR27A

**Project Type** Bridge - Rehab  
**Total Cost** \$35,998,275  
**Completion Date** 2028

**Description** Repair extensive pier cracking, superstructure and substructure rehabilitation.

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON BFP	-	\$10,400,000	\$7,998,620	-	-	-	\$18,398,620	\$18,398,620
CON NHPP	-	\$10,400,000	-	-	-	-	\$10,400,000	\$10,400,000
CON DC/STATE	-	\$5,200,000	\$1,999,655	-	-	-	\$7,199,655	\$7,199,655
<b>Total CON</b>	-	<b>\$26,000,000</b>	<b>\$9,998,275</b>	-	-	-	<b>\$35,998,275</b>	<b>\$35,998,275</b>
<b>Total Programmed</b>	-	<b>\$26,000,000</b>	<b>\$9,998,275</b>	-	-	-	<b>\$35,998,275</b>	<b>\$35,998,275</b>



**Version History**

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

**Current Change Reason**

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

**Funding Change(s):**

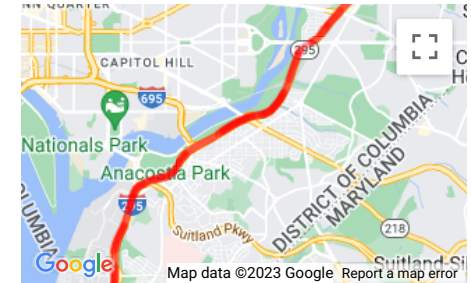
Total project cost increased from \$26,000,000 to \$35,998,275



**TIP ID** T6240 **Lead Agency** District Department of Transportation **Project Type** Road - Recons/Rehab/Maintenance  
**Project Name** Safety and Geometric Improvements of I-295 **County** Washington **Total Cost** \$28,272,212  
**Project Limits** Eastern Avenue to Chesapeake St. SE **Municipality** District of Columbia **Completion Date** 2028  
**Agency Project ID** MRR01A

**Description** Safety and geometry improvement of I295/DC 295. Work includes upgrade substandard ramps, extend merge area & acceleration lane, review slip ramps, complete missing interchange movements, reduce congestion, provide access for vehicular traffic, pedestrian and cyclists that include, road configuration, sidewalk improvement, pavement markings, median, island, traffic signal, signs, street lighting, and guardrails at interchanges along I-295/DC 295 between Eastern Avenue and Chesapeake St. a. Safety and Geometric Improvements of I-295 (Long Term) b. Safety and Geometric Improvements of I-295 (Mid Term) c. Safety and Geometric Improvements of I-295 (Short Term)

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	\$200,000	-	-	-	-	\$200,000	\$200,000
PE	NHFP	-	\$800,000	-	-	-	-	\$800,000	\$800,000
PE	DC/STATE	-	-	\$677,350	-	-	\$73,564	\$677,350	\$750,914
PE	STBG	-	-	\$2,709,400	-	-	\$294,253	\$2,709,400	\$3,003,653
	<b>Total PE</b>	-	\$1,000,000	\$3,386,750	-	-	\$367,817	\$4,386,750	\$4,754,567
ROW	DC/STATE	-	-	\$70,215	-	-	-	\$70,215	\$70,215
ROW	STBG	-	-	\$280,860	-	-	-	\$280,860	\$280,860
	<b>Total ROW</b>	-	-	\$351,075	-	-	-	\$351,075	\$351,075
CON	DC/STATE	-	-	-	-	-	\$4,273,315	-	\$4,273,315
CON	STBG	-	-	-	-	-	\$17,093,255	-	\$17,093,255
	<b>Total CON</b>	-	-	-	-	-	\$21,366,570	-	\$21,366,570
STUDY	LOCAL	\$200,000	-	-	-	-	-	-	\$200,000
STUDY	NHPP	\$600,000	-	-	-	-	-	-	\$600,000
STUDY	DC/STATE	\$200,000	-	-	-	-	-	-	\$200,000
STUDY	STBG	\$800,000	-	-	-	-	-	-	\$800,000
	<b>Total STUDY</b>	\$1,800,000	-	-	-	-	-	-	\$1,800,000
	<b>Total Programmed</b>	\$1,800,000	\$1,000,000	\$3,737,825	-	-	\$21,734,387	\$4,737,825	\$28,272,212



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost increased from \$2,801,000 to \$28,272,212



**TIP ID** T6315  
**Project Name** East Capitol Street Corridor Mobility & Safety Plan  
**Project Limits** 40th Street NE to Southern Ave NE

**Lead Agency** District Department of Transportation  
**County** Washington  
**Municipality** District of Columbia  
**Agency Project ID** SR086A

**Project Type** Bike/Ped  
**Total Cost** \$61,907,725  
**Completion Date** 2027

**Description** Design and construct pedestrian safety and traffic operations improvements

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE HSIP	\$1,710,000	-	-	-	-	-	-	\$1,710,000
PE DC/STATE	\$390,000	\$455,700	-	-	-	-	\$455,700	\$845,700
PE STBG	\$800,000	\$1,822,799	-	-	-	-	\$1,822,799	\$2,622,799
<b>Total PE</b>	<b>\$2,900,000</b>	<b>\$2,278,499</b>	-	-	-	-	<b>\$2,278,499</b>	<b>\$5,178,499</b>
CON DC/STATE	-	-	-	-	\$3,920,648	\$7,425,198	\$3,920,648	\$11,345,846
CON STBG	-	-	-	-	\$15,682,590	\$29,700,790	\$15,682,590	\$45,383,380
<b>Total CON</b>	-	-	-	-	<b>\$19,603,238</b>	<b>\$37,125,988</b>	<b>\$19,603,238</b>	<b>\$56,729,226</b>
<b>Total Programmed</b>	<b>\$2,900,000</b>	<b>\$2,278,499</b>	-	-	<b>\$19,603,238</b>	<b>\$37,125,988</b>	<b>\$21,881,737</b>	<b>\$61,907,725</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost increased from \$49,967,299 to \$61,907,725



<i>TIP ID</i>	T6428	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	<i>County</i>		<i>Total Cost</i>	\$14,200,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia, Region-wide	<i>Completion Date</i>	2026
		<i>Agency Project ID</i>			

*Description* The existing bridge (No. 78) needs total rehabilitation to become efficient and structurally sound as part of the roadway network and enhancing traffic movement through the corridor. The rehabilitation includes total replacement of the deck, the compression joint seals over both abutments and the pier.

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE NHPP	\$560,000	-	-	-	-	-	-	\$560,000
PE DC/STATE	\$140,000	-	-	-	-	-	-	\$140,000
<i>Total PE</i>	\$700,000	-	-	-	-	-	-	\$700,000
CON DC/STATE	-	\$2,700,000	-	-	-	-	\$2,700,000	\$2,700,000
CON STBG	-	\$10,800,000	-	-	-	-	\$10,800,000	\$10,800,000
<i>Total CON</i>	-	\$13,500,000	-	-	-	-	\$13,500,000	\$13,500,000
<i>Total Programmed</i>	\$700,000	\$13,500,000	-	-	-	-	\$13,500,000	\$14,200,000



**Version History**

<i>TIP Document</i>			<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01.1	Amendment	2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1	Amendment	2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost decreased from \$17,734,500 to \$14,200,000



<i>TIP ID</i>	T6490	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Replace
<i>Project Name</i>	Southwest Freeway Bridge over South Capitol Street	<i>County</i>	Washington	<i>Total Cost</i>	\$8,500,000
<i>Project Limits</i>	over South Capitol Street	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2028
		<i>Agency Project ID</i>			
<i>Description</i>	Bridge 1103 is part of Southwest Freeway over South Capitol Street and Bridge 1109 Ramp G, it is a prestressed concrete superstructure and substructure of the Southwest Freeway over South Capitol Street that is in poor condition based on latest inspection and requires extensive rehabilitation/replacement				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$6,875,000	-	-	-	-	-	-	\$6,875,000
PE	DC/STATE	\$1,625,000	-	-	-	-	-	-	\$1,625,000
	<i>Total PE</i>	\$8,500,000	-	-	-	-	-	-	\$8,500,000
	<i>Total Programmed</i>	\$8,500,000	-	-	-	-	-	-	\$8,500,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$66,818,751 to \$8,500,000



<b>TIP ID</b>	T6516	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Bike/Ped
<b>Project Name</b>	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	<b>County</b>	Washington	<b>Total Cost</b>	\$12,537,750
<b>Project Limits</b>	Nebraska Ave NW to Galena PI NW	<b>Municipality</b>	District of Columbia	<b>Completion Date</b>	2027
		<b>Agency Project ID</b>			

**Description** The project area includes a rehabilitation and pavement of the 0.65-mile section of the trails at Arizona Ave from Nebraska Avenue, NW to Galena Place, NW including missing sections of the trail and rehabilitation/ reconstruction Substructure and Superstructure of approximately 110-foot long Pedestrian Bridge over Arizona Ave connecting both sides of Arizona Ave trails including pedestrian access ramp.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CMAQ	\$2,088,000	\$347,200	-	-	-	-	\$347,200	\$2,435,200
PE	DC/STATE	\$522,000	\$86,800	-	-	-	-	\$86,800	\$608,800
	<b>Total PE</b>	<b>\$2,610,000</b>	<b>\$434,000</b>	-	-	-	-	<b>\$434,000</b>	<b>\$3,044,000</b>
CON	LOCAL (NM)	-	-	\$9,493,750	-	-	-	\$9,493,750	\$9,493,750
	<b>Total CON</b>	-	-	<b>\$9,493,750</b>	-	-	-	<b>\$9,493,750</b>	<b>\$9,493,750</b>
	<b>Total Programmed</b>	<b>\$2,610,000</b>	<b>\$434,000</b>	<b>\$9,493,750</b>	-	-	-	<b>\$9,927,750</b>	<b>\$12,537,750</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$13,460,000 to \$12,537,750





<i>TIP ID</i>	T6610	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	Citywide Large Guide Sign Maintenance	<i>County</i>	Washington	<i>Total Cost</i>	\$22,826,120
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i> DCFPID170319			

*Description* Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house. a. Citywide Large Guide Sign Maintenance b. Sign Structure Upgrade and Replacement

Phase AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
PE DC/STATE	\$390,557	\$434,000	-	\$227,850	\$1,052,407	\$1,052,407	*Map Has Not Been Marked
PE STBG	\$1,562,228	\$1,736,000	-	\$911,400	\$4,209,628	\$4,209,628	
<i>Total PE</i>	\$1,952,785	\$2,170,000	-	\$1,139,250	\$5,262,035	\$5,262,035	
CON NHPP	-	\$2,790,609	\$2,860,374	\$2,931,884	\$8,582,867	\$8,582,867	
CON DC/STATE	-	\$697,653	\$2,082,194	\$732,971	\$3,512,818	\$3,512,818	
CON STBG	-	-	\$5,468,400	-	\$5,468,400	\$5,468,400	
<i>Total CON</i>	-	\$3,488,262	\$10,410,968	\$3,664,855	\$17,564,085	\$17,564,085	
<i>Total Programmed</i>	\$1,952,785	\$5,658,262	\$10,410,968	\$4,804,105	\$22,826,120	\$22,826,120	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-10 Amendment 2023-2026	01/13/2023	N/A	N/A
23-12 Amendment 2023-2026	<i>Pending</i>	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	<i>Pending</i>	<i>Pending</i>

*Current Change Reason*

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

*Funding Change(s):*

Total project cost increased from \$15,623,785 to \$22,826,120



<i>TIP ID</i>	T6644	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Signal/Signs
<i>Project Name</i>	LED Signage Procurement and Installation	<i>County</i>	Washington	<i>Total Cost</i>	\$4,679,297
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			

*Description* Procurement and installation of LED signage and intelligent warning systems (flashing pedestrian signs, driver feedback machines, etc.). Signs will be procured, installed, and maintained by Field Operations Branch.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
CON	NHPP	\$288,000	\$1,119,477	\$1,153,908	\$1,182,052	\$3,743,437	\$3,743,437	
CON	DC/STATE	\$72,000	\$279,870	\$288,477	\$295,513	\$935,860	\$935,860	
	<i>Total CON</i>	\$360,000	\$1,399,347	\$1,442,385	\$1,477,565	\$4,679,297	\$4,679,297	
	<i>Total Programmed</i>	\$360,000	\$1,399,347	\$1,442,385	\$1,477,565	\$4,679,297	\$4,679,297	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

*Current Change Reason*

SCHEDULE / FUNDING / SCOPE - Cost change(s)

*Funding Change(s):*

Total project cost increased from \$1,440,000 to \$4,679,297



<i>TIP ID</i>	T6657	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	New York Ave NE Bridge over Anacostia River- <b>INFORMATIONAL</b>	<i>County</i>	Washington	<i>Total Cost</i>	\$35,000,000
<i>Project Limits</i>	Over Anacostia River	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2030
		<i>Agency Project ID</i>			

*Description* This project will include inspections and preliminary design work to assess the need for future rehabilitation and preventive maintenance on the bridge.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	BFP	-	-	-	-	-	\$28,000,000	-	\$28,000,000
CON	DC/STATE	-	-	-	-	-	\$7,000,000	-	\$7,000,000
	<i>Total CON</i>	-	-	-	-	-	\$35,000,000	-	\$35,000,000
	<i>Total Programmed</i>	-	-	-	-	-	\$35,000,000	-	\$35,000,000



**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

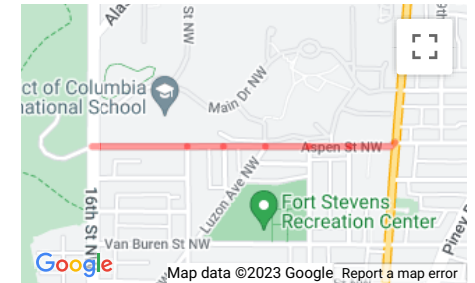
Total project cost increased from \$22,833,450 to \$35,000,000



<i>TIP ID</i>	T6801	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Recons/Rehab/Maintenance
<i>Project Name</i>	Aspen St NW Improvements	<i>County</i>	Washington	<i>Total Cost</i>	\$6,159,000
<i>Project Limits</i>	at Walter Reed Army Medical Center	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2026
		<i>Agency Project ID</i>			

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

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	DC/STATE		\$6,159,000	-	-	-	-	-	\$6,159,000
	<i>Total CON</i>		\$6,159,000	-	-	-	-	-	\$6,159,000
	<i>Total Programmed</i>		\$6,159,000	-	-	-	-	-	\$6,159,000



**Version History**

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

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost decreased from \$13,860,000 to \$6,159,000



**TIP ID** T6804  
**Project Name** I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp  
**Project Limits**

**Lead Agency** District Department of Transportation  
**County** Washington  
**Municipality** District of Columbia  
**Agency Project ID**  
**Project Type** Bridge - Rehab  
**Total Cost** \$49,483,750  
**Completion Date** 2045

**Description** In conjunction with the Asset Management Division recommendation, it is apparent that to maintain the structural integrity and reduce further damage from the continued deterioration and aging of the I-66 Ramp to the Whitehurst Freeway and the K Street NW Bridge over Ramp to the Whitehurst Freeway, repair and restoration of the bridge substructures and superstructure is required. (Bridge #1303 and Bridge # 1304) The primary goal of the project is to perform repairs and rehabilitation of all deficient bridge components to extend the service life of the structure.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BIP	\$1,086,085	-	-	-	-	-	-	\$1,086,085
PE	NHPP	\$2,500,914	-	\$2,000,000	-	-	\$2,000,000	\$2,000,000	\$6,500,914
PE	State (NM)	\$300,000	-	-	-	-	-	-	\$300,000
PE	DC/STATE	\$596,751	-	\$500,000	-	-	\$500,000	\$500,000	\$1,596,751
	<b>Total PE</b>	<b>\$4,483,750</b>	-	<b>\$2,500,000</b>	-	-	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$9,483,750</b>
CON	NHPP	-	-	-	-	-	\$32,000,000	-	\$32,000,000
CON	DC/STATE	-	-	-	-	-	\$8,000,000	-	\$8,000,000
	<b>Total CON</b>	-	-	-	-	-	<b>\$40,000,000</b>	-	<b>\$40,000,000</b>
	<b>Total Programmed</b>	<b>\$4,483,750</b>	-	<b>\$2,500,000</b>	-	-	<b>\$42,500,000</b>	<b>\$2,500,000</b>	<b>\$49,483,750</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost increased from \$32,336,250 to \$49,483,750



<i>TIP ID</i>	T6811	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	Retroreflective Backplates	<i>County</i>	Washington	<i>Total Cost</i>	\$0
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>			

*Description* The TOSD plans to implement retroreflective backplates as a safety improvement to reduce fatalities and serious injury crashes on the Districts roadways. Retroreflective backplates are FHWA Proven Safety Countermeasure known to reduce total crashes at an intersection by 15%, by providing greater visibility and conspicuity of traffic signal heads, particularly at night and for drivers with vision limitations. The project will include systemic installation of this measure on corridors identified through network screening in each of the eight wards, as well as similar installation for single intersections that demonstrate characteristics and a safety record of crashes susceptible to correction with this treatment.

