



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** January 16, 2025

---

The attached materials include:

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** January 16, 2025

---

At its meeting on Friday, January 10, the TPB Steering Committee reviewed and took action to recommend that on January 22, the TPB approve Resolution R7-2025 which will update list of projects in the TPB's Transportation Resilience Improvement Plan (TRIP) and will add the TRIP as an appendix to Visualize 2045. The committee also approved six resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement and approved the January TPB agenda.

Katherine Rainone of TPB staff briefed the Steering Committee on the TPB's TRIP and prioritized project list and the annual update process. The committee reviewed TPB Resolution R7-2025 and recommends its approval when the TPB is asked to act on this matter under Item 9 of the January 22 meeting,

Next, the committee adopted the six resolutions listed below amending the FY 2023-2026 TIP at the request of the Maryland Department of Transportation (MDOT), City of Frederick, Montgomery County, the Virginia Department of Rail & Public Transportation (VDRPT), the Potomac & Rappahannock Transportation Commission (PRTC), and the Federal Highway Administration (FHWA). All of the projects included in these amendments are exempt from the air quality conformity requirement and are described in further detail in the bullets below and in the attached materials.

- **TPB SR25-2025**, requested by MDOT, consolidates two State Highway Administration (SHA) bridge replacement projects and adds funding to the Maryland Transit Administration's (MTA) Prince George's County Bus and Bus Facilities Competitive Lo-No Grant program as follows:
  - The MD 717 Western Branch Bridge Replacement project (T6654) TIP record was dissolved, and the associated scope of work and federal and state funding were consolidated into the MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement project (T6653). Additional National Highway Performance Program (NHPP) and state funding increased the total project cost of the newly combined record to \$50 million, the bulk of which will be programmed in FY 2027 and beyond, such that the current 4-year program total decreased from \$21.8 million to \$2.4 million. The completion year was updated from 2025 to 2031 to reflect the anticipated completion of the second project.
  - MTA added \$39.23 million formula and competitive grant funding from FTA along with local funds for the Prince George's County Bus and Bus Facilities Competitive Lo-No Grant program (T13566). The initial submission from MTA and draft of resolution SR25-2025 incorrectly identified the source for the addition of approximately \$8 million as being Metropolitan transportation planning funds (§ 5303). MTA confirmed that the source of this funding was FTA's Urbanized Area Formula Grants (§ 5307) and this correction is reflected in the attached approved resolution.

- **TPB SR26-2025**, adds \$500,000 in US DOT's Reconnecting Communities & Neighborhoods planning grant and local funding for the new Golden Mile Multimodal Connection Planning Project (T13664), as requested by the Cit of Frederick
- **TPB SR27-2025**, requested by Montgomery County, adds approximately \$87.4 million in FTA Capital Investment Grant, state, and local funding to the Veirs Mill Bus Rapid Transit project, raising the total project cost to \$169 million. The record ID for this project was also updated from CE3101 to T12005 to clarify its status as a project funded in the TIP.
- **TPB SR28-2025**, requested by VDRPT on behalf of the City of Alexandria, adds \$3.2 million in flexed CMAQ and RSTP funds for the new DASH Technology Phase II project (T13660).
- **TPB SR29-2025**, requested by PRTC on behalf of Virginia Railway Express to add funding for two new projects:
  - VRE Broad Run Corridor Lead Track Property Acquisition (T13662) - \$11.5 million in § 5307 and local funding
  - VRE Seminary Yard Property Acquisition (T13663) - \$91 million in State of Good Repair (§ 5339) and local funding
- **TPB SR30-2025**, adds 21 projects in the District of Columbia, 10 projects in suburban Maryland, and 7 projects in Northern Virginia from FHWA's Eastern Federal Lands Highway Division's (EFLHD) FY 2025-2028 TIP as an attachment to the TPB's TIP so that the region's three DOTs may include those projects as attachments to their individual Statewide Transportation Improvement Programs (STIPs).

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:

- January 10, 2025 TPB Steering Committee Attendance (Members and alternates only)
- The following adopted resolutions approving amendments to the TIP:
  - SR25-2025, requested by MDOT
  - SR26-2025, requested by the City of Frederick
  - SR27-2025, requested by Montgomery County
  - SR28-2025, requested by VDRPT
  - SR29-2025, requested by PRTC
  - SR30-2025, requested by FHWA

**TPB Steering Committee Attendance – January 10, 2025**  
(only voting members and alternates listed)

TPB Chair/VA Rep.:	James Walkinshaw
TPB Vice Chair/MD Rep.:	
TPB Vice Chair/DC Rep.:	Matthew Frumin
Previous TPB Chair:	Heather Edelman (Alt.)
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Regina Moore
WMATA:	Mark Phillips
Technical Committee Chair:	Victor Weissberg





## MEMORANDUM

**TO:** Transportation Planning Board Steering Committee  
**FROM:** Katherine Rainone, Transportation Resilience Planner  
**SUBJECT:** Regional Transportation Resilience Improvement Plan: Request for Project List Approval and incorporation into Visualize 2045  
**DATE:** January 10, 2025

---

The Transportation Planning Board (TPB) approved its Transportation Resilience Improvement Plan (TRIP) in June 2024. The TPB's TRIP was subsequently approved by FHWA in July 2024. The TRIP is now undergoing the annual project list update process. At its January 22, 2025 meeting, the TPB will be asked to approve Resolution R7-2025 which contains two actions: 1) Amend the TRIP project list with 5 new projects in time for the next grant application deadline; and 2) Amend the region's current plan of record called Visualize 2045 to include the approved TRIP with the updated project list as an appendix.

## BACKGROUND

In 2015, Congress enacted provisions in the Fixing America's Surface Transportation (FAST) Act requiring transportation agencies to consider resilience in their transportation planning process – specifically to “improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation.” At the end of 2021, FHWA and FTA jointly issued updated Planning Emphasis Areas (PEAs), areas of planning that MPOs should emphasize when identifying and developing tasks for the Unified Planning Work Program. And most recently, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program (PROTECT), which established formula and discretionary grant programs to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through both non-competitive and competitive grants.

This emphasis, paired with increasing importance of planning for improved resilience of regional transportation systems, has led to the creation of TPB's Transportation Resilience Planning Program. The first major products to come out of the program are the National Capital Region Transportation System Climate Vulnerability Assessment and the National Capital Region Transportation Resilience Improvement Plan (TRIP).

## REGIONAL TRANSPORTATION RESILIENCE IMPROVEMENT PLAN (TRIP) AND UPDATED PRIORITIZED PROJECT LIST

One major element of the PROTECT program is the Transportation Resilience Improvement Plan (TRIP), a comprehensive plan for state or regional transportation resilience with at least the major components of: a systematic approach to transportation system resilience, a risk-based vulnerability assessment, an investment plan, and a list of transportation resilience projects. Developing a TRIP

can lower the non-federal construction match for projects funded by the PROTECT program from 20% to 13% and integrating that TRIP into the LRTP can reduce the match to 10%.

Together with member jurisdictions and agencies, TPB developed a regional TRIP and a prioritized list of regional transportation resilience projects as part of the second phase of its transportation resiliency study, which the board reviewed and approved on June 20, 2024. The TRIP was subsequently formally approved by FHWA in July 2024.

As outlined in the final TRIP, an annual update of the prioritized project list is to occur, to have a comprehensive understanding of transportation resilience projects planned throughout the region and to ensure eligible projects access to a potential match reduction should they be funded via a PROTECT Discretionary Grant. TPB staff began the second round of project submission solicitation with announcements in November 2024 at TPB Technical Committee and Board meetings, and an email solicitation with a form to submit projects in December 2024, for project submissions due January 8, 2025. Review of the submitted projects was completed by TPB staff with consultant assistance, ensuring PROTECT and TRIP eligibility following the same methodology as the first round of project submissions.

The approved TRIP is the current plan of record for regional transportation resilience planning at TPB. As a reminder, stakeholder engagement was a major component of the plan – work was guided by a regional working group who primarily provided input and feedback on key milestones during the development of the TRIP through a series of meetings, in addition to convening a Resiliency Forum, which included a broad swath of regional participants, aimed at building knowledge of climate risks among the jurisdictions and collaborating to develop resilience solutions. The TRIP provides an overview of climate and resilience planning in the National Capital Region, outlines TPB's approach to understanding transportation vulnerabilities across the region, includes a two-phased vulnerability assessment of risks posed by natural hazards on generalized transportation assets and regional-specific assets, and a list of priority resilience projects submitted by member agencies that addresses the vulnerabilities previously identified. The plan concludes with the Future Enhancements section, which includes a list of future work TPB staff plan to take on to continue informing transportation resilience planning and investments in the region. One additional component of the study is an interactive map of major regional resilience hazards which includes climate hazard layers, transportation asset layers, and Equity Emphasis Areas, included in the Vulnerability Assessment and provided to member agencies and jurisdictions as a resource.

## **UPDATED PRIORITIZED PROJECT LIST AND RESOLUTION TO AMEND VISUALIZE 2045 TO INCLUDE TRIP FOR BOARD APPROVAL**

Attached is a draft updated TRIP Project List, highlighting the 2 additional projects for 2025 for board members to review and approve. The entire [TRIP](#) with the updated project list will be amended into Visualize 2045.

Please email any comments or questions on regional transportation resilience planning to Katherine Rainone, [krainone@mwkog.org](mailto:krainone@mwkog.org).

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

**RESOLUTION TO APPROVE UPDATED NATIONAL CAPITAL REGION TRANSPORTATION  
RESILIENCE IMPROVEMENT PLAN (TRIP) PROJECT LIST AND AMEND VISUALIZE 2045 TO  
ADD THE TPB TRANSPORTATION RESILIENCE IMPROVEMENT PLAN AS AN APPENDIX**

**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 FAST Act began requiring transportation agencies to consider resilience in their transportation planning process – specifically to “improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation”; and

**WHEREAS**, several federal planning factors (23 CFR 450.306(b)) also reference the consideration of resilience: “protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns,” and “improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation”; and

**WHEREAS**, 23 U.S.C. 176 (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation, PROTECT program) allows for the development of a Resilience Improvement Plan (RIP) by a State or MPO, but does not require it; and,

**WHEREAS**, if developed, the RIP shall identify the immediate and long-range planning activities and investments with respect to the resilience of the surface transportation system within the MPO's metropolitan planning area; and,

**WHEREAS**, the RIP shall also demonstrate a systemic approach to surface transportation system resilience and be consistent with and complementary of State and local mitigation plans; and,

**WHEREAS**, the RIP shall further include a risk-based assessment of the vulnerabilities of transportation assets and systems to current and future weather events and natural disasters, such as severe storms, flooding, and extreme temperatures; and,

**WHEREAS**, the RIP may describe resilience improvement policies and strategies that will inform the transportation investment decisions of the MPO and its members, including a list of priority projects; and,

**WHEREAS**, the TPB followed national best practices in developing a RIP including a two-phased, risk-based assessment where the Phase 1 System-Level analysis assessed the sensitivity of the transportation system to climate hazards, and the Phase 2 Asset-Level analysis identified and mapped specific transportation assets and locations where the system is most vulnerable to the impacts of climate change and natural hazards; and

**WHEREAS**, in 2020 the TPB Board adopted the goal of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and

**WHEREAS**, the FY 2025 Unified Planning Work Program for Transportation Planning for the Washington Metropolitan Region was approved by the TPB on March 21, 2024, and established Task 1.6 Resiliency Planning; and,

**WHEREAS**, the National Capital Region Transportation Resilience Improvement Plan (TRIP), approved by the TPB Board on June 20, 2024, calls for continued coordination among TPB member agencies on the issue of regional transportation resilience planning; and

**WHEREAS**, the TPB completed the NCR TRIP to meet the requirements of 23 U.S.C. 176 (PROTECT), as outlined in the letter dated July 23, 2024 signed by FHWA District of Columbia Division Administrator; and

**WHEREAS**, the NCR TRIP Priority Project List will be updated annually based on the PROTECT funding schedule, and the next deadline is February 26, 2025, and the TPB engaged in a process to update the Priority Project List; and

**WHEREAS**, the projects in the NCR TRIP will be eligible for increased federal match funding if the TRIP is included in the TPB's federally approved metropolitan long range transportation plan, called Visualize 2045; and

**WHEREAS**, the TPB engaged stakeholders and the public throughout the development of the TRIP and updated Priority Project List via presentations at multiple TPB Technical Committee meetings, TPB Board meetings, Regional Transportation Resilience Subcommittee meeting, and postings on the TPB website.

**NOW, THEREFORE BE IT RESOLVED** that the National Capital Region Transportation Planning Board approves the following:

- 1) The addition of 5 projects to the approved Prioritized Project List included in the National Capital Region Transportation Resilience Improvement Plan (TRIP), as identified in the attached materials; and
- 2) The amendment of Visualize 2045 to formally include the National Capital Region Transportation Resilience Improvement Plan (TRIP) as an appendix to Visualize 2045.





# National Capital Region Transportation Resilience Improvement Plan

Updated January 2025



National Capital Region  
Transportation Planning Board



## CHAPTER 5

# Priority Project List

Updated January 2025



The following tables, grouped by asset type, summarize the projects identified by member agencies as highest priority projects to implement in the short term given known and projected asset vulnerabilities. This investment plan is not financially constrained. While some of the projects have identified funding, many of them will be seeking grant funds (e.g., PROTECT) to advance to implementation. This list of priority resilience projects will be updated on an annual basis as agencies are able to further refine and advance their resilience priorities. The project submission form will be sent to all relevant stakeholders each calendar year prior to the following PROTECT grant application due date. In addition, TPB will continually produce updated resilience plans and studies to better understand regional vulnerabilities and to support resilience efforts.

**Table 1: Climate Hazard Icon Definitions**

Climate Hazards	
	Extreme heat
	Temporary flooding (coastal and riverine)
	Permanent flooding (sea level rise)
	Extreme winter conditions
	Extreme wind <sup>1</sup>
	Rockfalls <sup>2</sup>



<sup>1</sup> Includes extreme storms with high winds, such as hurricanes and tropical storms

<sup>2</sup> Although rockfalls were not included in the 2024 Vulnerability Assessment, they are a regional hazard that can be addressed through resilience projects.