Phase	AC/ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
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Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-13.1	Amendment 2023-2026	03/15/2023	3/28/2023	3/28/2023
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

Delete project

Funding Change(s):

Total project cost decreased from \$1,485,000 to



<b>TIP ID</b>	T6812	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Bridge - Rehab
<b>Project Name</b>	William Howard Taft Memorial Bridge Rehabilitation- <b>INFORMATIONAL</b>	<b>County</b>	Washington	<b>Total Cost</b>	\$16,000,000
<b>Project Limits</b>		<b>Municipality</b>	District of Columbia	<b>Completion Date</b>	2045
		<b>Agency Project ID</b>			
<b>Description</b>	Rehabilitation / Repairs of the aged historical bridge crossing between Ward 2 and 3. General scope of work includes repairs on numerous cracks and deterioration on bridge elements including deck, jersey barriers, railings, lighting, etc.				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	-	-	-	-	-	\$2,400,000	-	\$2,400,000
PE	DC/STATE	-	-	-	-	-	\$600,000	-	\$600,000
	<i>Total PE</i>	-	-	-	-	-	\$3,000,000	-	\$3,000,000
CON	NHPP	-	-	-	-	-	\$10,400,000	-	\$10,400,000
CON	DC/STATE	-	-	-	-	-	\$2,600,000	-	\$2,600,000
	<i>Total CON</i>	-	-	-	-	-	\$13,000,000	-	\$13,000,000
	<i>Total Programmed</i>	-	-	-	-	-	\$16,000,000	-	\$16,000,000



**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$16,929,500 to \$16,000,000

**ATTACHMENT B - AMENDMENT SUMMARY REPORT  
FOR TIP ACTION 23-23.1: FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T13571	New York Avenue Bridge, NE over CSX RR	\$0	\$38,406,250	\$38,406,250	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Add funds in FFY 25 in PE for \$1,200,000 ▶ Add funds in FFY 27 in PE for \$2,400,000 ▶ Add funds in FFY 29 in CON for \$27,125,000 DC/STATE ▶ Add funds in FFY 25 in PE for \$300,000 ▶ Add funds in FFY 27 in PE for \$600,000 ▶ Add funds in FFY 29 in CON for \$6,781,250 <i>Total project cost \$38,406,250</i>
T3423	South Capitol Street Corridor	\$779,483,000	\$207,400,000	(\$572,083,000)	-73	Cost change(s), Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Delete funds in FFY 27 in DC/STATE ▶ Add funds in FFY 28 in CON for \$2,000,000 ▶ Add funds in FFY 29 in CON for \$5,425,000 STBG ▶ Add funds in FFY 28 in CON for \$8,000,000 ▶ Add funds in FFY 29 in CON for \$21,700,000 <i>Total project cost decreased from \$779,483,000 to \$207,400,000</i>
T6490	Southwest Freeway Bridge over South Capitol Street	\$66,818,751	\$8,500,000	(\$58,318,751)	-87	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 24 in CON for \$24,364,209 ▶ Delete funds in FFY 25 in CON for \$22,290,791 DC/STATE ▶ Delete funds in FFY 24 in CON for \$6,091,053 ▶ Delete funds in FFY 25 in CON for \$5,572,698 <i>Total project cost decreased from \$66,818,751 to \$8,500,000</i>
T5342	Approach Bridges to 14th Street Bridge	\$39,842,500	\$6,750,000	(\$33,092,500)	-83	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 24 in CON for \$26,474,000 DC/STATE ▶ Delete funds in FFY 24 in CON for \$6,618,500 <i>Total project cost decreased from \$39,842,500 to \$6,750,000</i>



TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11596	10th Street Bridge over I-395- INFORMATIONAL	\$32,965,000	\$6,500,000	(\$26,465,000)	-80	Cost change(s), Programming Update, Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 24 in PE for \$1,200,000 DC/STATE ▶ Delete funds in FFY 24 in PE for \$300,000 ▶ Delete funds in FFY 25 in PE for \$520,800 ▶ Delete funds in FFY 27 in CON for \$5,772,200 ▶ Add funds in FFY 28 in CON for \$300,000 ▶ Add funds in FFY 29 in CON for \$1,000,000 NHPP ▶ Delete funds in FFY 25 in PE for \$2,083,200 ▶ Delete funds in FFY 27 in CON for \$23,088,800 ▶ Add funds in FFY 28 in CON for \$1,200,000 ▶ Add funds in FFY 29 in CON for \$4,000,000 <i>Total project cost decreased from \$32,965,000 to \$6,500,000</i>
T11592	I-395 Southbound Exit Ramp to Southwest Freeway	\$27,293,750	\$14,604,000	(\$12,689,750)	-46	Cost change(s), Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 26 in CON for \$19,751,800 ▶ Add funds in FFY 28 in CON for \$9,600,000 DC/STATE ▶ Delete funds in FFY 26 in CON for \$4,937,950 ▶ Add funds in FFY 28 in CON for \$2,400,000 <i>Total project cost decreased from \$27,293,750 to \$14,604,000</i>
T6801	Aspen St NW Improvements	\$13,860,000	\$6,159,000	(\$7,701,000)	-56	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Delete funds in FFY 24 in CON for \$1,540,000 ▶ Delete funds in FFY 26 in CON for \$1,000 STBG ▶ Delete funds in FFY 24 in CON for \$6,160,000 <i>Total project cost decreased from \$13,860,000 to \$6,159,000</i>
T6428	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	\$17,734,500	\$14,200,000	(\$3,534,500)	-20	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Delete funds in FFY 24 in CON for \$706,900 STBG ▶ Delete funds in FFY 24 in CON for \$2,827,600 <i>Total project cost decreased from \$17,734,500 to \$14,200,000</i>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2927	Highway Structures Preventive Maintenance and Repairs	\$29,886,193	\$26,676,047	(\$3,210,146)	-11	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PE from \$22,029 to \$0</li> <li>- Decrease funds in FFY 24 in CON from \$1,472,252 to \$1,215,200</li> <li>- Decrease funds in FFY 25 in PE from \$22,029 to \$0</li> <li>- Decrease funds in FFY 25 in CON from \$1,472,252 to \$1,280,300</li> <li>- Decrease funds in FFY 26 in PE from \$22,029 to \$0</li> <li>- Decrease funds in FFY 26 in CON from \$1,472,252 to \$1,345,400</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PE from \$88,115 to \$0</li> <li>- Decrease funds in FFY 24 in CON from \$5,075,133 to \$3,888,640</li> <li>- Decrease funds in FFY 25 in PE from \$88,115 to \$0</li> <li>- Decrease funds in FFY 25 in CON from \$5,075,133 to \$4,096,960</li> <li>- Decrease funds in FFY 26 in PE from \$88,115 to \$0</li> <li>- Decrease funds in FFY 26 in CON from \$5,075,133 to \$4,305,280</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in CON from \$814,018 to \$972,160</li> <li>+ Increase funds in FFY 25 in CON from \$814,020 to \$1,024,240</li> <li>+ Increase funds in FFY 26 in CON from \$814,021 to \$1,076,320</li> </ul> <p><i>Total project cost decreased from \$29,886,193 to \$26,676,047</i></p>
T2945	District TDM (goDCgo)	\$12,082,107	\$10,241,511	(\$1,840,596)	-15	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in OTHER from \$122,707 to \$0</li> <li>- Decrease funds in FFY 25 in OTHER from \$122,707 to \$0</li> <li>- Decrease funds in FFY 26 in OTHER from \$122,707 to \$0</li> </ul> <p>CMAQ</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in OTHER from \$490,825 to \$0</li> <li>- Decrease funds in FFY 25 in OTHER from \$490,825 to \$0</li> <li>- Decrease funds in FFY 26 in OTHER from \$490,825 to \$0</li> </ul> <p><i>Total project cost decreased from \$12,082,107 to \$10,241,511</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T3213	Planning and Management Systems	\$44,876,443	\$43,353,614	(\$1,522,829)	-3	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PLANNING from \$10,000 to \$0</li> <li>- Decrease funds in FFY 24 in CON from \$63,589 to \$0</li> <li>- Decrease funds in FFY 25 in PLANNING from \$10,000 to \$0</li> <li>+ Increase funds in FFY 25 in PE from \$1,382,471 to \$1,807,671</li> <li>- Decrease funds in FFY 25 in CON from \$63,589 to \$0</li> <li>- Decrease funds in FFY 26 in PLANNING from \$10,000 to \$0</li> <li>- Decrease funds in FFY 26 in PE from \$1,914,618 to \$1,480,618</li> <li>- Decrease funds in FFY 26 in CON from \$63,589 to \$0</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PLANNING from \$40,000 to \$0</li> <li>- Decrease funds in FFY 24 in CON from \$254,354 to \$0</li> <li>- Decrease funds in FFY 25 in PLANNING from \$40,000 to \$0</li> <li>+ Increase funds in FFY 25 in PE from \$2,594,602 to \$4,295,402</li> <li>- Decrease funds in FFY 25 in CON from \$254,354 to \$0</li> <li>- Decrease funds in FFY 26 in PLANNING from \$40,000 to \$0</li> <li>- Decrease funds in FFY 26 in PE from \$4,730,603 to \$2,994,603</li> <li>- Decrease funds in FFY 26 in CON from \$254,354 to \$0</li> </ul> <p>STIC</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 24 in PE for \$125,000</li> <li>▶ Delete funds in FFY 25 in PE for \$125,000</li> <li>▶ Delete funds in FFY 26 in PE for \$125,000</li> </ul> <p><i>Total project cost decreased from \$44,876,443 to \$43,353,614</i></p>
T5957	Pennsylvania Ave and Potomac Ave SE Intersection Improvements	\$25,141,945	\$23,978,645	(\$1,163,300)	-5	Cost change(s), Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Changed AQ Confirm:</p> <ul style="list-style-type: none"> <li>- from "No" to ""</li> </ul> <p>State (NM)</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 23 in CON for \$23,870,000</li> </ul> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 24 in CON for \$4,173,630</li> <li>▶ Delete funds in FFY 25 in CON for \$779,030</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 24 in CON for \$16,964,520</li> <li>▶ Delete funds in FFY 25 in CON for \$3,116,120</li> </ul> <p><i>Total project cost decreased from \$25,141,945 to \$23,978,645</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6812	William Howard Taft Memorial Bridge Rehabilitation- <b>INFORMATIONAL</b>	\$16,929,500	\$16,000,000	(\$929,500)	-5	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 27 DC/STATE</li> <li>▶ Delete funds in FFY 26 in PE for \$585,900</li> <li>▶ Add funds in FFY 27 in PE for \$600,000</li> <li>▶ Add funds in FFY 29 in CON for \$2,600,000</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 26 in PE for \$2,343,600</li> <li>▶ Add funds in FFY 27 in PE for \$2,400,000</li> <li>▶ Add funds in FFY 29 in CON for \$10,400,000</li> </ul> <p><i>Total project cost decreased from \$16,929,500 to \$16,000,000</i></p>
T6516	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	\$13,460,000	\$12,537,750	(\$922,250)	-7	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL (NM)</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in CON for \$9,493,750</li> </ul> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 24 in CON for \$1,866,200</li> <li>▶ Delete funds in FFY 25 in CON for \$217,000</li> </ul> <p>CMAQ</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 24 in CON for \$7,464,800</li> <li>▶ Delete funds in FFY 25 in CON for \$868,000</li> </ul> <p><i>Total project cost decreased from \$13,460,000 to \$12,537,750</i></p>
T3212	Safety Improvements Citywide	\$69,066,593	\$68,384,709	(\$681,884)	-1	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PE from \$1,441,925 to \$1,141,925</li> <li>+ Increase funds in FFY 24 in CON from \$1,467,136 to \$1,712,468</li> <li>- Decrease funds in FFY 25 in PE from \$1,446,925 to \$1,146,925</li> <li>+ Increase funds in FFY 25 in CON from \$1,467,136 to \$1,721,601</li> <li>- Decrease funds in FFY 26 in PE from \$1,446,925 to \$1,146,925</li> <li>+ Increase funds in FFY 26 in CON from \$1,467,136 to \$1,730,963</li> </ul> <p>HSIP</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PE from \$6,761,325 to \$5,561,325</li> <li>- Decrease funds in FFY 25 in PE from \$6,761,325 to \$5,561,325</li> <li>- Decrease funds in FFY 26 in PE from \$6,761,325 to \$5,561,325</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in CON from \$5,868,544 to \$6,849,870</li> <li>+ Increase funds in FFY 25 in CON from \$5,868,544 to \$6,886,404</li> <li>+ Increase funds in FFY 26 in CON from \$5,868,544 to \$6,923,850</li> </ul> <p><i>Total project cost decreased from \$69,066,593 to \$68,384,709</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T3215	Pavement Restoration - STBG Streets	\$52,731,000	\$52,074,250	(\$656,750)	-1	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$2,636,550 to \$2,600,000</li> <li>- Decrease funds in FFY 25 in CON from \$2,647,400 to \$2,600,000</li> <li>- Decrease funds in FFY 26 in CON from \$2,647,400 to \$2,600,000</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$10,546,200 to \$10,400,000</li> <li>- Decrease funds in FFY 25 in CON from \$10,589,600 to \$10,400,000</li> <li>- Decrease funds in FFY 26 in CON from \$10,589,600 to \$10,400,000</li> </ul> <p><i>Total project cost decreased from \$52,731,000 to \$52,074,250</i></p>
T5316	Guardrails and Attenuators	\$11,857,768	\$11,361,934	(\$495,834)	-4	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$589,710 to \$525,140</li> <li>- Decrease funds in FFY 25 in CON from \$601,029 to \$579,390</li> <li>- Decrease funds in FFY 26 in CON from \$601,029 to \$588,070</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$2,358,838 to \$2,100,560</li> <li>- Decrease funds in FFY 25 in CON from \$2,404,114 to \$2,317,560</li> <li>- Decrease funds in FFY 26 in CON from \$2,404,114 to \$2,352,280</li> </ul> <p><i>Total project cost decreased from \$11,857,768 to \$11,361,934</i></p>
T3242	Stormwater-Hydraulic Structures and Flood Management Works	\$26,236,098	\$25,994,698	(\$241,400)	-1	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$464,243 to \$490,103</li> <li>- Decrease funds in FFY 25 in PE from \$464,243 to \$364,243</li> <li>+ Increase funds in FFY 26 in PE from \$464,243 to \$490,103</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$1,856,970 to \$1,960,410</li> <li>- Decrease funds in FFY 25 in PE from \$1,856,970 to \$1,456,970</li> <li>+ Increase funds in FFY 26 in PE from \$1,856,970 to \$1,960,410</li> </ul> <p><i>Total project cost decreased from \$26,236,098 to \$25,994,698</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5313	Urban Forestry Program	\$2,399,659	\$2,227,412	(\$172,247)	-7	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$119,982 to \$108,500</li> <li>- Decrease funds in FFY 25 in CON from \$119,982 to \$108,500</li> <li>- Decrease funds in FFY 26 in CON from \$119,983 to \$108,500</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$191,018 to \$172,736</li> <li>- Decrease funds in FFY 25 in CON from \$191,018 to \$172,736</li> <li>- Decrease funds in FFY 26 in CON from \$191,019 to \$172,736</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$288,914 to \$261,264</li> <li>- Decrease funds in FFY 25 in CON from \$288,915 to \$261,264</li> <li>- Decrease funds in FFY 26 in CON from \$288,916 to \$261,264</li> </ul> <p><i>Total project cost decreased from \$2,399,659 to \$2,227,412</i></p>
T2796	National Recreational Trails	\$3,420,002	\$3,264,002	(\$156,000)	-5	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>CRP</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 24 in PE for \$374,400</li> <li>▶ Delete funds in FFY 25 in PE for \$374,400</li> <li>▶ Delete funds in FFY 26 in PE for \$374,400</li> </ul> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PE from \$173,600 to \$163,200</li> <li>- Decrease funds in FFY 25 in PE from \$173,600 to \$163,200</li> <li>- Decrease funds in FFY 26 in PE from \$173,600 to \$163,200</li> </ul> <p>NRT</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$320,000 to \$652,800</li> <li>+ Increase funds in FFY 25 in PE from \$320,000 to \$652,800</li> <li>+ Increase funds in FFY 26 in PE from \$320,000 to \$652,800</li> </ul> <p><i>Total project cost decreased from \$3,420,002 to \$3,264,002</i></p>
T11622	National Electric Vehicle Infrastructure Deployment Program (NEVI)	\$9,577,115	\$9,524,446	(\$52,669)	-1	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$0 to \$233,333</li> <li>- Decrease funds in FFY 24 in CON from \$710,534 to \$0 <ul style="list-style-type: none"> <li>▶ Add funds in FFY 25 in PE for \$233,333</li> <li>▶ Add funds in FFY 26 in PE for \$233,333</li> </ul> </li> </ul> <p>NEVI</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$0 to \$933,333</li> <li>- Decrease funds in FFY 24 in CON from \$2,842,133 to \$0 <ul style="list-style-type: none"> <li>▶ Add funds in FFY 25 in PE for \$933,333</li> <li>▶ Add funds in FFY 26 in PE for \$933,333</li> </ul> </li> </ul> <p><i>Total project cost decreased from \$9,577,115 to \$9,524,446</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2743	Great Streets - Pennsylvania Ave, SE	\$15,001,000	\$15,000,000	(\$1,000)	0	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Changed AQ Confirm: - from "No" to "" LOCAL ► Delete funds in FFY 23 in CON for \$3,000,000 DC/STATE + Increase funds in FFY 24 in CON from \$1,000 to \$3,000,000 HIP ► Add funds in FFY 24 in CON for \$12,000,000 NHPP ► Delete funds in FFY 23 in CON for \$12,000,000 <i>Total project cost decreased from \$15,001,000 to \$15,000,000</i>
T6105	DC Circulator	\$774,994	\$773,994	(\$1,000)	0	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ► Delete funds in FFY 26 in CON for \$1,000 <i>Total project cost decreased from \$774,994 to \$773,994</i>
T5802	AWI Program Manager	\$10,000,000	\$10,000,000	\$0	0	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ► Delete funds in FFY 24 in PE for \$300,000 DC/STATE ► Add funds in FFY 24 in PE for \$300,000 <i>Total project cost stays the same \$10,000,000</i>
T11612	Research Program and Projects	\$6,000,000	\$6,000,000	\$0	0	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 23 in PE from \$0 to \$300,000 - Decrease funds in FFY 23 in CON from \$300,000 to \$0 + Increase funds in FFY 24 in PE from \$0 to \$300,000 - Decrease funds in FFY 24 in CON from \$300,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$300,000 - Decrease funds in FFY 25 in CON from \$300,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$300,000 - Decrease funds in FFY 26 in CON from \$300,000 to \$0 SPR + Increase funds in FFY 23 in PE from \$0 to \$1,200,000 - Decrease funds in FFY 23 in CON from \$1,200,000 to \$0 + Increase funds in FFY 24 in PE from \$0 to \$1,200,000 - Decrease funds in FFY 24 in CON from \$1,200,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$1,200,000 - Decrease funds in FFY 25 in CON from \$1,200,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$1,200,000 - Decrease funds in FFY 26 in CON from \$1,200,000 to \$0 <i>Total project cost stays the same \$6,000,000</i>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5298	Emergency Transportation Project	\$100,000	\$100,000	\$0	0	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$0 to \$5,000</li> <li>- Decrease funds in FFY 24 in CON from \$5,000 to \$0</li> <li>+ Increase funds in FFY 25 in PE from \$0 to \$5,000</li> <li>- Decrease funds in FFY 25 in CON from \$5,000 to \$0</li> <li>+ Increase funds in FFY 26 in PE from \$0 to \$5,000</li> <li>- Decrease funds in FFY 26 in CON from \$5,000 to \$0</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$0 to \$20,000</li> <li>- Decrease funds in FFY 24 in CON from \$20,000 to \$0</li> <li>+ Increase funds in FFY 25 in PE from \$0 to \$20,000</li> <li>- Decrease funds in FFY 25 in CON from \$20,000 to \$0</li> <li>+ Increase funds in FFY 26 in PE from \$0 to \$20,000</li> <li>- Decrease funds in FFY 26 in CON from \$20,000 to \$0</li> </ul> <p><i>Total project cost stays the same \$100,000</i></p>
T3219	Commuter Connections Program	\$3,474,484	\$3,626,234	\$151,750	4	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PE from \$178,699 to \$176,952</li> <li>+ Increase funds in FFY 25 in PE from \$173,101 to \$183,800</li> <li>+ Increase funds in FFY 26 in PE from \$179,972 to \$201,369</li> </ul> <p>CMAQ</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PE from \$714,794 to \$707,810</li> <li>+ Increase funds in FFY 25 in PE from \$692,401 to \$735,199</li> <li>+ Increase funds in FFY 26 in PE from \$719,888 to \$805,475</li> </ul> <p><i>Total project cost increased from \$3,474,484 to \$3,626,234</i></p>
T11591	Clean Air Partners	\$347,000	\$536,000	\$189,000	54	Cost change(s), Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 27 in PE for \$18,600</li> <li>▶ Add funds in FFY 28 in PE for \$19,200</li> </ul> <p>CMAQ</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 27 in PE for \$74,400</li> <li>▶ Add funds in FFY 28 in PE for \$76,800</li> </ul> <p><i>Total project cost increased from \$347,000 to \$536,000</i></p>



TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2699	Asset Preservation of Tunnels in the District of Columbia	\$111,298,660	\$111,697,179	\$398,519	0	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PE from \$38,415 to \$0</li> <li>+ Increase funds in FFY 24 in CON from \$2,524,356 to \$2,562,770</li> <li>- Decrease funds in FFY 25 in PE from \$38,415 to \$0</li> <li>+ Increase funds in FFY 25 in CON from \$2,417,759 to \$2,562,770</li> <li>- Decrease funds in FFY 26 in PE from \$38,415 to \$0</li> <li>+ Increase funds in FFY 26 in CON from \$2,447,752 to \$2,456,223</li> <li>- Decrease funds in FFY 27 in PE from \$38,415 to \$0</li> <li>+ Increase funds in FFY 27 in CON from \$2,417,759 to \$2,456,223</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PE from \$153,657 to \$0</li> <li>+ Increase funds in FFY 24 in CON from \$10,097,423 to \$10,251,080</li> <li>- Decrease funds in FFY 25 in PE from \$153,657 to \$0</li> <li>+ Increase funds in FFY 25 in CON from \$9,671,034 to \$10,251,080</li> <li>- Decrease funds in FFY 26 in PE from \$153,657 to \$0</li> <li>+ Increase funds in FFY 26 in CON from \$9,791,006 to \$9,824,892</li> <li>- Decrease funds in FFY 27 in PE from \$138,657 to \$0</li> <li>+ Increase funds in FFY 27 in CON from \$9,671,034 to \$9,824,892</li> </ul> <p><i>Total project cost increased from \$111,298,660 to \$111,697,179</i></p>
T3210	Transportation Alternatives Program	\$4,337,173	\$5,086,123	\$748,950	17	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$230,000 to \$249,550</li> <li>+ Increase funds in FFY 25 in PE from \$230,000 to \$295,120</li> <li>+ Increase funds in FFY 26 in PE from \$230,000 to \$295,120</li> </ul> <p>TAP</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$920,000 to \$998,200</li> <li>+ Increase funds in FFY 25 in PE from \$920,000 to \$1,180,480</li> <li>+ Increase funds in FFY 26 in PE from \$920,000 to \$1,180,480</li> </ul> <p><i>Total project cost increased from \$4,337,173 to \$5,086,123</i></p>
T6102	Planning Activities Passthrough (MWCOC)	\$25,655,345	\$27,459,382	\$1,804,037	7	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in OTHER from \$808,325 to \$906,551</li> <li>+ Increase funds in FFY 25 in OTHER from \$808,325 to \$928,376</li> <li>+ Increase funds in FFY 26 in OTHER from \$808,325 to \$950,857</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in OTHER from \$3,233,300 to \$3,626,200</li> <li>+ Increase funds in FFY 25 in OTHER from \$3,233,300 to \$3,713,503</li> <li>+ Increase funds in FFY 26 in OTHER from \$3,233,300 to \$3,803,425</li> </ul> <p><i>Total project cost increased from \$25,655,345 to \$27,459,382</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6644	LED Signage Procurement and Installation	\$1,440,000	\$4,679,297	\$3,239,297	225	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in CON from \$72,000 to \$279,870</li> <li>+ Increase funds in FFY 25 in CON from \$72,000 to \$288,477</li> <li>+ Increase funds in FFY 26 in CON from \$72,000 to \$295,513</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in CON from \$288,000 to \$1,119,477</li> <li>+ Increase funds in FFY 25 in CON from \$288,000 to \$1,153,908</li> <li>+ Increase funds in FFY 26 in CON from \$288,000 to \$1,182,052</li> </ul> <p><i>Total project cost increased from \$1,440,000 to \$4,679,297</i></p>
T3202	Bridge Design	\$6,385,769	\$9,640,769	\$3,255,000	51	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>BFP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in PE for \$868,000</li> <li>▶ Add funds in FFY 25 in PE for \$868,000</li> <li>▶ Add funds in FFY 26 in PE for \$868,000</li> </ul> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$266,581 to \$483,581</li> <li>+ Increase funds in FFY 25 in PE from \$270,411 to \$487,411</li> <li>+ Increase funds in FFY 26 in PE from \$97,131 to \$314,131</li> </ul> <p><i>Total project cost increased from \$6,385,769 to \$9,640,769</i></p>
T5922	Freight Planning Program	\$3,718,155	\$8,409,875	\$4,691,720	126	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in CON from \$50,261 to \$50,621</li> <li>+ Increase funds in FFY 25 in PLANNING from \$60,000 to \$173,600</li> <li>+ Increase funds in FFY 25 in CON from \$50,261 to \$50,621</li> <li>▶ Add funds in FFY 27 in PLANNING for \$173,600 PE for \$217,000</li> <li>▶ Add funds in FFY 29 in CON for \$434,000</li> </ul> <p>NHFP</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 25 in PLANNING from \$240,000 to \$694,400</li> <li>▶ Add funds in FFY 27 in PLANNING for \$694,400 PE for \$868,000</li> <li>▶ Add funds in FFY 29 in CON for \$1,736,000</li> </ul> <p><i>Total project cost increased from \$3,718,155 to \$8,409,875</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6610	Citywide Large Guide Sign Maintenance	\$15,623,785	\$22,826,120	\$7,202,335	46	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$0 to \$434,000</li> <li>- Decrease funds in FFY 24 in CON from \$1,367,100 to \$697,653</li> <li>+ Increase funds in FFY 25 in CON from \$1,367,100 to \$2,082,194 <ul style="list-style-type: none"> <li>▶ Add funds in FFY 26 in PE for \$227,850 CON for \$732,971</li> </ul> </li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in CON for \$2,790,609</li> <li>▶ Add funds in FFY 25 in CON for \$2,860,374</li> <li>▶ Add funds in FFY 26 in CON for \$2,931,884</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$0 to \$1,736,000</li> <li>- Decrease funds in FFY 24 in CON from \$5,468,400 to \$0 <ul style="list-style-type: none"> <li>▶ Add funds in FFY 26 in PE for \$911,400</li> </ul> </li> </ul> <p><i>Total project cost increased from \$15,623,785 to \$22,826,120</i></p>
T3216	Traffic Operations Improvements Citywide	\$51,696,456	\$60,473,481	\$8,777,025	17	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$86,041 to \$94,783</li> <li>+ Increase funds in FFY 24 in CON from \$798,849 to \$1,098,849</li> <li>- Decrease funds in FFY 24 in OTHER from \$1,295,599 to \$1,271,992 <ul style="list-style-type: none"> <li>+ Increase funds in FFY 25 in PE from \$86,041 to \$94,783</li> <li>+ Increase funds in FFY 25 in CON from \$920,881 to \$1,220,881</li> </ul> </li> <li>- Decrease funds in FFY 25 in OTHER from \$1,117,008 to \$1,093,401 <ul style="list-style-type: none"> <li>+ Increase funds in FFY 26 in PE from \$86,041 to \$94,784</li> <li>+ Increase funds in FFY 26 in CON from \$942,581 to \$1,242,581</li> </ul> </li> <li>- Decrease funds in FFY 26 in OTHER from \$1,339,824 to \$1,316,217</li> </ul> <p>HSIP</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in CON from \$1,944,000 to \$4,644,000 <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in OTHER from \$195,300 to \$0</li> </ul> </li> <li>+ Increase funds in FFY 25 in CON from \$2,846,986 to \$5,546,986 <ul style="list-style-type: none"> <li>- Decrease funds in FFY 25 in OTHER from \$195,300 to \$0</li> </ul> </li> <li>+ Increase funds in FFY 26 in CON from \$2,846,986 to \$5,546,986 <ul style="list-style-type: none"> <li>- Decrease funds in FFY 26 in OTHER from \$195,300 to \$0</li> </ul> </li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in PE from \$344,161 to \$379,130</li> <li>+ Increase funds in FFY 24 in OTHER from \$4,987,094 to \$5,087,964 <ul style="list-style-type: none"> <li>+ Increase funds in FFY 25 in PE from \$344,162 to \$379,131</li> <li>+ Increase funds in FFY 25 in OTHER from \$4,272,730 to \$4,373,600</li> <li>+ Increase funds in FFY 26 in PE from \$344,162 to \$379,132</li> </ul> </li> <li>+ Increase funds in FFY 26 in OTHER from \$5,163,993 to \$5,264,864</li> </ul> <p><i>Total project cost increased from \$51,696,456 to \$60,473,481</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11611	Traffic Operations Improvements Projects	\$17,325,513	\$26,221,335	\$8,895,822	51	Cost change(s), Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 24 in CON from \$436,337 to \$2,215,501 STBG + Increase funds in FFY 24 in CON from \$544,670 to \$7,661,328 <i>Total project cost increased from \$17,325,513 to \$26,221,335</i>
T6187	I-395 HOV Bridge over Potomac River	\$26,000,000	\$35,998,275	\$9,998,275	38	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Add funds in FFY 24 in CON for \$7,998,620 DC/STATE ▶ Add funds in FFY 24 in CON for \$1,999,655 <i>Total project cost increased from \$26,000,000 to \$35,998,275</i>
T6315	East Capitol Street Corridor Mobility & Safety Plan	\$49,967,299	\$61,907,725	\$11,940,426	24	Cost change(s), Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Delete funds in FFY 24 in CON for \$2,985,920 ▶ Delete funds in FFY 25 in CON for \$2,985,920 + Increase funds in FFY 26 in CON from \$2,985,920 to \$3,920,648 ▶ Add funds in FFY 27 in CON for \$3,920,648 ▶ Add funds in FFY 28 in CON for \$3,504,550 STBG ▶ Delete funds in FFY 24 in CON for \$11,943,680 ▶ Delete funds in FFY 25 in CON for \$11,943,680 + Increase funds in FFY 26 in CON from \$11,943,680 to \$15,682,590 ▶ Add funds in FFY 27 in CON for \$15,682,590 ▶ Add funds in FFY 28 in CON for \$14,018,200 <i>Total project cost increased from \$49,967,299 to \$61,907,725</i>
T6657	New York Ave NE Bridge over Anacostia River- <b>INFORMATIONAL</b>	\$22,833,450	\$35,000,000	\$12,166,550	53	Cost change(s), Programming Update, Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 24 in CON for \$2,013,760 ▶ Delete funds in FFY 26 in CON for \$16,253,000 ▶ Add funds in FFY 28 in CON for \$28,000,000 DC/STATE ▶ Delete funds in FFY 24 in CON for \$503,440 ▶ Delete funds in FFY 26 in CON for \$4,063,250 ▶ Add funds in FFY 28 in CON for \$7,000,000 <i>Total project cost increased from \$22,833,450 to \$35,000,000</i>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2633	Size and Weight Enforcement Program	\$13,036,648	\$25,842,227	\$12,805,579	98	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in CON from \$39,000 to \$2,598,033</li> </ul> <p>NHFP</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$156,000 to \$149,730</li> <li>+ Increase funds in FFY 25 in CON from \$151,900 to \$157,108</li> <li>+ Increase funds in FFY 26 in CON from \$151,900 to \$157,108</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in CON for \$10,242,400</li> </ul> <p><i>Total project cost increased from \$13,036,648 to \$25,842,227</i></p>
T6804	I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp	\$32,336,250	\$49,483,750	\$17,147,500	53	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in PE for \$500,000</li> <li>▶ Delete funds in FFY 25 in PE for \$651,000</li> <li>+ Increase funds in FFY 27 in PE from \$0 to \$500,000</li> <li>- Decrease funds in FFY 27 in CON from \$4,919,500 to \$0</li> <li>▶ Add funds in FFY 29 in CON for \$8,000,000</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in PE for \$2,000,000</li> <li>▶ Delete funds in FFY 25 in PE for \$2,604,000</li> <li>+ Increase funds in FFY 27 in PE from \$0 to \$2,000,000</li> <li>- Decrease funds in FFY 27 in CON from \$19,678,000 to \$0</li> <li>▶ Add funds in FFY 29 in CON for \$32,000,000</li> </ul> <p><i>Total project cost increased from \$32,336,250 to \$49,483,750</i></p>
T6240	Safety and Geometric Improvements of I-295	\$2,801,000	\$28,272,212	\$25,471,212	909	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 27 in CON for \$1,000</li> </ul> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in PE for \$677,350 ROW for \$70,215</li> <li>▶ Add funds in FFY 27 in PE for \$48,825</li> <li>▶ Add funds in FFY 28 in PE for \$24,739 CON for \$4,130,769</li> <li>▶ Add funds in FFY 29 in CON for \$142,546</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in PE for \$2,709,400 ROW for \$280,860</li> <li>▶ Add funds in FFY 27 in PE for \$195,300</li> <li>▶ Add funds in FFY 28 in PE for \$98,953 CON for \$16,523,074</li> <li>▶ Add funds in FFY 29 in CON for \$570,181</li> </ul> <p><i>Total project cost increased from \$2,801,000 to \$28,272,212</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11598	Rehabilitation of Whitehurst Freeway Bridge	\$5,099,500	\$45,000,000	\$39,900,500	782	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>BFP</p> <p>+ Increase funds in FFY 24 in PE from \$1,822,800 to \$2,000,000</p> <p>▶ Add funds in FFY 27 in PE for \$2,000,000</p> <p>DC/STATE</p> <p>+ Increase funds in FFY 24 in PE from \$455,700 to \$500,000</p> <p>- Decrease funds in FFY 27 in PE from \$564,200 to \$500,000</p> <p>▶ Add funds in FFY 29 in CON for \$8,000,000</p> <p>NHPP</p> <p>▶ Delete funds in FFY 27 in PE for \$2,256,800</p> <p>▶ Add funds in FFY 29 in CON for \$32,000,000</p> <p><i>Total project cost increased from \$5,099,500 to \$45,000,000</i></p>
T5346	Theodore Roosevelt Bridge Rehabilitation	\$133,922,782	\$224,420,843	\$90,498,061	68	Cost change(s), Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <p>▶ Delete funds in FFY 24 in CON for \$12,152,001</p> <p>▶ Add funds in FFY 25 in CON for \$9,441,883</p> <p>▶ Add funds in FFY 26 in CON for \$12,916,384</p> <p>▶ Add funds in FFY 27 in CON for \$7,893,346</p> <p>HIP</p> <p>- Decrease funds in FFY 23 in CON from \$3,166,231 to \$3,166,231</p> <p>▶ Delete funds in FFY 24 in CON for \$16,978,243</p> <p>STBG</p> <p>+ Increase funds in FFY 23 in CON from \$38,455,991 to \$38,455,991</p> <p>▶ Delete funds in FFY 24 in CON for \$31,629,756</p> <p>▶ Add funds in FFY 25 in CON for \$37,767,532</p> <p>▶ Add funds in FFY 26 in CON for \$51,665,534</p> <p>▶ Add funds in FFY 27 in CON for \$31,573,382</p> <p><i>Total project cost increased from \$133,922,782 to \$224,420,843</i></p>
TOTAL		\$1,854,837,187	\$1,426,593,089	(\$428,244,098)			