## Bridges


**Table 2: Bridge Resilience Investment Projects**

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Charles County Government (supported by the Resilience Authority of Charles County)	Cobb Island (MD-254) - Bridge Approach	MD-254 (Cobb Island Road) between MD-257 and the Cobb Island Bridge.	While the Cobb Island Bridge was recently replaced in 2020, the bridge approach and surrounding roadways still experience tidal flooding and inundation from sea level rise. There is ongoing planning for this project, and possible options include a range of nature-based and innovative interventions to address flood vulnerability from multiple hazards.	 	2024










## Public Transit Infrastructure






**Table 3: Public Transit Resilient Investment Projects**




Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Passenger Rail Authority	RF&P Track Infrastructure Heat Impacts and Mitigation Study	The Richmond, Fredericksburg and Potomac railroad line from Quantico, Prince William County, VA to Control Point VA in Washington, DC; Intercity (Amtrak) and Commuter (VRE) rail routes on the corridor.	When the region has high temperatures, host railroads (CSX and Norfolk Southern) issue slow orders as a safety precaution to limit/prevent derailments. As temperatures continue to rise and temperatures remain elevated for longer periods of time, railroads will issue more heat orders, slowing rail traffic in the region. The heat impacts study would identify existing conditions, assess adverse conditions based on historical data, recommend specific mitigation strategies, and translate these strategies into capital or operational improvements to limit slow orders during heat events and increase the reliability of the transportation system.		2024








Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Railway Express	VRE Stations Heat Vulnerability and Mitigation Strategies Analysis	Station assets located on VRE's Manassas and Fredericksburg Lines, as well as on the joint line between Alexandria and Union Station.	Increasing temperatures have the potential to cause significant passenger discomfort to VRE riders. This project will identify the appropriate mitigation strategies to address the adverse effects of heat in five VRE station facilities. The project will detail potential effects on passengers and facilities, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.		2024
Virginia Railway Express	VRE Manassas Line Track Heat Vulnerability and Mitigation Strategies Analysis	Track infrastructure on VRE's Manassas Line between the Broad Run station and "AF Interlocking".	Temperatures that continue to rise and temperatures that remain elevated for longer periods of time threaten the structural integrity of rail tracks. This project will identify the appropriate mitigation strategies to address the adverse effects of heat on track and ancillary facilities identified as high risk in the TPB vulnerability assessment. This study would detail potential effects of heat events on the track infrastructure and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.		2024
Virginia Railway Express	VRE Maintenance and Storage Facilities Heat Vulnerability and Mitigation Strategies Analysis	VRE-controlled property at the Broad Run and Crossroads Maintenance and Storage Facilities.	The TPB vulnerability assessment has identified these locations as highly vulnerable to extreme heat. The study aims to detail how exposure to extreme heat can affect VRE maintenance and storage facilities. The project will propose conceptual mitigation projects and review projected impacts on VRE service and yard personnel.		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Railway Express	VRE Assets Flooding Vulnerability and Mitigation Strategies Analysis	L'Enfant and Quantico stations; Broad Run Maintenance and Storage Facility (excluding the passenger station platform, including the parking facilities).	The TPB vulnerability assessment has identified this area as having high vulnerability to inland flood. The study will analyze the proposed effects to this infrastructure from adverse future inland flooding events, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.		2024
WMATA	Systemwide Flood Resiliency Infrastructure Upgrades Implementation	Cleveland Park, Federal Triangle, Smithsonian, Archives/Navy Memorial, Rhode Island Ave/Brentwood, Capitol South, and Waterfront Stations (DC); Greenbelt Rail Yard (Greenbelt, MD).	All stations included in this project are either within the FEMA 100 year flood zone or are regularly impacted by interior flooding. The proposed upgrades address flood vulnerability in the MetroRail system and include measures such as new grading at station entrances, temporary flood barriers, raising vent shaft openings, and improving drainage capacity around stations. Improvements will lower the risk of adverse impacts to passenger service and system operations.		2024
WMATA	Drainage Pump Stations Rehabilitation Program	L'Enfant, Wheaton, Federal Triangle, Metro Center, and Glenmont Stations (DC); Noyes Road (Silver Springs, MD), Medical	Pumping stations remove water from WMATA's tunnels when aboveground rainfall or flood fills the tunnels. This equipment has exceeded its life cycle and needs replacement. The project would replace and improve the 59 drainage pumping stations located at low points in MetroRail tunnels to facilitate the removal of excess water from MetroRail tunnels and stations. The project would	 	2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		Center (Bethesda, MD).	also replace and improve pumping equipment and tunnel piping systems that have exceeded their lifecycle throughout the MetroRail system. This program prioritizes the highest risk locations based on flooding and equipment need.		
WMATA	Comprehensive Stormwater System Program (Planning)	Systemwide.	WMATA systems experience flooding due to storms and other rainfall events. Current stormwater planning is piecemeal and based on the facility. A comprehensive stormwater system program would allow WMATA to evaluate existing assets and risks and would provide a basis for Metro's future decisions about how to design, construct, and rehabilitate stormwater infrastructure.	 	2024
WMATA	Stormwater System Rehabilitation	Carmen Turner Center; Branch Ave, Glenmont, and Greenbelt, New Carrollton and Shady Grove Rail Yards; Landover, Montgomery, and Southern Ave Bus Division (all in Maryland).	WMATA has identified many of these facilities as highly vulnerable to inland, sea-level, and riverine flooding. Flooding here and to nearby operational facilities can create significant time delays. The project will use green infrastructure to install or retrofit stormwater management systems.	 	2024
WMATA	Rehabilitation of Station Vault Pre-Cast Supports	Dupont Circle, Woodley Park, Cleveland Park, Van Ness, Tenleytown, Friendship Heights	In severe storms and flood events, rainwater can percolate through the ground, leak into MetroRail stations, and, on the Red Line, flow into the vaulted ceilings. The connecting supports for the vaulted ceilings at several stations have begun to deteriorate. The project will conduct a detailed inspection and condition report to		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		Stations in DC. Bethesda and Medical Center Stations in MD.	determine the extent and location of where repairs will be needed, and rehabilitation of the identified issues.		
WMATA	Tunnel Chilled Water Piping Assessment	Systemwide.	Increasing temperatures have the potential to cause significant passenger discomfort to MetroRail riders. Chilled water is used to cool stations and all designs are outdated due to increasing population, increased density, and more high heat days. The study would conduct a systemwide assessment of chilled water piping in tunnels to identify the need to improve this piping.		2024
WMATA	MetroBus Shelter Replacement	Systemwide.	As high heat and intense rain events occur, passengers will increasingly require shade and shelter at bus stops. The project would replace aging shelters, provide shade, and decrease unnecessary wait times at outdoor bus shelters by improving communication with customers.		2024
WMATA	Traction Power/Rectifier Replacement	33 traction power substations though DC, VA, and MD.	High heat has the potential to impact traction power substations and result in slow or interrupted MetroRail services. The project would answer this concern and decrease heat buildup in traction substations critical to the MetroRail train system and enhance power stability. Improvements would replace rectifiers in multiple traction substations across the service area to improve electrical efficiency. This not only increases resilience but also stabilizes the rail system and reduces electricity consumption.		2024


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
WMATA	Shaft Damper and Attenuator Replacement Program	221 shafts throughout the MetroRail system in DC, MD, and VA.	High heat weather will require better circulation of MetroRail tunnels and stations for comfort and operability. The project would address heat strain on fans, dampers, and attenuators that circulate air through shafts in the Metro system. These improvements would maintain customer comfort and equipment functionality as temperatures rise.		2024
WMATA	Non-Revenue Facility HVAC Replacement	L'Enfant, Wheaton, Federal Triangle, Metro Center, and Glenmont Stations (DC); Noyes Road (Silver Springs, MD), Medical Center (Bethesda, MD).	Multiple Metro non-revenue facilities were not built for projected future weather conditions and do not account for increased average temperatures or for the increase in heat-producing electric controls. These facilities often heats to an uncomfortable level. The project would replace aging and inefficient heating at these facilities and implement a Building Energy Management Control System that would allow for greater operational and maintenance efficiency. Facilities included in this project are crucial for the operation of the Metro system.		2024
WMATA	Faregate and Mezzanine Exposure to Water Intrusion at NoMa-Galludet Metrorail Station	No-Ma Galludet Metrorail Station (DC)	Currently the mezzanine at the 2nd Street entrance to the NoMA-Galludet U station is exposing riders and rail infrastructure to water. Due to climate change, there will be more frequent and intense rainstorms, making the problem worse. There is a gap between DDOT's Metropolitan Branch Trail and the upper station deck. While a temporary barrier has been installed, a more permanent, secure solution needs to be installed. This will benefit customer's comfort and expand the longevity of the rail infrastructure.		2025
WMATA	Water Leak Mitigation & Preservation -	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro		2025


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
	Rail Tunnels		infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		
WMATA	Water Leak Mitigation - Stations and Rooms Water Intrusion Remediation	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		2025

#### Public Transit & Stormwater Infrastructure



**Table 4: Public Transit and Stormwater Infrastructure Resilience Investment Projects**


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Virginia Passenger Rail Authority	Flooding Mitigation Study for Quantico and Pohick Creek Rail Bridges	RF&P Rail Corridor, owned by CSX/Virginia Passenger Rail Authority. Quantico Creek Rail Bridge and Pohick Creek Rail Bridge (38.526743, -77.288966 to 38.712765, -77.217392).	The two rail bridges associated with the project lie within the 100-year floodplain. Should flooding be significant or damage occur to these bridges, passenger and freight rail traffic within the entire region could be halted to make emergency repairs. The flood mitigation study would identify existing conditions, assess expected adverse conditions, recommend specific mitigation strategies, and translate these strategies into capital improvements for future rounds of funding to ensure the rail infrastructure will with stand future flooding or storm inundation.		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
WMATA	Comprehensive Stormwater Systems Construction and Rehabilitation Program	Systemwide.	This project represents Metro's comprehensive program to design, construct, and rehabilitate stormwater infrastructure to address increased intensity of rainfall and to maintain compliance with stormwater discharge permits and best management practices. The project will also procure new equipment or contract services. There is a prioritized list of 72 locations that need new or rehabilitated stormwater systems.		2025





## Roads and Highways




**Table 5: Road and Highway Resilience Investment Projects**

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
DDOT in partnership with District DOEE	Nannie Helen Burroughs Avenue DC-295 Underpass †	Nannie Helen Burroughs Avenue NE underpass beneath DC-295 in DC.	The Nannie Helen Burroughs Avenue experiences frequent flash flooding due to the impermeable surfaces in the nearby Watts Branch watershed. Flooding happens quickly, leaving disadvantaged neighborhoods with vulnerable populations between DC-295 and the Anacostia River isolated with very little warning. The proposed Engineering Feasibility Study would identify methods to improve the flood resilience of transportation infrastructure while creating additional greenspaces between the Anacostia River and Kenilworth Park and the Nannie Helen Burroughs Avenue Commercial Corridor.		2024

† This project received PROTECT funding in 2024.

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
DDOT in partnership with District DOEE	Watts Branch Flood Resilience Strategy Implementation	Nannie Helen Burroughs Ave, between the I-295 underpass, and Division Ave.	Nannie Helen Burroughs Ave lies within the FEMA 100-year floodplain within the Watts Branch watershed and already experiences regular flooding during storm events. Flooding risk will increase with climate change. Options to address flooding risk will be established in the Watts Branch Flood Resilience Strategy (expected publication date April 2025). This project would implement the results of that study and create blue, green, and gray infrastructure along the corridor to reduce flooding and improve mobility for residents during storms.		2024
Prince William County Department of Transportation	Fuller Road Flooding Mitigation	Fuller Road (VA Route 619) from the I-95 exit ramp to Mason Drive.	Fuller Road, which provides the only direct access to the main operating area of Quantico Marine Corps Base, is vulnerable to inland flooding and flooding at the gate. Flooding here has significant implications on operational readiness. The project will mitigate flooding of Fuller Road by increasing the capacity of the storm water facility near the National Museum of the Marine Corps and by restoring the Little Creek watershed.		2024
Prince William County Department of Transportation (supported by VDOT)	PWC Evacuation Operationalization Plan	Countywide.	Parts of Prince William County and its independent jurisdictions lack a countywide evacuation plan. The County seeks to fill these gaps and develop this plan. The completed plan would quantify the impact of catastrophic emergencies; describe how different hazards may call for different localized, neighborhood-level, town-level, or large-scale evacuations; and provide real-time data visualization tools to assist responding agencies in emergency scenarios. This plan will minimize disruptions and impacts on	    	2024





Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
			transportation infrastructure during emergencies.		
Prince William County Department of Transportation	Implement Shoreline Protection and Nature-Based Solutions	Countywide.	Numerous major transportation corridors located along coastal areas of the County are vulnerable to shoreline erosion caused by rising sea levels. The project will develop guidance for Prince William County to develop nature-based solutions for shoreline protection. The project will mitigate shoreline erosion to improve the resiliency of the transportation network to flooding.		2024
Prince William County Department of Transportation	Restore Streams to Reduce Flooding	High risk roadways in Prince William County as identified by existing vulnerability assessments from the TPB and the County.	County and TPB Vulnerability Assessments have identified several roadways as having a high risk of flooding. This project to develop and implement stream restoration would reduce flooding impacts on roadways within the County. Restoring natural flood resilience would protect the county's transportation infrastructure.		2024
Prince William County Department of Transportation	Incorporating Green Infrastructure into a Multimodal Transportation Corridor	Richmond Highway / US-1 from West Russel Road (Southbound near the limit with Stafford County) to Annapolis Way (Northbound near Occoquan River Bridge and the limit with Fairfax	Route 1 (Richmond Highway / US-1) is a busy thoroughfare that crosses Prince William County from southwest to northeast and lies in a flood prone area in proximity to important water bodies and environmental protected areas. The area has historically experienced flooding, road closures, and swift water reports. This project would identify and design green infrastructure to detain stormwater flows, improve transportation resiliency, and improve the natural ecosystem by reducing stormwater runoff that could carry harmful pollutants left on roadways		2024



## Roads and Highways & Bridges

**Table 6: Road, Highway, and Bridge Resilience Investment Projects**

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		County).Includes bridge Asset Number 6228 Northbound / 6229 Southbound.	into protected natural areas. The project would provide an evaluation of possible projects, report on the prioritized list of projects, and create a Multimodal Corridor Green Infrastructure preliminary design with the respective Evaluation Memorandum.		
DDOT	Canal Road Rock Slope Stabilization Project	Section of Canal Road NW near Clark Place in DC.	An approximately 1,500-foot length of Canal Road NW near Clark Place has experienced periodic rockslides, with the most significant occurring in 2011 temporarily closing the westbound travel lane. Likewise, in April 2021, there was a similar incident of slope failure on the second section to the west of Georgetown University entrance and this section was incorporated into the project in June 2024 with the same scope of work. DDOT, in cooperation with the National Park Service (NPS), propose the following improvements to stabilize the rock slope: installation of rock and soil anchors; installation of the wire mesh drape over the slope face, and installation of proposed drainage system improvements and catch-basins along east side of Canal Road NW.		2025

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Prince William County Department of Transportation	Residency Road Flooding Mitigation	Residency Road (VA Route 782) from the current dead end of	Residency Road has a history of flooding but stands to be a primary access point to the soon-to-be expanding Broad Run VRE Station and a subsidiary access point to the Manassas Regional Airport. The airport is also planned for		2024




Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		Residency Road across the rail tracks to Broad Run Station parking lot.	expansion and all three current access points to the airport have moderate inland flooding risk. This project will design and construct a flood-resilient bridge to provide continuous access between Residency Road and the Station and airport.		