\*ACCP is not part of the Total..

# ATTACHMENT C

## Government of the District of Columbia Department of Transportation



August 28<sup>th</sup>, 2023

The Honorable Reuben B. Collins II, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street N.E., Suite 300  
Washington, DC 20002-4290

Dear Chair Collins,

The District Department of Transportation (DDOT) requests that the FY 2023-2026 Transportation Improvement Program (TIP) be amended as detailed below.

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON
T6516	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	\$13,460,000	\$12,537,750	(\$922,250)	-7	Cost change(s), Programming Update, Schedule Change(s)
T6315	East Capitol Street Corridor Mobility & Safety Plan	\$49,967,299	\$61,907,725	\$11,940,426	24	Cost change(s), Schedule Change(s)
T2796	National Recreational Trails	\$3,420,002	\$3,264,002	(\$156,000)	-5	Cost change(s)
T3212	Safety Improvements Citywide	\$69,066,593	\$68,384,709	(\$681,884)	-1	Cost change(s), Programming Update
T2927	Highway Structures Preventive Maintenance and Repairs	\$29,886,193	\$26,676,047	(\$3,210,146)	-11	Cost change(s)
T3202	Bridge Design	\$6,385,769	\$9,640,769	\$3,255,000	51	Cost change(s), Programming Update
T6187	I-395 HOV Bridge over Potomac River	\$26,000,000	\$35,998,275	\$9,998,275	38	Cost change(s), Programming Update
T5346	Theodore Roosevelt Bridge Rehabilitation	\$133,922,782	\$224,420,843	\$90,498,061	68	Cost change(s), Schedule Change(s)
T5342	Approach Bridges to 14th Street Bridge	\$39,842,500	\$6,750,000	(\$33,092,500)	-83	Cost change(s)
T6804	I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp	\$32,336,250	\$49,483,750	\$17,147,500	53	Cost change(s), Programming Update, Schedule Change(s)
T6428	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	\$17,734,500	\$14,200,000	(\$3,534,500)	-20	Cost change(s)
T13571	New York Avenue Bridge, NE over CSX RR	\$0	\$38,406,250	\$38,406,250	0	New project
T6657	New York Ave NE Bridge over Anacostia River	\$22,833,450	\$35,000,000	\$12,166,550	53	Cost change(s), Programming

						Update, Schedule Change(s)
T6812	William Howard Taft Memorial Bridge Rehabilitation	\$16,929,500	\$16,000,000	(\$929,500)	-5	Cost change(s), Programming Update, Schedule Change(s)
T11592	I-395 Southbound Exit Ramp to Southwest Freeway	\$27,293,750	\$14,604,000	(\$12,689,750)	-46	Cost change(s), Schedule Change(s)
T11598	Rehabilitation of Whitehurst Freeway Bridge	\$5,099,500	\$45,000,000	\$39,900,500	782	Cost change(s), Programming Update
T11596	10th Street Bridge over I-395	\$32,965,000	\$6,500,000	(\$26,465,000)	-80	Cost change(s), Programming Update, Schedule Change(s)
T6490	Southwest Freeway Bridge over South Capitol Street	\$66,818,751	\$8,500,000	(\$58,318,751)	-87	Cost change(s)
T11591	Clean Air Partners	\$347,000	\$536,000	\$189,000	54	Cost change(s), Schedule Change(s)
T5922	Freight Planning Program	\$3,718,155	\$8,409,875	\$4,691,720	126	Cost change(s), Programming Update
T2633	Size and Weight Enforcement Program	\$13,036,648	\$25,842,227	\$12,805,579	98	Cost change(s)
T3242	Stormwater-Hydraulic Structures and Flood Management Works	\$26,236,098	\$25,994,698	(\$241,400)	-1	Cost change(s), Programming Update, Schedule Change(s)
T5313	Urban Forestry Program	\$2,399,659	\$2,227,412	(\$172,247)	-7	Cost change(s)
T5802	AWI Program Manager	\$10,000,000	\$10,000,000	\$0	0	Programming Update
T3423	South Capitol Street Corridor	\$779,483,000	\$207,400,000	(\$572,083,000)	-73	Cost change(s), Schedule Change(s)
T3216	Traffic Operations Improvements Citywide	\$51,696,456	\$60,473,481	\$8,777,025	17	Cost change(s), Programming Update
T11622	National Electric Vehicle Infrastructure Deployment Program (NEVI)	\$9,577,115	\$9,524,446	(\$52,669)	-1	Cost change(s), Programming Update
T2743	Great Streets - Pennsylvania Ave, SE	\$15,001,000	\$15,000,000	(\$1,000)	0	Programming Update
T5957	Pennsylvania Ave and Potomac Ave SE Intersection Improvements	\$25,141,945	\$23,978,645	(\$1,163,300)	-5	Cost change(s), Schedule Change(s)
T5316	Guardrails and Attenuators	\$11,857,768	\$11,361,934	(\$495,834)	-4	Cost change(s)
T6240	Safety and Geometric Improvements of I-295	\$2,801,000	\$28,272,212	\$25,471,212	909	Cost change(s), Programming Update, Schedule Change(s)
T2699	Asset Preservation of Tunnels in the District of Columbia	\$111,298,660	\$111,697,179	\$398,519	0	Cost change(s)
T6801	Aspen St NW Improvements	\$13,860,000	\$6,159,000	(\$7,701,000)	-56	Cost change(s)
T3215	Pavement Restoration - STBG Streets	\$52,731,000	\$52,074,250	(\$656,750)	-1	Cost change(s)
T6644	LED Signage Procurement and Installation	\$1,440,000	\$4,679,297	\$3,239,297	225	Cost change(s)



T5347	Traffic Signal Maintenance	\$150,958,162	\$171,916,712	\$20,958,550	14	Cost change(s), Programming Update
T11612	Research Program and Projects	\$6,000,000	\$6,000,000	\$0	0	Programming Update
T3219	Commuter Connections Program	\$3,474,484	\$3,626,234	\$151,750	4	Cost change(s)
T6102	Planning Activities Passthrough (MWCOC)	\$25,655,345	\$27,459,382	\$1,804,037	7	Cost change(s)
T11604	DC Circulator Bus Procurement	\$51,436,209	\$37,777,176	(\$13,659,033)	-27	Cost change(s)
T6105	DC Circulator	\$774,994	\$773,994	(\$1,000)	0	Cost change(s)
T11611	Traffic Operations Improvements Projects	\$17,325,513	\$26,221,335	\$8,895,822	51	Cost change(s), Schedule Change(s)
T2945	District TDM (goDCgo)	\$12,082,107	\$10,241,511	(\$1,840,596)	-15	Cost change(s), Programming Update
T6610	Citywide Large Guide Sign Maintenance	\$15,623,785	\$22,826,120	\$7,202,335	46	Cost change(s), Programming Update
T3213	Planning and Management Systems	\$44,876,443	\$43,353,614	(\$1,522,829)	-3	Cost change(s), Programming Update, Schedule Change(s)
T3210	Transportation Alternatives Program	\$4,337,173	\$5,086,123	\$748,950	17	Cost change(s)
T5298	Emergency Transportation Project	\$100,000	\$100,000	\$0	0	Programming Update
TOTAL		\$1,854,837,187	\$1,426,593,089	(\$428,244,098)		

The amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its September 8<sup>th</sup> meeting.

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

Sincerely,



Kyle Scott  
Acting Chief Administrative Officer  
District Department of Transportation  
[Kyle.scott@dc.gov](mailto:Kyle.scott@dc.gov)

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-23.2 WHICH ADDS  
FUNDING FOR A NEW AREA OF PERSISTENT POVERTY STUDY AND NEW CAPITAL  
INVESTMENTS IN ZERO-EMISSIONS BUSES AND SUPPORTING INFRASTRUCTURE,  
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-23.2, which adds \$667,000 for a new study on an **Area of Persistent Poverty in Prince George's County (T13565)**, and \$31.25 million for **Prince George's County Bus and Bus Facilities Competitive Lo-No capital investment (T13566)** which will acquire 20 new zero-emissions busses and supporting infrastructure, as described in the attached materials; and

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Letter from MDOT dated August 25, 2023, requesting the amendments; and

**WHEREAS**, these amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-23.2, creating the 23<sup>rd</sup> 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](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, the study and capital investments for the 20 new zero-emissions buses and supporting infrastructure 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 23-23.2 which adds \$667,000 for a new study on an **Area of Persistent Poverty in Prince George's County (T13565)**, and \$31.25 million for **Prince George's County Bus and Bus Facilities Competitive Lo-No capital investment (T13566)** which will acquire 20 new zero-emissions busses and supporting infrastructure, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 8, 2023.  
Final approval following review by the full board on Wednesday, September 20, 2023.**



<i>TIP ID</i>	T13565	<i>Lead Agency</i>	Maryland Department of Transportation - Maryland Transit Administration	<i>Project Type</i>	Study/Planning/Research
<i>Project Name</i>	Area of Persistent Poverty Prince George's County	<i>County</i>		<i>Total Cost</i>	\$666,666
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2024
		<i>Agency Project ID</i>			

*Description* The Prince George's County Department of Public Works will receive funding to study ways to improve traffic safety, stormwater management, and streetscapes to discourage crime and improve transit access. The study will also assess how to extend its bus rapid transit corridor to Prince George's County Community College. These improvements will connect people who live in an area that experiences persistent poverty to jobs, schools, healthcare, and other services and improve their health by reducing greenhouse-gas emissions.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
STUDY	LOCAL	-	-	\$66,666	-	-	-	\$66,666	\$66,666	
STUDY	S. 5303	-	-	\$600,000	-	-	-	\$600,000	\$600,000	
	<i>Total STUDY</i>	-	-	\$666,666	-	-	-	\$666,666	\$666,666	
	<i>Total Programmed</i>	-	-	\$666,666	-	-	-	\$666,666	\$666,666	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-23.2	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T13566	<i>Lead Agency</i>	Maryland Department of Transportation - Maryland Transit Administration	<i>Project Type</i>	Transit - Other
<i>Project Name</i>	Prince George's County Bus and Bus Facilities Competitive Low-No	<i>County</i>	Prince Georges	<i>Total Cost</i>	\$31,250,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* Prince George's County Government will receive funding to purchase 20 zero-emission, battery electric buses, upgrade the electrical system at their transit depot, add additional electric chargers at multiple transit hubs and install a microgrid.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	LOCAL	-	-	\$6,250,000	-	-	-	\$6,250,000	\$6,250,000
CON	S. 5339(B)	-	-	\$25,000,000	-	-	-	\$25,000,000	\$25,000,000
	<i>Total CON</i>	-	-	\$31,250,000	-	-	-	\$31,250,000	\$31,250,000
	<i>Total Programmed</i>	-	-	\$31,250,000	-	-	-	\$31,250,000	\$31,250,000

\*Not Location Specific

**Version History**

**Current Change Reason**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-23.2	Amendment 2023-2026	09/20/2023	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project

August 25, 2023

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

Dear Chairman Collins:

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 two new Maryland Transit Administration (MTA) projects for grants to Prince George's County Department of Public Works and Transportation (DPW&T) as described below and in the attached memo.

This action reflects the MTA's grant awards to implement a study and purchase zero-emission buses. These projects are not enhancing capacity and therefore, do not need an air quality conformity analysis.

<b>TIP ID</b>	<b>Project</b>	<b>Amount of New Funding (In 000s)</b>	<b>Comment</b>
13565	Area of Persistent Poverty Prince George's County	\$667	Adds new project and funds for planning and preliminary engineering.
13566	Prince George's County Bus and Bus Facilities Competitive Low-No	\$31,250	Adds new project and funds for planning and preliminary engineering.

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

These projects are using new, previously unencumbered funds, and it 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 Reuben Collins  
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@mdot.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

---

**TO:** MS. HEATHER MURPHY, DIRECTOR  
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**ATTN:** MR. TYSON BYRNE, MANAGER  
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**FROM:** MS. ELIZABETH GORDON, DIRECTOR OF PLANNING AND PROGRAMMING *EG*  
MDOT MTA OFFICE OF PLANNING AND PROGRAMMING

**DATE:** August 7, 2023

**SUBJECT:** Amendment to the FY 2024-2027 WASHCOG TIP

MDOT MTA is requesting to Amend the FY 2024-2027 WASHCOG TIP by adding a new project, Area of Persistent Poverty Prince George's County (AoPP).

The Prince George's County Department of Public Works will receive funding to study ways to improve traffic safety, stormwater management, and streetscapes to discourage crime and improve transit access. The study will also assess how to extend its bus rapid transit corridor to Prince George's County Community College. These improvements will connect people who live in an area that experiences persistent poverty to jobs, schools, healthcare, and other services and improve their health by reducing greenhouse-gas emissions.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2024-2027 WASHCOG TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at [efalk@mdot.maryland.gov](mailto:efalk@mdot.maryland.gov).

cc: Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT  
Mr. Tyson Byrne, Regional Planning Manager, Office of Planning & Capital Programming, MDOT




# MARYLAND STATEWIDE TIP FY 2024-2027

MDOT TIP # T13565

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)		
				Federal	State/Local	Total
Area of Persistent Poverty Prince George's County	A	Exempt	n/a	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT MTA	TPB		\$ 600	\$ 67	\$ 667
Description	The Prince George's County Department of Public Works will receive funding to study ways to improve traffic safety, stormwater management, and streetscapes to discourage crime and improve transit access. The study will also assess how to extend its bus rapid transit corridor to Prince George's County Community College.					
Justification	These improvements will connect people who live in an area that experiences persistent poverty to jobs, schools, healthcare, and other services and improve their health by reducing greenhouse-gas emissions.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total
<input checked="" type="checkbox"/>	A) Adds new individual projects to the current TIP	Current (000s)	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/>	B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/>	C) Removes or deletes individual listed project from the TIP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/>	D) Other [Administrative modification to add and shift federal/state construction funding]	Proposed (000s)	\$ 667	\$ -	\$ -	\$ -	\$ 667
		Federal	\$ 600	\$ -	\$ -	\$ -	\$ 600
		State/Local	\$ 67	\$ -	\$ -	\$ -	\$ 67
		Change (000s)	\$ 667	\$ -	\$ -	\$ -	\$ 667
		Federal	\$ 600	\$ -	\$ -	\$ -	\$ 600
		State/Local	\$ 67	\$ -	\$ -	\$ -	\$ 67

## PHASE DETAIL

Current		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5303	\$ 600	\$ 67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 67	\$ 667
RW	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 600	\$ 67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 67	\$ 667

Change		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5303	\$ 600	\$ 67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 67	\$ 667
RW	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 600	\$ 67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 67	\$ 667

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal	\$ -	Federal	\$ 600	Federal	\$ -	Federal	\$ 600
State/Local	\$ -	State/Local	\$ 67	State/Local	\$ -	State/Local	\$ 67
<b>Total</b>	\$ -	<b>Total</b>	\$ 667	<b>Total</b>	\$ -	<b>Total</b>	\$ 667

**TO:** MS. HEATHER MURPHY, DIRECTOR  
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**ATTN:** MR. TYSON BYRNE, MANAGER  
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**FROM:** MS. ELIZABETH GORDON, DIRECTOR OF PLANNING AND PROGRAMMING   
MDOT MTA OFFICE OF PLANNING AND PROGRAMMING

**DATE:** August 7, 2023

**SUBJECT:** Amendment to the FY 2024-2027 WASHCOG TIP

MDOT MTA is requesting to Amend the FY 2024-2027 WASHCOG TIP by adding a new project, Prince George's County Bus and Bus Facilities Competitive Low-No.