## Roads and Highways & Stormwater Infrastructure



**Table 7: Road, Highway, and Stormwater Infrastructure Resilience Investment Projects**


Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
Charles County Government (supported by the Resilience Authority of Charles County)	MD 6 Port Tobacco Road Resilience Improvements	Seven miles of Liverpool Point Rd from its intersection with Port Tobacco Rd to its intersection with Riverside Rd. This includes Bridge 8015 over Nanjemoy Creek.	Increasingly, severe precipitation events cause flooding at this location. The flood events have created the need for pavement reconstruction/ resurfacing, and reinforcement of roadway shoulders, and drainage improvements to handle both average and significant storm event flows. The project to mitigate these flood issues is in its planning phase and funding will support the implementation of the chosen project. This rural area of Charles County is highly dependent on this roadway and has an average income that is below 65% of the county average.	 	2024
Charles County Government (supported by the Resilience Authority of Charles County)	Zekiah Watershed Roadway Improvements	Project 1: less than one mile of roadway improvements along Old Washington Rd upstream of Pembroke Sq.	Several locations within the Zekiah Swamp Watershed experience nuisance and urban flooding and require swale updates and stormwater redirection. The proposed project incorporates green infrastructure solutions such as vegetative infiltration interventions to decrease roadway flooding and to minimize the environmental impact of stormwater runoff. Project locations 1 and 2 are identified as EEAs while Project 3 is adjacent to an EEA and		2024



Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
		Project 2: less than one mile of roadway near the intersection of Post Office Rd and Industrial Park Dr. Project 3: culvert at the low point in Poplar Hill road.	resilience improvements here can improve resilience for neighboring disadvantaged communities.		
District Department of Transportation	Soapstone Culvert Reconstruction	Soapstone stream from 250 ft upstream of where the stream passes under Broad branch Rd to 100 ft downstream of this point.	The single barrel stone masonry semicircular arch culvert is undersized to accommodate the current and modeled future rates of flows. Culvert overtopping can cause road closures during storms and has started compromising the integrity of the head walls and streambed downstream. This project aims to replace the soap stone culvert and stabilize the stream upstream and downstream stream banks to make the structure and the roadway more resilient to flooding and subsequent damage.		2024







## Stormwater Infrastructure

**Table 8: Stormwater Infrastructure Resilience Investment Projects**

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
City of Manassas	City of Manassas Flood Hazard	Citywide street network.	City of Manassas records show that various parts of the hydraulic conveyance system in the City regularly experience localized flooding. This study will identify areas of local flooding, evaluate potential remediation		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
	Assessment		measures, and provide a list of recommendations to address this flooding. A Final Project Summary Report will include potential flood mitigation projects and their approximate construction cost estimates. This information provides the foundation for the City to carry out flood resilience projects.		
Prince William County Department of Transportation	Manage Stormwater Flooding Outside of the Floodplain	All roadways in Prince William County adopted in the State maintained roadway system that are not in delineated FEMA floodplains.	Prince William County's existing vulnerability assessment has identified lack of knowledge about flooding outside the FEMA floodplains as a limitation to the County's understanding of roadway vulnerability. This study seeks to use modeling and/or historic flood records to enhance the County's understanding of flooding. Based on this data analysis, the study will identify appropriate resilience measures for implementation and make the most use of funding the County has set aside for adaptation projects.		2024
Prince William County Government Department of Transportation (supported by VDOT)	Flooded Roadway Mitigation Study	Valley View Drive (VA Route 611 sequences 50/60), structure no. 8: 000000000014300. Old Church Road (VA Route 649), structure no. 8: 000000000024232. Fleetwood Drive (VA Route 611 sequence 20), structure no. 8: 000000000014301.	These locations are prone to flooding and flash flooding that cause vehicular damage. The study will identify resilient improvements to the impacted streams and surface transportation assets to reduce the magnitude and duration of impacts of current and future weather events and natural disasters. The resilience measures can be deployed to reduce the risk to life and of vehicular damage.		2024

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
District Department of Transportation	Cleveland Park Stormwater and Drainage Improvement	Porter-Ordway Sewershed in DC's Northwest quadrant Ward 3.	The area around Cleveland metro station (e.g., Connecticut Ave. NW) has flooded multiple times due to insufficient drainage infrastructure that creates ponding on the street surface. This project would carry out infiltration, detention, and capacity improvements to drainage conveyance structures, flood mitigation detention reservoirs, roads, and sidewalks. These improvements will aim to manage a 15-Year return period storm without impacting the rate and erodibility at the outfall into Rock Creek.		2024
DDOT (supported by the DOEE)	SW & Buzzard Point Blue-Green Infrastructure (BGI) Network	2nd St SW (Anacostia River to P St SW). 1st St SW (Anacostia to T St SW). Canal St (P St SW to N St SW). Delaware Avenue (Canal St to G St SW). M St SW (Maine Avenue to South Capitol Street). I Street SW (5th St SW to Delaware Ave). G St SW (5th St SW to Delaware Ave).	Inland flooding threatens Southwest and Buzzard Point. Right-of-way segments in this project will convey and detain excess stormwater in parks and on right-of-way so that it does not impact the adjacent roadways and local residential areas. This project will complete the Blue-Green Infrastructure Network to safeguard Southwest and Buzzard Point.	  	2024

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 23-53.2 WHICH CONSOLIDATES TWO STATE  
HIGHWAY ADMINISTRATION (SHA) BRIDGE REPLACEMENT PROJECTS INTO ONE AND ADDS  
FUNDING TO THE MARYLAND TRANSIT ADMINISTRATION'S (MTA) PRINCE GEORGE'S COUNTY  
BUS AND BUS FACILITIES COMPETITIVE LO-NO GRANT PROJECT, AS REQUESTED BY  
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

**WHEREAS**, on 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 23-53.2, which dissolves the **MD 717 Western Branch Bridge Replacement project (T6654)** TIP record and deprograms its \$12,851,000 in Surface Transportation Block Grant (STBG) and state funding, and adds that project to TIP record **T6653**, now titled **MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement Project** and adds \$27,069,000 in National Highway Performance Program (NHPP) and state funding, increasing the total project cost to \$50,012,000 (+118%), while decreasing the 4-year program total from \$21,818,170 to \$2,406,000 (-89%), and changing the completion year from 2025 to 2031; and adds \$39,230,000 in FTA Urbanized Area Formula Grants (§ 5307), Grants for Buses and Bus Facilities Formula Program (§ 5339(B)), Low or No Emission Grant Program (§ 5339(C)), and local funds to MTA's **Prince George's County Bus and Bus Facilities Competitive Lo-No Grant program (T13566)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) An amendment Overview report which shows how the amended project and program records will appear in the TIP following approval, along with a complete documentation of every change made for this newest approved version of the record.

ATTACHMENT B) Letter from MDOT dated January 10, 2025, requesting the amendment, and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-53.2 creating the 53<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 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**, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review 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 23-53.2 which dissolves the **MD 717 Western Branch Bridge Replacement project (T6654)** TIP record and deprograms its \$12,851,000 in STBG and state funding, and adds that project to TIP record **T6653**, now titled **MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement Project** and adds \$27,069,000 in NHPP and state funding, increasing the total project cost to \$50,012,000 (+118%), while decreasing the 4-year program total from \$21,818,170 to \$2,406,000 (-89%), and changing the completion year from 2025 to 2031; and adds \$39,230,000 in FTA § 5307, § 5339(B), § 5339(C), and local funds to MTA's **Prince George's County Bus and Bus Facilities Competitive Lo-No Grant program (T13566)**, as described in the attached materials.

Approved by the TPB Steering Committee at its meeting on Friday, January 10, 2025.