Prince George's County Government will receive funding to purchase 20 zero-emission, battery electric buses, upgrade the electrical system at their transit depot, add additional electric chargers at multiple transit hubs and install a microgrid. The project will create good-paying jobs, reduce greenhouse gas emissions by an estimated 1,228 metric tons per year, and provide access to jobs, schools, and essential services, particularly for those in historically disadvantaged communities.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2024-2027 WASHCOG TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at [efalk@mdot.maryland.gov](mailto:efalk@mdot.maryland.gov).

cc: Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT  
Mr. Tyson Byrne, Regional Planning Manager, Office of Planning & Capital Programming, MDOT

# MARYLAND STATEWIDE TIP FY 2024-2027

MDOT TIP # 13566

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in Millions)		
				Federal	State/Local	Total
Prince George's County Bus and Bus Facilities Competitive Low- No	A	Exempt	n/a	\$ -	\$ -	\$ -
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MDOT MTA	TPB		\$ 25,000	\$ 6,250	\$ 31,250
Description	Prince George's County Government will receive funding to purchase 20 zero-emission, battery electric buses, upgrade the electrical system at their transit depot, add additional electric chargers at multiple transit hubs and install a microgrid.					
Justification	The project will create good-paying jobs, reduce greenhouse gas emissions by an estimated 1,228 metric tons per year, and provide access to jobs, schools, and essential services, particularly for those in historically disadvantaged communities.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current TIP	Total	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the TIP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Proposed (000s)	Total	\$ 31,250	\$ -	\$ -	\$ -	\$ 31,250
	Federal	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
	State/Local	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ 6,250
	Change (000s)	Total	\$ 31,250	\$ -	\$ -	\$ -	\$ 31,250
	Federal	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
	State/Local	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ 6,250



## PHASE DETAIL

Current		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5339	\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250
RW	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250

Change		FY 2024		FY 2025		FY 2026		FY 2027		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	5339	\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250
RW	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 25,000	Federal	\$ -	Federal	\$ 25,000
State/Local	\$ -	State/Local	\$ 6,250	State/Local	\$ -	State/Local	\$ 6,250
<b>Total</b>	\$ -	<b>Total</b>	\$ 31,250	<b>Total</b>	\$ -	<b>Total</b>	\$ 31,250

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 23-23.2 WHICH ADDS  
FUNDING FOR TWO NEW ROADWAY PROJECTS AND TWO NEW TRANSIT PROGRAMS,  
AND UPDATES FUNDING FOR ONE ROADWAY AND ONE TRANSIT PROJECT,  
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-23.23, which adds a net total of approximately \$379 million to the four-year program of the TIP by adding approximately \$7.9 million for two new roadway project records and approximately \$250.9 million for two new transit operational program records, and programming an additional \$120.3 million on one existing roadway project record and one existing transit project record (see list at the end of this resolution) and as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the new records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost or 4-year program total before and after the amendment, the delta between those and the percentage change from the initial amount, the reason for the amendment, and a Change Summary narrative providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Two letters from VDOT dated August 28, 2023, requesting the amendments; and

**WHEREAS**, these amendments have been entered into the TPB’s Project InfoTrak database under TIP Action 23-23.1, creating the 23<sup>rd</sup> 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](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, these projects are either included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP or 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 23-23.3 which adds a net total of approximately \$379 million to the four-year program of the TIP by adding approximately \$7.9 million for two new roadway project records and approximately \$250.9 million for two new transit operational program records, and programming an additional \$120.3 million on one existing roadway project record and one existing transit project record (see list at the end of this resolution) and as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, September 8, 2023.  
Final approval following review by the full board on Wednesday, September 20, 2023.**

<b>TIP ID</b>	<b>RECORD TITLE</b>	<b>AMOUNT ADDED TO FY 2023-2026 TIP</b>	
T13570	Virginia State-Supported Amtrak Operations	\$239,620,799	*
T13567	Fairfax County Parkway Widening (Southern Segment)	\$7,875,002	*
T13568	Conner Drive Extension and Roundabout	\$14,952	*
T13569	DASH Electric Bus Charging Infrastructure	\$11,233,000	*
T6520	Fairfax County Parkway Widening (Northern Segment)	102,768,186	
T6331	DASH Fleet Replacement Project	17,550,000	

\* Indicates new project or program record.



<i>TIP ID</i>	T13570	<i>Lead Agency</i>	VPRA - Virginia Passenger Rail Authority	<i>Project Type</i>	Rail - Other
<i>Project Name</i>	Virginia State-Supported Amtrak Operations	<i>County</i>		<i>Total Cost</i>	\$239,620,799
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>	124309, 120532		

*Description* Operating expenses for two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51). The cost included is only for a portion of the routes and a portion of the train costs estimated for the jurisdiction.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
OTHER	CMAQ	-	-	\$12,196,898	\$12,698,603	\$7,971,899	-	\$32,867,400	\$32,867,400	
OTHER	DC/STATE	-	\$49,216,017	\$45,539,603	\$47,435,045	\$64,562,734	-	\$206,753,399	\$206,753,399	
	<i>Total Other</i>	-	\$49,216,017	\$57,736,501	\$60,133,648	\$72,534,633	-	\$239,620,799	\$239,620,799	
	<i>Total Programmed</i>	-	\$49,216,017	\$57,736,501	\$60,133,648	\$72,534,633	-	\$239,620,799	\$239,620,799	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-23.3	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<b>TIP ID</b>	T13567	<b>Lead Agency</b>	Virginia Department of Transportation	<b>Project Type</b>	Road - Add Capacity/Widening
<b>Project Name</b>	Fairfax County Parkway Widening (Southern Segment)	<b>County</b>	Fairfax	<b>Total Cost</b>	\$123,384,976
<b>Project Limits</b>	0.21 Mi South of Nomes Court to 0.15 Mi South of Route 123 (Ox Road)	<b>Municipality</b>		<b>Completion Date</b>	2027
		<b>Agency Project ID</b>	122982		

**Description** Widen Fairfax County Parkway from 4 lanes to 6 UPC 122982 will cover the Southern Segment with limits from 0.21 Mi South of Nomes Court to 0.15 Mi South of Route 123 (Ox Road). The funding information below is for UPC 122982 and does not include funding for UPC 107937. UPC 107937 will cover the Northern Segment with limits from 0.67 Mi North Route 29 to 0.21 Mi South of Nomes Court. UPC 122982 covers 2.15 Mi of UPC 107937 which originally covered the entire limits of "0.15 Mi S. of VA123" to "0.67 Mi N. of US 29", (4.219 Mi). See TIP ID 6520 for UPC 107937.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW	RSTP	-	\$2,906,863	-	\$800,000	-	-	\$3,706,863	\$3,706,863
ROW	DC/STATE	-	\$726,716	-	\$200,000	-	-	\$926,716	\$926,716
	<b>Total ROW</b>	-	\$3,633,579	-	\$1,000,000	-	-	\$4,633,579	\$4,633,579
CON	NVTA	-	-	-	-	\$108,000,000	-	-	\$108,000,000
CON	RSTP	-	-	-	-	\$6,007,979	-	-	\$6,007,979
CON	DC/STATE	-	\$3,241,423	-	-	\$1,501,995	-	\$3,241,423	\$4,743,418
	<b>Total CON</b>	-	\$3,241,423	-	-	\$115,509,974	-	\$3,241,423	\$118,751,397
	<b>Total Programmed</b>	-	\$6,875,002	-	\$1,000,000	-	\$115,509,974	\$7,875,002	\$123,384,976



**Version History**

<b>TIP Document</b>		<b>MPO Approval</b>	<b>FHWA Approval</b>	<b>FTA Approval</b>
23-23.3	Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T13568	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Grade Separation
<i>Project Name</i>	Conner Drive Extension and Roundabout	<i>County</i>		<i>Total Cost</i>	\$14,952
<i>Project Limits</i>	Euclid Avenue to Manassas Drive	<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* Extension of Conner Drive southeast to Railroad Drive / Manassas Drive intersection with creation of new roundabout configuration. The extension would cross the Norfolk Southern railroad tracks thus require either grade separation meeting Norfolk Southern standards or a tunnel below the track alignment. The extension will likely require traffic control improvements at the southern terminus as well as the potential need for additional traffic controls at Euclid Drive.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
STUDY	LOCAL	-	-	\$14,952	-	-	-	\$14,952	\$14,952
	<i>Total STUDY</i>	-	-	\$14,952	-	-	-	\$14,952	\$14,952
	<i>Total Programmed</i>	-	-	\$14,952	-	-	-	\$14,952	\$14,952



**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-23.3	Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project





<i>TIP ID</i>	T13569	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transit - Capital
<i>Project Name</i>	DASH Electric Bus Charging Infrastructure	<i>County</i>		<i>Total Cost</i>	\$11,233,000
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* This new project will allow DASH to add and support thirteen (13) depot chargers to its new facility, including construction and installation of the chargers and 3 MW of electric utility upgrades. This will include a new 3 MW service to be constructed to support the new chargers. This project also includes workforce development.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	
PE	LOCAL	-	-	\$1,288,300	-	-	-	\$1,288,300	\$1,288,300	*Not Location Specific
PE	S. 5339 (C)	-	-	\$9,944,700	-	-	-	\$9,944,700	\$9,944,700	
	<i>Total PE</i>	-	-	\$11,233,000	-	-	-	\$11,233,000	\$11,233,000	
	<i>Total Programmed</i>	-	-	\$11,233,000	-	-	-	\$11,233,000	\$11,233,000	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-23.3	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T6331	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transit - Capital
<i>Project Name</i>	DASH Fleet Replacement Project	<i>County</i>		<i>Total Cost</i>	\$36,023,000
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	This project will allow DASH to accelerate its transition to a 100% zero-emissions fleet by replacing thirteen of DASHs end-of-life diesel buses with 100% battery electric buses (BEBs).				

Phase	AC/ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		LOCAL	-	\$3,510,000	-	-	\$3,510,000	\$3,510,000
PE		S. 5339 (C)	-	\$14,040,000	-	-	\$14,040,000	\$14,040,000
		<i>Total PE</i>	-	\$17,550,000	-	-	\$17,550,000	\$17,550,000
CON	AC	AC	-	\$10,778,400	-	-	\$10,778,400	\$10,778,400
CON		ACC	\$2,800,000	-	-	-	\$2,800,000	\$2,800,000
CON	ACCP	ACC	-	\$10,778,400	-	-	*	*
CON		CMAQ	-	\$1,200,000	-	-	\$1,200,000	\$1,200,000
CON		DC/STATE	\$700,000	\$2,994,600	-	-	\$3,694,600	\$3,694,600
		<i>Total CON</i>	\$3,500,000	\$14,973,000	-	-	\$18,473,000	\$18,473,000
		<i>Total Programmed</i>	\$3,500,000	\$32,523,000	-	-	\$36,023,000	\$36,023,000

\*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.3	Amendment 2023-2026	09/20/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

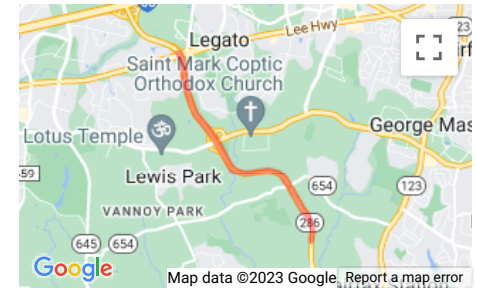
Total project cost increased from \$18,473,000 to \$36,023,000



<b>TIP ID</b>	T6520	<b>Lead Agency</b>	Virginia Department of Transportation	<b>Project Type</b>	Road - Add Capacity/Widening
<b>Project Name</b>	Fairfax County Parkway Widening (Northern Segment)	<b>County</b>	Fairfax	<b>Total Cost</b>	\$110,900,186
<b>Project Limits</b>	0.67 Mi North of Route 29 to 0.21 Mi North of Nomes Court	<b>Municipality</b>		<b>Completion Date</b>	2027
		<b>Agency Project ID</b>	107937		

**Description** Widen Fairfax County Parkway from 4 lanes to 6 UPC 107937 will cover the Northern Segment with limits from 0.67 Mi North Route 29 to 0.21 Mi North Nomes Court. The funding information below is for UPC 107937 and does not include funding for UPC 122982. UPC 122982 covers the Southern Segment with limits from 0.21 Mi North of Nomes Court to 0.15 Mi South Route 123 (Ox Road). UPC 122982 covers 2.15 Mi of UPC 107937 which originally covered the entire limits of "0.15 Mi S. of VA123" to "0.67 Mi N. of US 29" (4.219 Mi). See TIP ID 13567 for UPC 122982

Phase AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	\$4,942,557	-	\$2,628,035	\$2,428,965	-	\$9,999,557	\$9,999,557
PE	RSTP	-	\$825,421	-	-	-	-	\$825,421	\$825,421
PE	DC/STATE	-	\$4,942,557	-	-	\$2,428,965	-	\$7,371,522	\$7,371,522
	<b>Total PE</b>	-	\$10,710,535	-	\$2,628,035	\$4,857,930	-	\$18,196,500	\$18,196,500
ROW	RSTP	-	\$2,231,645	-	-	-	-	\$2,231,645	\$2,231,645
	<b>Total ROW</b>	-	\$2,231,645	-	-	-	-	\$2,231,645	\$2,231,645
CON	NVTA	-	\$47,622,812	-	\$37,400,000	-	-	\$85,022,812	\$85,022,812
CON	DC/STATE	-	\$2,821,194	-	\$2,628,035	-	-	\$5,449,229	\$5,449,229
	<b>Total CON</b>	-	\$50,444,006	-	\$40,028,035	-	-	\$90,472,041	\$90,472,041
	<b>Total Programmed</b>	-	\$63,386,186	-	\$42,656,070	\$4,857,930	-	\$110,900,186	\$110,900,186



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-19.3 Amendment 2023-2026	Pending	Pending	N/A
23-22 Amendment 2023-2026	08/25/2023	N/A	N/A
23-23.3 Amendment 2023-2026	09/20/2023	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$115,036,346 to \$110,900,186  
 \* ACCP is not part of the Total