ATTACHMENT A - AMENDMENT OVERVIEW REPORT

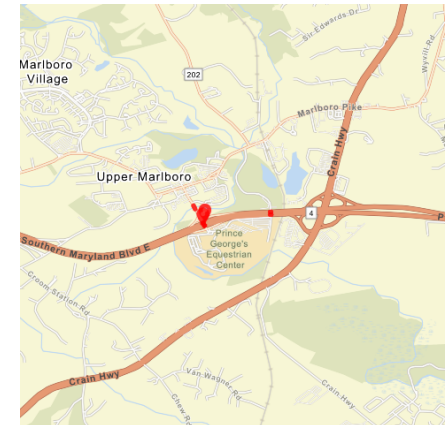
T6653 - MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement

Lead Agency	Project Type	County
Maryland Department of Transportation - State Highway Administration	Bridge - Replace	Prince Georges
From	Agency Project ID	Municipality
MD 717	PG2582	Upper Marlboro
To	Completion Date	Total Cost
Race Track Road	2031	\$50,012,000

Project Description  
Replacement of MD 4 bridges 1609903 and 1609904 over MD 717, MD 4 bridges 1610803 and 1610804 over Race Track Road, and MD 717 bridge 1610900 over Western Branch.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$500,000	-	-	\$29,000	\$42,000	\$31,000	\$602,000
Preliminary Engineering	NHPP	\$1,413,000	\$557,000	\$232,000	\$697,000	\$754,000	\$566,000	\$4,219,000
Total Preliminary Engineering		\$1,913,000	\$557,000	\$232,000	\$726,000	\$796,000	\$597,000	\$4,821,000
Right of Way	DC/STATE	-	-	-	\$9,000	\$7,000	\$21,000	\$37,000
Right of Way	NHPP	-	-	-	\$26,000	\$26,000	\$75,000	\$127,000
Total Right of Way		-	-	-	\$35,000	\$33,000	\$96,000	\$164,000
Construction	DC/STATE	-	-	-	-	-	\$2,250,000	\$2,250,000
Construction	NHPP	-	-	-	-	-	\$42,750,000	\$42,750,000
Total Construction		-	-	-	-	-	\$45,000,000	\$45,000,000
Utility	DC/STATE	-	-	\$3,000	\$3,000	-	-	\$6,000
Utility	NHPP	-	-	\$10,000	\$11,000	-	-	\$21,000
Total Utility		-	-	\$13,000	\$14,000	-	-	\$27,000
Total Prior Costs		\$1,913,000	-	-	-	-	-	\$1,913,000
Total Future Costs		-	-	-	-	-	\$45,893,000	\$45,893,000
Total Programmed		\$1,913,000	\$557,000	\$245,000	\$775,000	\$829,000	\$45,893,000	\$50,012,000

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Cost change(s) - Programming Update - Schedule Change(s) - Scope Change(s), Funds are being added to T6653. Also, funds for T6654 are being added to T6653 as T6654 will be dissolved as a project. due to This project, T6653 - MD 4 Bridges over MD 717 and Race Track Road is being updated to include the additional funding for T6653 and funding for T6654 - MD 717 Bridge replacement over Western Branch. T6654 will be combined with T6653 into one project with the TIP number T6653. T6654 - MD 717 Bridge replacement over Western Branch as a single project will be deleted from the TIP.
<b>PROJECT CHANGES</b>	<p>Title changed from "MD 4 Bridges over MD 717 and Race Track Road Replacement" to "MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement"</p> <p>Description changed from "Replacement of MD 4 bridges 1609903 and 1609904 over MD 717 and bridges 1610803 and 1610804 over Marlboro Race Track Road." to "Replacement of MD 4 bridges 1609903 and 1609904 over MD 717, MD 4 bridges 1610803 and 1610804 over Race Track Road, and MD 717 bridge 1610900 over Western Branch."</p> <p>Estimated Completion Date changed from "2025" to "2031"</p>



<b>FUNDING CHANGES</b>	<p><b>DC/STATE</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2021 in PE from \$4,000 to \$20,000</li> <li>- Decrease funds in FY 2022 in UT from \$200 to \$0</li> <li>- Decrease funds in FY 2023 in ROW from \$1,224 to \$0</li> <li>- Decrease funds in FY 2023 in CON from \$69,000 to \$0</li> <li>- Decrease funds in FY 2023 in UT from \$3,600 to \$0</li> <li>- Decrease funds in FY 2024 in ROW from \$2,475 to \$0</li> <li>- Decrease funds in FY 2024 in CON from \$135,000 to \$0</li> <li>+ Increase funds in FY 2024 in UT from \$1,600 to \$3,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$29,000</li> <li>+ Increase funds in FY 2025 in ROW from \$2,468 to \$9,000</li> <li>- Decrease funds in FY 2025 in CON from \$366,000 to \$0</li> <li>+ Increase funds in FY 2025 in UT from \$0 to \$3,000</li> <li>+ Increase funds in FY 2026 in PE from \$0 to \$42,000</li> <li>+ Increase funds in FY 2026 in ROW from \$2,468 to \$7,000</li> <li>- Decrease funds in FY 2026 in CON from \$208,000 to \$0</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$31,000</li> <li>+ Increase funds in FY 2027 in ROW from \$3,083 to \$7,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$132,000</li> <li>+ Increase funds in FY 2028 in ROW from \$3,083 to \$7,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$524,000</li> <li>+ Increase funds in FY 2029 in ROW from \$0 to \$7,000</li> <li>+ Increase funds in FY 2029 in CON from \$0 to \$607,000</li> <li>+ Increase funds in FY 2030 in CON from \$0 to \$565,000</li> <li>+ Increase funds in FY 2031 in CON from \$0 to \$422,000</li> </ul> <p><b>NHPP</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2021 in PE from \$163,000 to \$967,000</li> <li>- Decrease funds in FY 2022 in UT from \$800 to \$0</li> <li>- Decrease funds in FY 2023 in ROW from \$4,895 to \$0</li> <li>- Decrease funds in FY 2023 in CON from \$1,395,000 to \$0</li> <li>- Decrease funds in FY 2023 in UT from \$14,400 to \$0</li> <li>- Decrease funds in FY 2024 in ROW from \$9,898 to \$0</li> </ul>
----------------------------	--

**FUNDING  
CHANGES  
CONTINUED**

- Decrease funds in FY 2024 in CON from \$7,324,000 to \$0
- + Increase funds in FY 2024 in UT from \$6,400 to \$10,000
- + Increase funds in FY 2025 in PE from \$0 to \$697,000
- + Increase funds in FY 2025 in ROW from \$9,871 to \$26,000
- Decrease funds in FY 2025 in CON from \$7,294,000 to \$0
- + Increase funds in FY 2025 in UT from \$0 to \$11,000
- + Increase funds in FY 2026 in PE from \$0 to \$754,000
- + Increase funds in FY 2026 in ROW from \$9,871 to \$26,000
- Decrease funds in FY 2026 in CON from \$4,169,000 to \$0
- + Increase funds in FY 2027 in PE from \$0 to \$566,000
- + Increase funds in FY 2027 in ROW from \$12,332 to \$25,000
- + Increase funds in FY 2027 in CON from \$0 to \$2,513,000
- + Increase funds in FY 2028 in ROW from \$12,332 to \$25,000
- + Increase funds in FY 2028 in CON from \$0 to \$9,952,000
- + Increase funds in FY 2029 in ROW from \$0 to \$25,000
- + Increase funds in FY 2029 in CON from \$0 to \$11,527,000
- + Increase funds in FY 2030 in CON from \$0 to \$10,743,000
- + Increase funds in FY 2031 in CON from \$0 to \$8,015,000

---

**FEDERAL  
PROJECT  
COST**

Increased from \$21,660,799 to \$47,117,000 (117.52%)