**ATTACHMENT B - AMENDMENT SUMMARY REPORT FOR  
TIP ACTION 23-23.3: FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
REQUESTED BY VIRGINIA DEPARTMENT OF TRANSPORTATION.**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
<b>VIRGINIA DEPARTMENT OF TRANSPORTATION</b>							
T13567	Fairfax County Parkway Widening (Southern Segment)	\$0	\$123,384,976	\$123,384,976	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Add funds in FFY 23 in ROW for \$726,716 CON for \$3,241,423 ▶ Add funds in FFY 25 in ROW for \$200,000 ▶ Add funds in FFY 27 in CON for \$1,501,995* RSTP ▶ Add funds in FFY 23 in ROW for \$2,906,863 ▶ Add funds in FFY 25 in ROW for \$800,000 ▶ Add funds in FFY 27 in CON for \$6,007,979* NVTA ▶ Add funds in FFY 27 in CON for \$108,000,000* <i>Total project cost \$123,384,976</i>
T13568	Conner Drive Extension and Roundabout	\$0	\$14,952	\$14,952	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 24 in STUDY for \$14,952 <i>Total project cost \$14,952</i>
T13569	DASH Electric Bus Charging Infrastructure	\$0	\$11,233,000	\$11,233,000	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 24 in PE for \$1,288,300 S. 5339 (C) ▶ Add funds in FFY 24 in PE for \$9,944,700 <i>Total project cost \$11,233,000</i>
T6520	Fairfax County Parkway Widening (Northern Segment)	\$115,036,346	\$110,900,186	(\$4,136,160)	-4	Location/limits change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "Fairfax County Parkway widen from 4 to 6 lanes" to "Fairfax County Parkway Widening (Northern Segment)"  LOCAL ▶ Add funds in FFY 23 in PE for \$4,942,557 ▶ Add funds in FFY 25 in PE for \$2,628,035 ▶ Add funds in FFY 26 in PE for \$2,428,965 TBD ▶ Delete funds in FFY 27 in ROW for \$4,720,464 CON for \$102,183,882 DC/STATE + Increase funds in FFY 23 in PE from \$1,626,400 to \$4,942,557 + Increase funds in FFY 23 in CON from \$0 to \$2,821,194 ▶ Add funds in FFY 25 in CON for \$2,628,035 ▶ Add funds in FFY 26 in PE for \$2,428,965 RSTP - Decrease funds in FFY 23 in PE from \$6,505,600 to \$825,421 + Increase funds in FFY 23 in ROW from \$0 to \$2,231,645 NVTA ▶ Add funds in FFY 23 in CON for \$47,622,812 ▶ Add funds in FFY 25 in CON for \$37,400,000 ▶ Delete funds in FFY 24 in PE for \$800,000 <i>Total project cost decreased from \$115,036,346 to \$110,900,186</i>
T6331	DASH Fleet Replacement Project	\$18,473,000	\$36,023,000	\$17,550,000	95	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "Transit : Vehicles" to "DASH Fleet Replacement Project"

							LOCAL
							▶ Add funds in FFY 24 in PE for \$3,510,000 S. 5339 (C)
							▶ Add funds in FFY 24 in PE for \$14,040,000
							Total project cost increased from \$18,473,000 to \$36,023,000
<b>VIRGINIA PASSENGER RAIL AUTHORITY</b>							
T13570	Virginia State-Supported Amtrak Operations	\$0	\$239,620,799	\$239,620,799	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE
							▶ Add funds in FFY 23 in OTHER for \$49,216,017
							▶ Add funds in FFY 24 in OTHER for \$45,539,603
							▶ Add funds in FFY 25 in OTHER for \$47,435,045
							▶ Add funds in FFY 26 in OTHER for \$64,562,734
							CMAQ
							▶ Add funds in FFY 24 in OTHER for \$12,196,898
							▶ Add funds in FFY 25 in OTHER for \$12,698,603
							▶ Add funds in FFY 26 in OTHER for \$7,971,899
							Total project cost \$239,620,799
<b>TOTAL</b>		<b>\$ 133,509,346</b>	<b>\$ 521,176,913</b>	<b>\$ 387,667,567</b>	<b>91</b>		

ATTACHMENT C



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

August 28, 2023

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

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendments:

1. Route 286 (Fairfax County Parkway) Widening – Northern Segment (TIP ID T6520 / UPC# 107937)
2. DASH Fleet Replacement Project – (TIP ID: T6331)
3. Route 286 (Fairfax County Parkway) Widening – Southern Segment (TIP ID T13567 / UPC# 122982) – *New Project*
4. Conner Drive Extension and Roundabout – (TIP ID: T13568) – *New Project*
5. DASH Electric Bus Charging Infrastructure (TIP ID: T13569) – *New Project*

Dear Chair Collins:

The Virginia Department of Transportation (VDOT) requests the following two amendments and three new projects be added to the FY 2023-2026 Transportation Improvement Program (TIP).

**Project Requests for TIP Amendments**

Route 286 (Fairfax County Parkway) Widening – Northern Segment (TIP ID T6520 / UPC# 107937)

This project will widen Route 286 (Fairfax County Parkway) from 4 to 6 lanes from Route 29 to Nomes Court and includes intersection improvements and pedestrian and bicycle amenities. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. As a note, TIP ID T6520 previously covered the entire segment of the Route 286 Widening from Route 29 to Route 123 (Ox Road). It has now been separated into two separate TIP ID's. T6520 covers the Northern Segment of Route 286 (Route 29 to Nomes Court) and T13567 covers the Southern Segment of Route 286 (Nomes Court to Route 123). The proposed amendment will:

- Add \$6,137,351 (State/District Funding) FY23 for PE Phase
- Add \$4,942,557 (Local Funding) FY23 for PE Phase
- Add \$2,231,645 (RSTP) FY23 for ROW Phase
- Add \$9,600,000 (NVTA) FY23 for CON Phase
- Add \$38,022,812 (NVTA) FY23 for CON Phase

- Add \$37,400,000 (NVTa) FY25 for CON Phase
- Add \$2,428,965 (State/District Funding) FY26 for PE Phase
- Add \$2,428,965 (Local Funding) FY26 for PE Phase

DASH Fleet Replacement Project (TIP ID: T6331)

This project will allow DASH to accelerate its transition to a 100% zero-emissions fleet by replacing thirteen of DASH's end-of-life diesel buses with 100% battery electric buses (BEBs). The proposed amendment will:

- Add \$14,040,000 (Sect. 5339(c) - Low or No Emissions Vehicle Program) FY24 for PE Phase
- Add \$3,510,000 (Local) FY24 PE Phase

**New Project Requests Added to TIP**

Route 286 (Fairfax County Parkway) Widening – Southern Segment (TIP ID T13567 / UPC# 122982) – New Project

This new project segment will widen Route 286 (Fairfax County Parkway) from 4 to 6 lanes from Nomes Court to Route 123 and includes intersection improvements, stormwater management facilities, and pedestrian and bicycle amenities. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. As a note, TIP ID T6520 previously covered the entire segment of the Route 286 Widening from Route 29 to Route 123 (Ox Road). It has now been separated into two separate TIP ID's. T13567 covers the Southern Segment of Route 286 (Nomes Court to Route 123) and T6520 covers the Northern Segment of Route 286 (Route 29 to Nomes Court). The proposed amendment will:

- Add \$2,906,863 (RSTP) FY23 for ROW Phase
- Add \$726,716 (State/District Funding) FY23 for ROW Phase
- Add \$800,000 (RSTP) FY25 for ROW Phase
- Add \$200,000 (State/District Funding) FY25 for ROW Phase
- Add \$6,007,979 (RSTP) FY27 for CON Phase
- Add \$1,501,995 (State/District Funding) FY27 for CON Phase
- Add \$3,241,423 (State/District Funding) FY27 for CON Phase
- Add \$108,000,000 (NVTa) FY27 for CON Phase

Conner Drive Extension and Roundabout – (TIP ID: T13568) – New Project

This new project will extend the southeast of Conner Drive to the Railroad Drive / Manassas Drive intersection and include the construction of a new roundabout. The extension would cross the Norfolk Southern railroad tracks. Although this project is not regionally significant; this project is needed in the TIP for the City to qualify for FHWA grant funding. The proposed amendment will:

- Add \$14,952 (Local Funding) FY24 for Study Phase

DASH Electric Bus Charging Infrastructure (TIP ID: T13569) – New Project

This new project will allow DASH to add and support thirteen (13) depot chargers to its new facility, including construction and installation of the chargers and 3 MW of electric utility

The Honorable Reuben Collins  
August 28, 2023  
Page Three

upgrades. This will include a new 3 MW service to be constructed to support the new chargers. This project also includes workforce development. The proposed amendment will:

- Add \$9,944,700 (Sect. 5339(c) - Low or No Emissions Vehicle Program) FY24 for PE Phase
- Add \$1,288,300 (Local Funding) FY24 for PE Phase

VDOT requests approval of the three existing and three new projects to the TIP by the Transportation Planning Board's Steering Committee at its meeting on September 8, 2023. VDOT's representative will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'John D. Lynch', written over a faint, illegible stamp.

John D. Lynch, P.E.  
Northern Virginia District Engineer

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





**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**

**P.O. Box 178 - City Hall  
Alexandria, Virginia 22313**

**alexandriava.gov**

**703.746.4025**

August 23, 2023

Ms. Maria Sinner  
Assistant District Administrator  
Virginia Department of Transportation  
4975 Alliance Drive, Suite 4E-342  
Fairfax, VA 22030

Dear Ms. Sinner,

The City of Alexandria and the Alexandria Transportation Commission (ATC) requests project amendments to the FY 2023-2026 Transportation Improvement Program (TIP) to reflect project funding updates. The changes to be made to the FY2023-2026 TIP for the City's Bus and Low or No Emissions award of \$23,984,700 from the Federal Transit Administration are as outlined below:

- Amendment to add funding to DASH Fleet Replacement Project TIPID: T6331  
This project will allow DASH to accelerate its transition to a 100% zero emissions fleet by replacing thirteen of DASH's end-of-life diesel buses with 100% battery electric buses (BEBs). The proposed amendment will add \$14,040,000 in the PE phase for FY24 using Federal Section 5339(c) funds for the Federal Transit Administration's Low or No Emission's Program. Also, add \$3,510,000 in the PE phase for FY24 using the City of Alexandria's local match.
- Amendment to add DASH Electric Bus Charging Infrastructure as a new project.  
This project will allow DASH to add and support thirteen (13) depot chargers to its new facility, including construction and installation of the chargers and 3 MW of Electric Utility Upgrade. This will include a new 3 MW service to be constructed to support the new chargers. This project also includes workforce development. The proposed amendment will add \$9,944,700 in the PE phase for FY24 using Federal Section 5339(c) funds for the Federal Transit Administration's Low or No Emissions program. Also, add \$1,288,300 in the PE phase for FY24 using the City of Alexandria's local match.

The City requests that the Transportation Planning Board's (TPB) 2023-2026 TIP and VDOT's FY2021-2024 STIP be amended to reflect the changes, as project funds must be included in an approved TIP and STIP before the City can access these funds through the Federal Transit Administration grant application acceptance process.

Maria Sinner, Assistant District Administrator

August 23, 2023

Page 2

Thank you for your assistance with the City of Alexandria's project amendments. Should you have questions, please contact me at 703-746-4078 or [tarrence.moorer@alexandriava.gov](mailto:tarrence.moorer@alexandriava.gov)

Sincerely,

A handwritten signature in blue ink, appearing to read "Tarrence Moorner", with a stylized flourish at the end.

Tarrence Moorner,  
Interim Director Transportation and Environmental Services (T&ES)

CC: James F. Parajon, City Manager  
Emily A. Baker, Deputy City Manager  
Hillary Orr, Deputy Director, T&ES  
Jennifer Monaco, Transit Program Manager, T&ES  
Philippe Simon, Grants Coordinator, T&ES



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

August 28, 2023

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

RE: FY 2023-2026 Transportation Improvement Plan (TIP) Amendment  
Virginia State-Supported Amtrak Operations (TIP ID: T13570/ UPC #20299/120532) – *New Project*

Dear Chair Collins:

On behalf of the Virginia Passenger Rail Authority (VPRA), the Virginia Department of Transportation (VDOT) requests the following new project be added to the FY 2023-2026 Transportation Improvement Program (TIP).

Virginia State-Supported Amtrak Operations (TIP ID: T13570/ UPC #20299/120532) – *New Project*

This new TIP project provides for the operating expenses associated with four Virginia supported Amtrak routes to include two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51).

Virginia has one current non-attainment area in Alexandria and other historical nonattainment areas across the state. FHWA has confirmed that CMAQ funding can be used for the new Amtrak state-supported service in the Commonwealth and can therefore be applied to gross operational and capital equipment expenses. Since these four routes cross through multiple MPOs, the cost included for TPB's adoption is only for the portion of the routes and train costs estimated within their jurisdiction.

The project cost estimate is \$239,620,800 and includes operating expenses from FY23-26. Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected project have been confirmed by VDOT and/or DRPT.

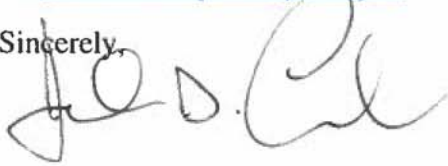
This project is not considered regionally significant for air quality, based on FHWA's rules on CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements. The CMAQ funding must be captured in the TIPs of all MPOs within the four state-supported routes before it can be administered to VPRA.

Specific funding details for this new TIP provided are attached in the VPRA memo dated August 4, 2023.

The Honorable Reuben Collins  
August 28, 2023  
Page Two

VDOT requests approval of this new VPRA project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on September 8, 2023. Should you have any additional question or concerns, please contact Ms. Naomi Klein, VPRA Planner Manager at 804-638-0594 or via email at [naomi.klein@vpra.virginia.gov](mailto:naomi.klein@vpra.virginia.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "John D. Lynch". The signature is fluid and cursive, with a large initial "J" and "L".

John D. Lynch, P.E.  
Northern Virginia District Engineer

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



COMMONWEALTH of VIRGINIA

Virginia Passenger Rail Authority

DJ Stadtler  
Executive Director

919 East Main Street, Suite 2400  
Richmond, Virginia 23219

(804) 303-8700  
www.vpra.virginia.gov

August 4, 2023

Ms. Maria Sinner  
Assistant District Administrator  
Planning and Investment Management  
Virginia Department of Transportation  
4975 Alliance Drive, Suite 4E-342  
Fairfax, VA 22030

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendment:  
Virginia State-Supported Amtrak Operations (UPC # 20299/120532) - New Project

Dear Ms. Sinner,

The Virginia Passenger Rail Authority (VPRA) requests that the National Capital Region Transportation Planning Board (TPB) add the Virginia State-Supported Amtrak Operations project to the FY 2023-2026 Transportation Improvement Plan (TIP). The specific details of the project request are provided below:

UPC NO	20299/12 0532	SCOPE	Operational expenses related to eight trains.			
SYSTEM	Primary	JURISDICTION	Statewide	OVERSIGHT		
PROJECT	Virginia State-Supported Amtrak Operations			ADMIN BY	VPRA	
DESCRIPTION	Operating expenses for two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51). The cost included is only for a portion of the routes and a portion of the train costs estimated for the jurisdiction.					
PROGRAM NOTE	TIP AMD - FY 2023-2026 Transportation Improvement Program (TIP) Amendment – Virginia State-Support Amtrak Operations					
ROUTE/STREET	Roanoke Operations (Route 46), Newport News Operations (Route 47), Norfolk Operations (Route 50), Richmond Operations (Route 51)			TOTAL COST	\$239,620,800	
FUND SOURCE	FY23	FY24	FY25	FY26	Total FY23-26	
PE Federal CMAQ	\$0	\$12,196,898	\$12,698,603	\$7,971,899	\$32,867,400	
PE State CMAQ	\$0	\$3,049,224	\$3,174,651	\$1,992,975	\$8,216,850	
PE VPRA	\$49,216,017	\$42,490,379	\$44,260,394	\$62,569,759	\$198,536,550	

### Additional Information

For background, the Commonwealth has programmed \$111 million of CMAQ funds to the VPRA for the four state-supported Amtrak routes. Virginia has one current non-attainment area in Alexandria and historical nonattainment areas in areas such as Hampton Roads, Richmond, and Petersburg. FHWA has confirmed that CMAQ funding can be used for the new Amtrak state-supported service in the Commonwealth to be applied to gross operational and capital equipment expenses. This includes operating expenses for service that began in July 2022 for three trains on the Norfolk route (Route 50) and two trains on the Roanoke route (Route 46). The Virginia State-Supported Amtrak Operations project also includes planned new service in FY26 for two trains on the Newport News route (Route 47) and one on the Richmond route (Route 51). Because the routes cross through multiple MPOs, the cost included for TBP's adoption is only for the portion of the routes and train costs estimated within their jurisdiction.

The project cost estimate is \$239,620,800. This cost includes operating expenses from FY23-26. Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected project have been confirmed by VDOT and DRPT.

This project is not considered regionally significant for air quality, based on FHWA's rules on CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements. The CMAQ funding must be captured in the TIPs of all MPOs within the four state-supported routes before it can be administered to VPRA.

If you have any questions or need more information, please contact Naomi Klein, Senior Planning Manager, at [naomi.klein@vpva.virginia.gov](mailto:naomi.klein@vpva.virginia.gov).

Sincerely,



Steve Pittard  
Chief Financial Officer

Copy: Naomi Klein, VPRA  
Christine Fix, VPRA  
Selma Nuhanovic, VPRA  
Shannon Perry, VPRA  
Amir Shahpar, VDOT  
Regina Moore, VDOT  
Amy Garbarini, DRPT  
Todd Horsley, DRPT  
Andrew Austin, MWCOG  
Lyn Erickson, MWCOG



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** September 14, 2023

---

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



National Capital Region  
**Transportation Planning Board**

August 3, 2023

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

Re: FY 2023-2024 Multimodal Project Discretionary Grant Opportunity (MPDG) Application by the District of Columbia for the H Street Bridge NE Replacement Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Multimodal Project Discretionary Grant Opportunity (MPDG) grant to fund the implementation of the H Street Bridge NE Replacement Project.

The H Street Bridge NE Replacement project in Washington DC will rebuild H Street NE over the Amtrak rail yard just north of Washington Union Station between North Capitol Street and 3rd Street NE. The current bridge, also known as the “Hopscotch Bridge” due to its public artwork, not only carries a major road but also has a terminus station of the DC Streetcar in its median and is the access road to the Union Station intercity bus center and parking garage. The H Street Bridge NE must be replaced in the near future to address structural deficiencies, maintain modal relationships, accommodate future streetcar expansion, and support growing communities surrounding Washington Union Station. The project will fully replace the existing bridge and streetcar tracks, with improved structural supports to meet future needs and enhance resiliency and allowing the streetcar stop closer access to Union Station and its multimodal connections.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "RC", with a long horizontal flourish underneath.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation





National Capital Region  
**Transportation Planning Board**

August 3, 2023

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

Re: FY 2023-2024 Multimodal Project Discretionary Grant Opportunity (MPDG) Application by the District of Columbia for the Benning Road Bridges and Transportation Improvements Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Multimodal Project Discretionary Grant Opportunity (MPDG) grant to fund the implementation of the Benning Road Bridges and Transportation Improvements Project.

The Benning Road Bridges and Transportation Improvements Project in Washington DC includes the replacement of the Benning Road bridges over the Anacostia Freeway (DC 295), the rehabilitation of the Ethel Kennedy Memorial Bridge and the bridge over Kingman Lake, enhancing pedestrian and bicycle facilities, and improving safety and access along the two-mile corridor. The project will allow for the existing DC Streetcar line to extend across the Anacostia River to connect to the Benning Road Metrorail station on a center-running alignment, providing Ward 7 with a vital new transit link to Ward 5. Overall, the project addresses state-of-good repair needs, will improve safety, and lays the foundation for public transportation improvements that will help reduce greenhouse gas emissions.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "RC", with a long horizontal flourish extending to the right.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region  
**Transportation Planning Board**

August 3, 2023

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

Re: FY 2023-2024 Multimodal Project Discretionary Grant Opportunity (MPDG) Application by the District of Columbia for the East Capitol Street Safety and Mobility Improvements Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Multimodal Project Discretionary Grant Opportunity (MPDG) grant to fund the implementation of the East Capitol Street Safety and Mobility Improvements Project.

The East Capitol Street Safety and Mobility Project will upgrade intersections and streets to improve safety and access for all users of East Capitol Street. Elements of the project include reconstructing three major road intersections and access to a community recreation center to improve safety through geometric reconfigurations; building over four miles of designated bike lanes; constructing floating bus stops offset from the curb; and adding high-visibility crosswalks, HAWK (High-Intensity Activated crosswalk) beacons, and curb extensions to enhance pedestrian visibility and safety, along with enhanced traffic signal timing. Overall, the project will improve equitable access to transit services for historically disadvantaged communities, connect residential centers with jobs, schools, and activity centers, and improve safety for all modes of travel along a two-mile-long corridor.

The project is consistent with the regional transportation goals adopted by the TPB and as identified in the region's long-range transportation plan, Visualize 2045. The TPB has long supported safety improvements and targeted transportation investments that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'RC', with a long horizontal flourish extending to the right.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region  
**Transportation Planning Board**

August 17, 2023

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

Re: FY 2023-2024 Multimodal Program Discretionary Grant Application by the Virginia Department of Transportation for the National Landing Connecting Communities Through Choice Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Virginia Department of Transportation (VDOT) for a FY 2023–2024 Multimodal Program Discretionary Grant (MPDG) grant for the National Landing Connecting Communities Through Choice project.

The Connecting Communities Through Choice project seeks to transform a segment of elevated urban freeway in the National Landing district, located in Arlington County, Virginia, to an at-grade, tree-lined urban boulevard with wide spaces for sidewalks, street trees, lighting, and other amenities desired by citizens and landowners—and with safe crossings for pedestrians, bicyclists, and other users. Part of the Route 1 highway through the National Landing district, this transformation will reconnect the Crystal City business district to adjacent neighborhoods, creating space for public transit, walking, and cycling, improving safety and transit accessibility, and providing mobility for residents and employees of the expanding Amazon headquarters and other mixed-use developments in this area.

The project is consistent with the regional transportation goals adopted by the TPB and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported targeted transportation 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. This grant would advance the region's long-term transportation priorities in accordance with the TPB's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by VDOT. 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,

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: W. Sheppard Miller III, Secretary, Virginia Department of Transportation



National Capital Region  
**Transportation Planning Board**

September 12, 2023

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

Re: FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program Grant Application by the Maryland Department of Transportation for the Unlocking University Boulevard Community Connectivity Planning Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland Department of Transportation (MDOT) for a FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program grant to fund the Unlocking University Boulevard Community Connectivity Planning Project.

The planning project will analyze pedestrian and non-motorized transportation access throughout the University Boulevard (MD 193) corridor, engaging communities and stakeholders around the future of the corridor between Rhode Island Avenue to Hanover Parkway. The project will study and analyze potential road diets, sidewalks and active transportation gaps, transit infrastructure improvements, crosswalks, and trail connectivity to create stronger neighborhood connectivity and access to essential destinations. The project will build on previous planning efforts of the Maryland-National Capital Park and Planning Commission and the City of Greenbelt to develop a unified vision for the corridor. The MDOT State Highway Administration (SHA), as the facility owner, will lead engagement with all community stakeholders to complete this planning project.

The project is consistent with the regional transportation goals identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety improvements and investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities and would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'RC', written over a horizontal line.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Joe McAndrew, Deputy Secretary, Maryland Department of Transportation



National Capital Region  
**Transportation Planning Board**

September 13, 2023

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

Re: FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program Grant Application by the Maryland Department of Transportation for the Forest Glen, Wheaton, and Glenmont Community Connection Plan

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland Department of Transportation (MDOT) for a FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program grant to fund the Forest Glen, Wheaton, and Glenmont Community Connection Plan.

The Forest Glen, Wheaton, and Glenmont Community Connection Plan will engage communities and stakeholders along the Georgia Avenue (MD 97) corridor to determine the pedestrian, bicycle, transit, and safety needs of community residents between Forest Glen Road and Layhill Road (MD 182). The plan will identify approaches to redesign the corridor to meet those needs as well as identify public infrastructure improvements to include in future joint development efforts at the Wheaton Washington Metropolitan Area Transit Authority (WMATA) Red Line rail station. The Wheaton station efforts will include the evaluation of strategies for redevelopment of the Park & Ride and bus loop facilities, which would encourage economic development and facilitate station improvements to increase walkability and accessibility. The plan will allow MDOT to determine solutions that expand community connectivity, encourage economic development, support affordable housing developments, and provide better access to three rail stations and a major regional hospital.

The project is consistent with the regional transportation goals identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety improvements and investment in pedestrian infrastructure for our region. The provision of access to rail transit stations would also support an Aspirational Initiative of Visualize 2045: 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 MDOT. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RC', with a long horizontal flourish extending to the right.

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Joe McAndrew, Deputy Secretary, Maryland Department of Transportation



June 23, 2023

Kanti Srikanth  
Director of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Re: Street Smart FY 2024 funding

Dear Mr. Srikanth:

Thank you for your letter requesting funding support for the Transportation Planning Board's (TPB) FY 2024 Street Smart Pedestrian and Bicycle Safety Campaign.

I am pleased to inform you that Metro will renew its support of the program with \$150,000 in funding for the 2024 campaign, and this letter reflects that commitment. At some point in every Metro trip, each of our customers is a pedestrian. With this in mind, Metro views the Street Smart campaign as integral to its pedestrian and bicyclist safety program. We look forward to participating fully in this effort with the TPB and our regional partners.

As you directed, we are notifying Mr. Kanti Srikanth, Director of Transportation Planning, of our commitment by sending him a copy of this letter.

Again, Metro is pleased to be a partner in your Street Smart program, and we wish you continued success.

Sincerely,

Theresa Impastato  
EVP and Chief Safety Officer

**Washington  
Metropolitan Area  
Transit Authority**

300 Seventh Street SW,  
Washington, DC 20024  
202/962-1234

[wmata.com](http://wmata.com)

*A District of Columbia,  
Maryland and Virginia  
Transit Partnership*



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** September 14, 2023

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

## COG's Nicholas Ramfos Inducted Into the Association for Commuter Transportation Hall of Fame

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Nicholas Ramfos, COG Director of Transportation Operations Programs, was inducted into the [Association for Commuter Transportation](#) (ACT) Hall of Fame on August 2 at the association's 37<sup>th</sup> Annual International Conference. Ramfos has led the [Commuter Connections](#) program for the metropolitan Washington region for the past 27 years.

In addition to managing the region's transportation demand management (TDM) program, Ramfos oversees the Enhanced Mobility Program for COG, which serves people with disabilities and older adults through Federal Transit Administration Section 5310 grants. Ramfos also helped facilitate the start-up of the [Washington Metrorail Safety Commission](#). The commission is an independent agency established by Congress, the District of Columbia, Maryland, and Virginia in 2017 to oversee and enforce Metrorail safety practices.

Prior to joining COG, Ramfos held key TDM roles with SEMCOG in Detroit, CATS in Chicago, SANDAG in San Diego, and VPSI headquarters. A long-time member of ACT, Ramfos has served as the organization's Vanpool Council Chair, Board Member, Public Policy Council Chair, and National Vice President. Ramfos has presented at over 60 conferences as a TDM and marketing subject matter expert covering a range of topics such as ridesharing initiatives, marketing, bicycling, TDM as part of long-range transportation planning, shared-use mobility, commuter incentives, and telework.

On behalf of COG and the TPB, congratulations and thank you to Nicholas for his career-long dedication to supporting commuter transportation options, mobility, and accessibility for workers, students, and all travelers in the metropolitan Washington region and beyond!



(Nicholas Ramfos and David McMaster, ACT President/ACT)





## **MEMORANDUM**

**TO:** National Capitol Region Transportation Planning Board  
**FROM:** Nicholas Ramfos, Director, Transportation Operations Programs  
**SUBJECT:** Car Free Day 2023  
**DATE:** September 20, 2023

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As a reminder, this year's Car Free Day will be held on Friday, September 22, 2023. The goal of the event is to have at least 5,000 residents pledge to go Car Free by using transit, bicycling, e-scootering, walking, or teleworking, or to go "Car-Lite" by using carpools or vanpools. This is a world-wide event and has been celebrated in the Washington DC metropolitan region since 2008. The website for the event is [www.carfreemetrodc.org](http://www.carfreemetrodc.org).

Attached is the event flyer for your review and use. The flyer can be downloaded by visiting: <https://www.carfreemetrodc.org/about-car-free-day/>.

Take the Free Pledge at [CarFreeMetroDC.org](https://CarFreeMetroDC.org)



FREE



DAY



SEPTEMBER 22, 2023

Take the free pledge to be eligible for great prizes, even if you're already car free or car-lite, commuting full-time or on a hybrid work schedule.

#CarFreeDay @CarFreeMetroDC

 **COMMUTER CONNECTIONS**

A SMARTER WAY TO WORK

[CARFREEMETRODC.ORG](https://CarFreeMetroDC.org) 800.745.RIDE



**CAR  
FREE  
DAY**  
METRO DC



**9.22.23**



## **MEMORANDUM**

**TO:** National Capital Region Transportation Planning Board  
**FROM:** Mohammad Azeem Khan, Enhanced Mobility Program Manager  
**SUBJECT:** Enhanced Mobility Solicitation Status  
**DATE:** September 14, 2023

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## **BACKGROUND**

The intent of this memorandum is to provide an update on the COG/TPB staff's efforts for the 2023 Enhanced Mobility Solicitation. The solicitation for the sixth round of the Enhanced Mobility Program started August 1, 2023, to fund project proposals for two years. The Enhanced Mobility program aims to fill gaps in transportation for older adults and persons with disabilities by providing matching grants for services that go above and beyond traditional public transit and the Americans with Disabilities Act (ADA) complementary paratransit service. Eligible projects include travel training, vehicle acquisition, and volunteer driver programs specifically serving people who have mobility impairments.

To date COG/TPB staff have held three pre-application conferences in the month of August 2023 in each state in the region. This allowed applicants to understand what is required of this grant and what program parameters are set in place by both FTA and COG. In the three mandatory Pre-Application conferences held, COG/TPB staff has recorded 58 individuals that attended representing a total of 45 organizations across the Washington DC metropolitan region. The application deadline for Enhanced Mobility Round 6 is September 30, 2023 at 3 PM.

COG/TPB staff will begin reviewing applications for completeness the first week of October 2023 prior to providing the applications for scoring to the 2023 Enhanced Mobility Selection Committee. COG/TPB staff have formally requested and have received verification of representation from the District of Columbia, Maryland, and Virginia. COG/TPB staff is also working to secure a national expert to participate on the Selection Committee. This Selection Committee will be chaired by Councilmember Christina Henderson and have scheduled dates for the selection committee to meet.

On October 16, 2023, the Selection Committee will convene to detail the selection criteria set forth by the 2023 Coordinated Human Service Transportation Plan and to discuss the review and scoring of eligible applications received. On November 9, 2023, the Selection Committee will reconvene to discuss each member's score for each application and discuss a recommendation for the TPB to consider on December 17, 2023.

### **Competitive Selection Process and Priority Projects**

The Coordinated Human Service Transportation Plan outlines the selection process for Enhanced Mobility grants. An independent selection committee, chaired by a TPB member, will be comprised of

local and national experts in transit, human services, disabilities and aging who will review the applications and make recommendations for funding to the TPB. Selection Committee members evaluate applications on the selection criteria listed here and further described at [mwcog.org/enhancedmobility](http://mwcog.org/enhancedmobility):

- Coordination among agencies;
- Responsiveness to the TPB's Coordinated Human Service Transportation Plan (Strategies and/or Priority Projects);
- Institutional capacity to manage and administer an FTA grant (includes past grant performance);
- Project feasibility;
- Regional need;
- Equity Emphasis Areas; and
- Customer focus.

The TPB's Coordinated Human Service Transportation Plan identifies the following priority projects to make the best use of limited grant funding. Applications that respond to any of the priority projects will receive up to 12 points in the selection process scoring which is comprised of seven criteria that total to a maximum of 100 points. Applicants can still propose eligible projects other than the priority projects. For specific eligibility guidance, see the FTA circular 9070.1G<sup>1</sup> or contact TPB staff. More details on priority projects can be found here:

[mwcog.org/assets/1/6/Priority Projects from ADOPTED COORDINATED PLAN 12.19.18.pdf](http://mwcog.org/assets/1/6/Priority%20Projects%20from%20ADOPTED%20COORDINATED%20PLAN%2012.19.18.pdf).

#### Priority Projects

- Mobility Management
- Coordinated Planning Efforts
- Travel Training
- Door-through-Door or Escorted Transportation Service
- Increase Access to Transit Stations
- Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services
- Volunteer Driver Programs
- Tailored Transportation Service for Clients of Human Service Agencies

#### TIMELINE

After the TPB approves the Selection Committee's recommendations for grant funding anticipated in December 2023, COG/TPB staff will notify applicants in writing and those selected for funding will have approximately 30 days to complete the required FTA documents. Following FTA approval, COG will provide sub-grant agreements to the recipients. Depending on the timing of FTA approval and the final signature of the sub-grant agreements, grantees can expect to begin project implementation in late 2024/early 2025.

#### FOR MORE INFORMATION

Please contact Mohammad Azeem Khan ([mkhan@mwcog.org](mailto:mkhan@mwcog.org), (202) 962-3253).

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<sup>1</sup> FTA Circular 9070.1G is at <https://www.federalregister.gov/documents/2014/06/06/2014-13178/enhanced-mobility-of-seniors-and-individuals-with-disabilities-final-circular>



## MEMORANDUM

**TO:** National Capitol Region Transportation Planning Board  
**FROM:** Nicholas Ramfos, Director, Transportation Operations Programs  
**SUBJECT:** 2022 State of the Commute General Public Report  
**DATE:** September 14, 2023

---

The 2022 Commuter Connections State of the Commute general public report was published and distributed to TPB members recently. The survey has been conducted every three years since 2001 and examines commuting travel to and from work in the region by documenting trends in commuting patterns and exploring workers' awareness and use of regional transportation infrastructure and information and assistance services. The survey also collects commuters' opinions about current transportation initiatives.

The State of the Commute is a random sample survey of employed persons in the Washington metropolitan region and was conducted through the Internet. The survey sample plan set a minimum target of 8,246 workers region-wide, with separate targets for individual jurisdictions in the study area. Upon completion of the interviews, responses were expanded to represent the commute patterns of residents in the cities and counties within the Washington metropolitan non-attainment region. A total of 8,396 interviews were completed for the survey.