---

**4-YEAR  
PROGRAM  
TOTAL**

Decreased from \$21,818,170 to \$2,406,000 (-88.97%)

---

**PRIOR &  
FUTURE  
FUNDING**

Prior funding increased from \$1,094,000 to \$1,913,000 (74.86%)

Future funding increased from \$30,830 to \$45,693,000 (209.28%)

---

**TOTAL  
PROJECT  
COST**

Increased from \$22,943,000 to \$50,012,000 (117.98%)

---

T6654 - MD 717 Western Branch Bridge Replacement

Lead Agency Maryland Department of Transportation - State Highway Administration	Project Type Bridge - Replace	County Prince Georges
From -	Agency Project ID PG7201	Municipality Upper Marlboro
To -	Completion Date 2031	Total Cost \$0

Project Description  
Replacement of MD 717 bridge 16109 over Western Branch.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Total Programmed		■	■	■	■	■	■	■

CURRENT CHANGE REASON	Project Removed
FEDERAL PROJECT COST	Decreased from \$9,699,000 to \$0 (-100%)
TOTAL PROJECT COST	Decreased from \$12,851,000 to \$0 (-100%)



## T13566 - Prince George's County Bus and Bus Facilities Competitive Low-No

Lead Agency  
Maryland Department of Transportation - Maryland Transit Administration

Project Type  
Other - Alt Fuel Infrastructure

County  
Prince Georges

From  
-

Agency Project ID  
-

Municipality  
-

To  
-

Completion Date  
2026

Total Cost  
\$76,539,000

### Project Description

Prince George's County Government has received a total of 3 grants to support the purchase of zero emission buses, electric charging infrastructure, and a microgrid. This includes an FFY 22 Bus and Bus Facilities grant (\$25M), FY 21 Low No Grant (\$5.15M), and an FY 24 Low No (\$25.5M).

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Other	LOCAL	-	-	\$7,159,000	\$5,693,000	-	-	\$12,852,000
Other	S. 5307	-	-	-	\$8,061,000	-	-	\$8,061,000
Other	S. 5339 (C)	-	-	\$5,150,000	\$25,476,000	-	-	\$30,626,000
Other	S. 5339(B)	-	-	\$25,000,000	-	-	-	\$25,000,000
Total Other		-	-	\$37,309,000	\$39,230,000	-	-	\$76,539,000
<b>Total Programmed</b>		-	-	<b>\$37,309,000</b>	<b>\$39,230,000</b>	-	-	<b>\$76,539,000</b>

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Scope Change(s) - Cost change(s)
	<p><b><del>\$.</del> 5339(B)</b></p> <p>- Decrease funds in FY 2024 in CON from \$30,150,000 to \$0</p> <p>+ Increase funds in FY 2024 in OTHER from \$0 to \$25,000,000</p> <p><b>LOCAL</b></p> <p>- Decrease funds in FY 2024 in CON from \$7,159,000 to \$0</p> <p>+ Increase funds in FY 2024 in OTHER from \$0 to \$7,159,000</p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$5,693,000</p> <p><b><del>\$.</del> 5339 (C)</b></p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$25,476,000</p> <p>+ Increase funds in FY 2024 in OTHER from \$0 to \$5,150,000</p> <p><b><del>\$.</del> 5309</b></p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$8,061,000</p>
FUNDING CHANGES	
FEDERAL PROJECT COST	Increased from \$30,150,000 to \$63,687,000 (111.23%)
TOTAL PROJECT COST	Increased from \$37,309,000 to \$76,539,000 (105.15%)

January 10, 2025

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

Dear Chair Henderson:

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

This action updates SHA's programmed program expenditures schedule in FY 2023-2026 and beyond. The amendment also reflects the combination of the MD 717 Western Branch Bridge Replacement (T6654) project with the MD 4 Bridges over MD 717 and Race Track Road Replacement (T6653). Both projects will be combined into one project with the TIP number T6653. This action also reflects an additional FY 24 Low-No grant that Prince George's County received to purchase an additional Buses. These projects are already included in and do not affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

<b>TIP ID</b>	<b>Project</b>	<b>Amount of New Funding (In 000s)</b>	<b>Comment</b>
6653	MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement	\$27,069	Adds new funds for preliminary engineering, right-of-way, utilities, and construction, absorbs former T6654 project.
6654	DELETE: MD 717 Western Branch Bridge Replacement	(\$8,096)	Remove project and funds.
13566	Prince George's County Bus and Bus Facilities Competitive Low-No	\$39,230	Adds new 5339, 5307 and local funds.

The Honorable Christina Henderson  
Page Two

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

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at [ksnyder3@mdot.maryland.gov](mailto:ksnyder3@mdot.maryland.gov). I will be happy to assist you.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive, flowing style.

Kari Snyder  
Regional Planner  
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT  
Mr. Shawn Kiernan, Regional Planner, OPPPD, MDOT



## MEMORANDUM

**TO:** OFFICE OF PLANNING, PROGRAMMING AND PROJECT DELIVERY  
(OPPPD) DIRECTOR MICHELLE MARTIN  
**ATTN:** OPPPD REGIONAL PLANNER KARI SNYDER  
**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *NPE*  
CHIEF TARA PENDERS  
**SUBJECT:** REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL  
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
**DATE:** December 20, 2024  
**RESPONSE**  
**REQUESTED BY:** N/A

### PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) OPPPD approve and forward to TPB for its approval the following TIP amendment.

### SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T6653	MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement	PE	\$2,939,000
		RW	\$108,492
			(\$18,492)
		UT	\$19,000
			(\$18,600)
T6654	MD 717 Western Branch Bridge Replacement	CO	\$45,000,000
			(\$20,960,000)
T6654	MD 717 Western Branch Bridge Replacement	PE	(\$2,419,000)
		RW	(\$89,000)
		CO	(\$10,343,000)

### ANALYSIS

*MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement (T6653)* – This amendment reflects the addition of \$2,939,000 in funds to FY 2023-2026 TPB TIP preliminary engineering funding for TPB T6653. This amendment also reflects the addition of \$108,492 in funds for the right-of-way phase and a reduction of \$18,492, which is a net increase of \$90,000. This amendment also reflects the addition of \$19,000 in funds for utilities and a reduction of \$18,600, which is a net increase of \$400. The amendment reflects the addition of \$45,000,000 in funds for the construction phase and a reduction of \$20,960,000, which is a net increase of

\$24,040,000. The amendment also reflects the combination of the MD 717 Western Branch Bridge Replacement (T6654) project with the MD 4 Bridges over MD 717 and Race Track Road Replacement (T6653). The project will be combined into one project with the TIP number T6653.

This amendment reflects the renaming of project T6653 to *MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement* (T6653), to reflect all the bridge replacements in the new project. The costs in this amendment include updated preliminary engineering and construction costs from both subject projects, T6653 and T6654, for the combined project, T6653. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$22,943,000 to \$50,012,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

*MD 4 Bridges over MD 717 and Race Track Road Replacement (TPB 6653)* – This requested amendment reflects the removal of the project from the FY 2023-2026 TIP, which includes the removal of \$2,419,000 in funding for the preliminary engineering phase, \$89,000 in the right-of-way phase, and \$10,34,000 in funds for the construction phase, a total of \$12,851,000 in funds. These funds, which include funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP, has been removed from the FY 2023-2026 TPB TIP.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA Regional and Intermodal Planning Division (RIPD), Office of Planning and Preliminary Engineering (OPPE), Regional Planner, Mr. David Rodgers, at 410-545-5670 or via email at [drodgers1@mdot.maryland.gov](mailto:drodgers1@mdot.maryland.gov).