The survey was designed to meet multiple objectives, including commute trend analysis and evaluation of Transportation Demand Management (TDM) services administered by Commuter Connections. Wherever possible, questions used in previous SOC surveys were replicated to allow for trend analysis.

Data collection for the 2022 SOC survey included the following topics:

- Commute patterns
- Commute changes, commute ease, and commute satisfaction
- Telework
- Availability of and attitudes toward transportation options
- Awareness and impacts of commute advertising
- Awareness and use of commuter assistance resources
- Employer-provided commuter assistance services
- Technology-based applications and driverless cars

The report can be downloaded by visiting: <https://www.commuterconnections.org/wp-content/uploads/SOC-2022-Full-Publication.pdf>.

August 30, 2023

The Honorable Shalanda Young  
Director  
Office of Management and Budget  
Washington, DC 20503

Re: Federal Workplace Schedules and Remote Work Policies

Dear Director Young:

As the Chief Administrative Officers (CAO) for the National Capital Region (NCR), we are deeply grateful for your support for our counties and cities. The Biden Administration is a strong partner in improving the quality of life for our residents. Collectively, we work on behalf of 23 jurisdictions in Maryland, Virginia, and the District of Columbia, representing nearly six million residents.

In April, you issued guidance to federal agencies to “substantially increase meaningful in-person work at federal offices.” Earlier this month, President Biden reiterated this priority with his Chief of Staff, Jeff Zients, asking all federal managers to “aggressively execute this shift in September and October.”

We support President Biden’s policy and write to you today to provide our perspectives as your partners in the region. As you look to implement updated schedules for the federal workplace, there may be lessons learned from our collective experience, as our local governments have transitioned over the last several years from a remote environment to in-person and hybrid schedules.

We employ roughly 100,000 outstanding individuals, and the large majority of our employees work in-person on a full-time basis. For those who are eligible to telework, employees typically report to work in-person two to three days a week (not including weekends). We have found that this strikes an appropriate balance and provides the best level of service for taxpayers. Being able to work together, troubleshoot problems, take on big ideas, and provide face-to-face service for our residents is achieved while still providing flexibility for our personnel to work from home.

We take great pride in partnering with the federal government – the largest employer in the country and by far in the metropolitan Washington region – to ensure that the federal workforce thrives in our communities. We work closely with the Virginia Railway Express (VRE) and Maryland Area Regional Commuter (MARC) services to ensure your workers experience safe and timely commutes via our rail system. We are close partners with the Washington Metropolitan Area Transit Authority (WMATA), and federal workers constitute the majority of riders on WMATA. As you consider plans from agencies across the federal government, coordinating with these transit systems is important. It is difficult to efficiently operate train systems and WMATA without predictable ridership spread across the work week.

In summary, we are grateful for your and President Biden’s leadership in thoughtfully finding a balance and path forward on this important issue. We stand by ready to work with you on this transition and appreciate your hard work and dedication.

The Honorable Shalanda Young  
August 23, 2023

Please contact Clark Mercer, COG Executive Director, at [cmercerc@mwccog.org](mailto:cmercerc@mwccog.org) if you have any questions. Thank you for your consideration.

Sincerely,



City Manager, City of Falls Church  
Chair, COG CAO Committee

[Tara H. Jackson](#)

[Tara H. Jackson \(Aug 18, 2023 12:16 EDT\)](#)

CAO, Prince George's County  
Vice Chair, COG CAO Committee



Deputy Mayor, District of Columbia  
Vice Chair, COG CAO Committee

[Clark Mercer](#)

Executive Director, COG

Members of COG CAO Committee:



City Manager, City of Alexandria

[Michelle Bailey Hedgepeth](#)

[Michelle Bailey Hedgepeth \(Aug 16, 2023 15:37 EDT\)](#)

Town Administrator, Town of Bladensburg

[Deborah E. Hall](#)

[Deborah E. Hall \(Aug 16, 2023 17:01 EDT\)](#)

County Administrator, Charles County

[Robert A. Stalzer](#)

[Robert A. Stalzer \(Aug 17, 2023 10:00 EDT\)](#)

City Manager, City of Fairfax



CAO, Frederick County

[Tanisha Briley](#)

[Tanisha Briley \(Aug 16, 2023 16:37 EDT\)](#)

City Manager, City of Gaithersburg

[Tracey Douglas](#)

[Tracey Douglas \(Aug 28, 2023 12:10 EDT\)](#)

City Administrator, City of Hyattsville

[Tim Hemstreet](#)

[Tim Hemstreet \(Aug 21, 2023 12:48 EDT\)](#)

County Administrator, Loudoun County

[Barack Matite](#)

[Barack Matite \(Aug 26, 2023 02:43 GMT+3\)](#)

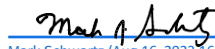
Acting City Manager, City of Rockville

[Christopher J. Shorter](#)

County Executive, Prince William County

[Andrew Bolduc](#)

Deputy City Manager, City of Takoma Park



[Mark Schwartz \(Aug 16, 2023 16:00 EDT\)](#)

County Manager, Arlington County

[Alfred Lott](#)

[Alfred Lott \(Aug 25, 2023 13:39 EDT\)](#)

City Manager, City of Bowie

[Kenneth A. Young](#)

[Kenneth A. Young \(Aug 16, 2023 14:39 EDT\)](#)

City Manager, City of College Park

[Bryan J. Hill](#)

[Bryan J. Hill \(Aug 22, 2023 15:28 EDT\)](#)

County Executive, Fairfax County



Mayor, City of Frederick

[Josue Salmeron](#)

[Josue Salmeron \(Aug 23, 2023 10:37 EDT\)](#)

City Manager, City of Greenbelt

[Christian L. Pulley](#)

[Christian L. Pulley \(Aug 24, 2023 16:19 EDT\)](#)

City Administrator, City of Laurel

[W. Patrick Pate](#)

[W. Patrick Pate \(Aug 17, 2023 08:48 GMT+1\)](#)

City Manager, City of Manassas



CAO, Montgomery County



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** WMATA Funding Discussions – July Public Comment Response  
**DATE:** September 14, 2023

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This memorandum responds to a request made at the July 19, 2023 Transportation Planning Board (TPB) meeting following public comment from the Northern Virginia Transportation Alliance. A spokesperson for the Alliance made oral remarks and subsequently provided a hardcopy statement. The comment referred extensively to the [LaHood report of 2017](#) analyzing the finances, management, and operations of the Washington Metropolitan Area Transit Authority (WMATA or Metro) and requested that accountability and operational improvements such as those in the report be made before more funding is provided for Metro. The Alliance’s comment concluded with an appeal to “ensure that Metro has the reforms and sustainable funding necessary to provide a world class transit service that is worthy of the DC region for the next decade and beyond.” Members of the TPB then asked staff to prepare a response.

### **STAFF RESPONSE**

WMATA is facing a fiscal crisis, with a projected shortfall or gap of approximately \$750 million to fund operations in fiscal year 2025 (starting July 1, 2024) and larger shortfalls projected into the future. This issue has generated considerable attention, through news articles in regional media, in announcements by the WMATA Board and General Manager, and in discussions at various regional forums. The TPB was notified of this matter at its March 15, 2023 meeting and it was one of the reasons for the TPB modifying its schedule for the update of the long range transportation plan (Visualize 2050) at its April 19, 2023 meeting.

The impact of the coronavirus pandemic and the ensuing changes in commute travel has led to changes in travel patterns and volume of travel, with a significant impact on public transportation systems across the nation. Within this region, Metrorail ridership is currently at just over 50 percent of pre-pandemic levels while Metrobus ridership has recovered more quickly and is currently at about 88 percent of pre-pandemic levels. The significant reduction in commute travel owing to very high levels of teleworking has had a particularly disproportionate impact on WMATA’s finances.

Commuter travel on the rail system, which is typically over longer distances and brings in higher fare revenues, is significantly reduced from pre-pandemic conditions and recovery has been slower. Operating the rail system is labor intensive with about 70 percent of WMATA’s operating costs associated with labor costs. Apart from the ridership changes, other unforeseen issues such as the labor market and the challenges in employee retention and hiring and inflation effects on the costs of goods and services have exacerbated the fiscal crisis being faced by WMATA. WMATA has been making changes to its service plans to respond to changes in travel demand and patterns while also seeking to improve transit service, especially for traditionally disadvantaged populations, through its Better Bus effort and the Bus Network Redesign in progress.



Other issues have also impacted WMATA's finances, including an increase in fare evasion. WMATA has worked proactively on this issue and is taking actions to counteract evasion including redesigned Metrorail fare gates and increased police and security patrols. WMATA has also worked with its member jurisdictions to enact enabling regulations and program to hold fare evaders to account.

WMATA has also implemented several management actions regarding its personnel, benefits, assets, and other direct cost areas that have helped control its operating costs. Recent estimates are that these actions provided about \$300M in cost reductions.

This combination of much slower rate of ridership recovery (tied to the return to office vs. teleworking), a high level of inflation, and a very tight labor market has made the task of closing the gap between rider and system revenues and regular subsidies particularly challenging, especially when the nature and timing of a long-term stabilization in travel patterns and commutes is uncertain.

The Metropolitan Washington Council of Governments (COG) is taking the lead to help convene a regional conversation on achieving a sustainable financial funding situation for WMATA in fiscal year 2025 and into the future. The issue was taken up at the COG annual retreat in July, following which a July 20 [news release](#) was issued stating that "COG will spend the next several months partnering across jurisdictions and with WMATA leadership to identify paths forward and work toward solutions." TPB staff are participating in this conversation and will work to keep the board updated on outcomes from the conversation.



**2023 SCHEDULE**  
**ANNUAL CONSULTATION MEETING**  
[www.ctp.maryland.gov](http://www.ctp.maryland.gov)

Day	Date	County	Time	Location
T	9/19/23	Worcester	10:00 AM	County Government Center, One West Market Street, Room 1101, Snow Hill, MD 21863 <b>Watch</b> the meeting on <a href="http://worcestercountymd.swagit.com/live">worcestercountymd.swagit.com/live</a> .
		Wicomico	7:00 PM	Wicomico County Youth & Civic Center, 500 Glen Avenue, Salisbury, MD 21804 <b>Watch</b> the meeting on <a href="https://www.pac14.org/">https://www.pac14.org/</a>
T	10/03/23	Caroline	10:00 AM	Health and Public Services Building, 403 South 7 <sup>th</sup> Street, Denton, MD 21629
		Somerset	2:00 PM	County Office Complex, Commissioners Meeting Room, 11916 Somerset Avenue, Princess Anne, MD 21853 <b>Listen</b> live to the meeting at Listen Live link: <a href="#">Live meeting link for Somerset County Roads Board Mtg 10-3-23</a>
		Dorchester	6:00 PM	County Office Building, Room 110, 501 Court Lane, Cambridge, MD 21613 <b>Watch</b> the meeting at <a href="http://www.townhallstreams.com">www.townhallstreams.com</a>
TH	10/05/23	Washington	10:00 AM	Washington County Public Safety Training Center, 1850 Public Safety Place Hagerstown, MD 21740 <b>Watch</b> the meeting at <a href="https://www.facebook.com/WashingtonCountyMD/">https://www.facebook.com/WashingtonCountyMD/</a>
		Allegany	2:00 PM	County Office Complex, 701 Kelly Road, Suite 100, Cumberland, MD 21502 <b>Join</b> the meeting at <a href="https://meet.google.com/ofk-ngrj-ftz">https://meet.google.com/ofk-ngrj-ftz</a> or <b>dial</b> into the meeting at 516-778-5349 PIN: 621 486 914#
F	10/06/23	Garrett	10:00 AM	Garrett County Courthouse, 203 South Fourth Street, Room 209, Oakland, MD 21550 <b>Watch</b> the meeting on <a href="http://www.facebook.com/garrettcountygovernment/">www.facebook.com/garrettcountygovernment/</a>
T	10/10/23	Prince George's	1:30 PM	Wayne K. Curry Administration Bldg., 1st Floor Council Hearing Room, 1301 McCormick Drive, Largo, MD 20774 <b>Watch</b> the meeting at <a href="https://pgccouncil.us/303/County-Council-Video">https://pgccouncil.us/303/County-Council-Video</a> (select the "In Progress" link)
T	10/17/23	St. Mary's	10:00 AM	Commissioners Meeting Room, Chesapeake Building, 41770 Baldrige Street, Leonardtown, MD 20650 <b>Watch</b> the meeting on <a href="http://www.youtube.com/user/StMarysCoMDGov">www.youtube.com/user/StMarysCoMDGov</a> .
		Charles	2:00 PM	Charles County Government Building, 200 Baltimore Street, LaPlata, MD 20646 <b>Watch</b> the meeting on Comcast 95 (SD) and 1070 (HD), Verizon FIOS 10, Roku or Apple TV streaming devices for Charles County Government, or <a href="http://www.CharlesCountyMD.gov">www.CharlesCountyMD.gov</a> , or <b>listen</b> to the meeting at 301-645-0500.
M	10/23/23	Baltimore COUNTY	10:00 AM	Towson University, University Union Ballroom, 3 <sup>rd</sup> Floor of University Union Building, 281 University Avenue, Towson, MD 21204 (parking in Union Garage <a href="#">University Union Directions &amp; Parking   Towson University</a> -- map apps will guide – no street address)
		Baltimore CITY	3:30 PM	TBD
T	10/24/23	Kent	10:00 AM	County Commissioners Hearing Room, 400 High Street, Chestertown, MD 21620 <b>Listen</b> to the meeting at 872-239-8359, Meeting ID 757 864 133#
		Queen Anne's	3:00 PM	County Commissioners Office, The Liberty Building, 107 N. Liberty Street, Centreville, MD 21617 <b>Watch</b> the meeting at <a href="https://qactv.com/broadcasting-now/">https://qactv.com/broadcasting-now/</a>
TH	10/26/23	Montgomery	7:00 PM	TBD

# Maryland Department of Transportation

## 2023 SCHEDULE ANNUAL CONSULTATION MEETING [www.ctp.maryland.gov](http://www.ctp.maryland.gov)

M	10/30/23	Howard	6:00 PM	Banneker Conference Room, George Howard Building, 3430 Court House Drive, Ellicott City, MD 21043 <b>Watch</b> the meeting at <a href="https://cc.howardcountymd.gov/watch-us">https://cc.howardcountymd.gov/watch-us</a>
T	10/31/23	Cecil	10:00 AM	Cecil County Administrative Building, 200 Chesapeake Boulevard, Elkton, MD 21921
W	11/01/23	Harford	10:00 AM	TBD
TH	11/02/23	Carroll	2:00 PM	Carroll County Government Office Building, 225 N. Center Street, Westminster, MD 21157 <b>Watch</b> the meeting at <a href="https://youtube.com/live/sqmFakaoHBO?feature=share">https://youtube.com/live/sqmFakaoHBO?feature=share</a>
		Frederick	7:00 PM	Winchester Hall, 1st Floor Hearing Room, 12 East Church Street, Frederick, MD 21701 <b>Watch</b> the meeting on <a href="http://www.frederickcountymd.gov/FCGtv">www.frederickcountymd.gov/FCGtv</a> .
T	11/7/23	Talbot	3:00 PM	Talbot County Free Library – Easton Branch, 100 West Dover Street, Easton, MD 21601 <b>Watch</b> the meeting on Zoom: <a href="https://us06web.zoom.us/j/85498915093?pwd=bTZCRERXWSsremN2ZXVuNHVXSXYvUT09">https://us06web.zoom.us/j/85498915093?pwd=bTZCRERXWSsremN2ZXVuNHVXSXYvUT09</a> Meeting ID 854 9891 5093, Passcode: 254851
T	11/14/23	Calvert	10:00 AM	Circuit Courthouse, 2 <sup>nd</sup> Floor Commissioners Hearing Room, 175 Main Street, Prince Frederick, MD 20678 <b>Watch</b> the meeting on <a href="http://www.calvertcountymd.gov/1501/Meetings-On-Demand">www.calvertcountymd.gov/1501/Meetings-On-Demand</a> , or <b>listen</b> at 888-475-4499 or 877-853-5257, Meeting ID 899 4188 8251, Passcode is #
		Anne Arundel	2:00 PM	Arundel Center, 1 <sup>st</sup> Floor Council Chambers, 44 Calvert Street, Annapolis, MD 21401 (use Calvert Street entrance; ID required) <b>Watch</b> the meeting on Anne Arundel TV Live at <a href="https://www.aacounty.org/services-and-programs/government-television">https://www.aacounty.org/services-and-programs/government-television</a> or on local cable channels 98 for Comcast or Broadstripe, 38 for Verizon, 998 for HD Comcast, 1962 for HD Verizon, or 498 for HD Broadstripe

*Please note that these are County meetings, and the County decides the meeting format. As always, these meetings are subject to change. Please check back closer to the meeting you plan to attend to ensure the meeting is still in-person and/or the meeting date/time hasn't changed.*

Items highlighted in **YELLOW** are changes to the date, time, or location.