## **ATTACHMENTS**

- FY 2023-2026 TPB TIP project T6653 report
- FY 2022-2025 Maryland STIP project TPB 6653 report
- FY 2023-2026 TPB TIP project T6654 report
- FY 2022-2025 Maryland STIP project TPB 6654 report

Ms. Michelle Martin  
Page Three

cc: Maurice Agostino, P.E., Director, Office of Structures (OOS), SHA  
Solomon Aragaw, P.E., Team Leader, OOS, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, OPPE, SHA  
Mr. Erich Florence, Deputy District Engineer, District 3, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Ms. Kelly Nash, P.E., Deputy Director, OOS, SHA  
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA

## T6653 - MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement

Lead Agency  
Maryland Department of Transportation - State Highway Administration

Project Type  
Bridge - Replace

County  
Prince Georges

From  
MD 717

Agency Project ID  
PG2582

Municipality  
Upper Marlboro

To  
Race Track Road

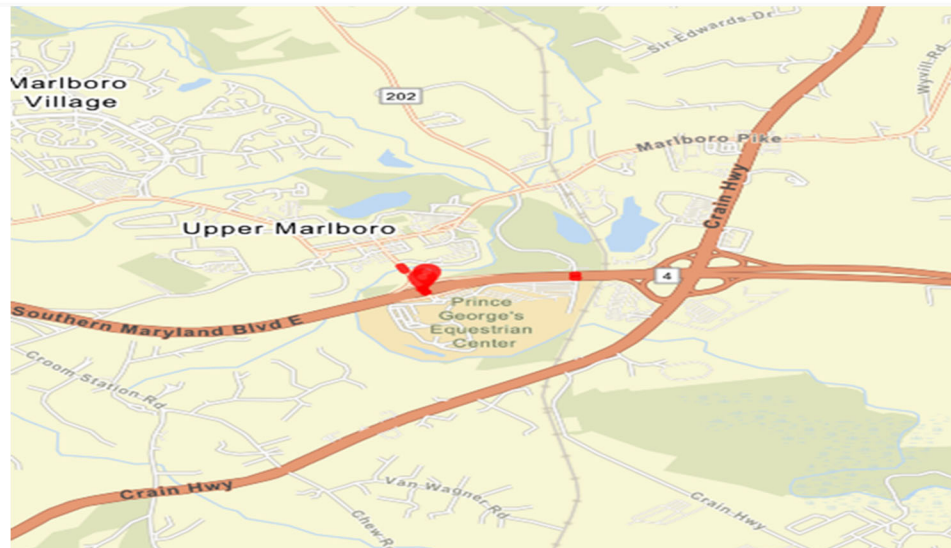
Completion Date  
2031

Total Cost  
\$50,012,000

### Project Description

Replacement of MD 4 bridges 1609903 and 1609904 over MD 717, MD 4 bridges 1610803 and 1610804 over Race Track Road, and MD 717 bridge 1610900 over Western Branch.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$500,000	-	-	\$29,000	\$42,000	\$31,000	\$602,000
Preliminary Engineering	NHPP	\$1,413,000	\$557,000	\$232,000	\$697,000	\$754,000	\$566,000	\$4,219,000
<b>Total Preliminary Engineering</b>		<b>\$1,913,000</b>	<b>\$557,000</b>	<b>\$232,000</b>	<b>\$726,000</b>	<b>\$796,000</b>	<b>\$597,000</b>	<b>\$4,821,000</b>
Right of Way	DC/STATE	-	-	-	\$9,000	\$7,000	\$21,000	\$37,000
Right of Way	NHPP	-	-	-	\$26,000	\$26,000	\$75,000	\$127,000
<b>Total Right of Way</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>\$35,000</b>	<b>\$33,000</b>	<b>\$96,000</b>	<b>\$164,000</b>
Construction	DC/STATE	-	-	-	-	-	\$2,250,000	\$2,250,000
Construction	NHPP	-	-	-	-	-	\$42,750,000	\$42,750,000
<b>Total Construction</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$45,000,000</b>	<b>\$45,000,000</b>
Utility	DC/STATE	-	-	\$3,000	\$3,000	-	-	\$6,000
Utility	NHPP	-	-	\$10,000	\$11,000	-	-	\$21,000
<b>Total Utility</b>		<b>-</b>	<b>-</b>	<b>\$13,000</b>	<b>\$14,000</b>	<b>-</b>	<b>-</b>	<b>\$27,000</b>
<b>Total Prior Costs</b>		<b>\$1,913,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,913,000</b>
<b>Total Future Costs</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$45,693,000</b>	<b>\$45,693,000</b>
<b>Total Programmed</b>		<b>\$1,913,000</b>	<b>\$557,000</b>	<b>\$245,000</b>	<b>\$775,000</b>	<b>\$829,000</b>	<b>\$45,693,000</b>	<b>\$50,012,000</b>




# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6653 MC# 22-110 Approved 3/23/2024

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement (PG2582)	B	TPB 1193	PCE approved 2017	\$ 17,232	\$ 581	\$ 17,813
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-PG-4 FY 2023	\$ (15,315)	\$ (537)	\$ (16,852)
Description	Replacement of MD 4 bridges 1609903 and 1609904 over MD 717, MD 4 bridges 1610803 and 1610804 over Race Track Road, and MD 717 bridge 1610900 over Western Branch.					
Justification	The existing structures are nearing the end of their useful service life.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 385	\$ 2,045	\$ 7,711	\$ 7,672	\$ 17,813
		Federal	\$ 385	\$ 1,971	\$ 7,572	\$ 7,304	\$ 17,232
		State/Local	\$ -	\$ 74	\$ 139	\$ 368	\$ 581
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed (000s)	Total	\$ 384	\$ 557	\$ 245	\$ 776	\$ 1,961
		Federal	\$ 384	\$ 557	\$ 242	\$ 734	\$ 1,917
		State/Local	\$ -	\$ -	\$ 3	\$ 41	\$ 44
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change (000s)	Total	\$ (1)	\$ (1,488)	\$ (7,466)	\$ (6,897)	\$ (16,852)
		Federal	\$ (1)	\$ (1,414)	\$ (7,330)	\$ (6,570)	\$ (15,315)
		State/Local	\$ -	\$ (74)	\$ (136)	\$ (327)	\$ (537)
 MARYLAND DEPARTMENT OF TRANSPORTATION							

## PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ 384	\$ -	\$ 557	\$ -	\$ 232	\$ -	\$ -	\$ -	\$ 1,173	\$ -	\$ 1,173
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ 5	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 25	\$ -	\$ 25
	State	\$ -	\$ -	\$ -	\$ 1	\$ -	\$ 2	\$ -	\$ 2	\$ -	\$ 5	\$ 5
UT	NHPP	\$ 1	\$ -	\$ 14	\$ -	\$ 6	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 21
	State	\$ -	\$ -	\$ -	\$ 4	\$ -	\$ 2	\$ -	\$ -	\$ -	\$ 6	\$ 6
CO	NHPP	\$ -	\$ -	\$ 1,395	\$ -	\$ 7,324	\$ -	\$ 7,294	\$ -	\$ 16,013	\$ -	\$ 16,013
	State	\$ -	\$ -	\$ -	\$ 69	\$ -	\$ 135	\$ -	\$ 366	\$ -	\$ 570	\$ 570
Total		\$ 385	\$ -	\$ 1,971	\$ 74	\$ 7,572	\$ 139	\$ 7,304	\$ 368	\$ 17,232	\$ 581	\$ 17,813
Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ 384	\$ -	\$ 557	\$ -	\$ 232	\$ -	\$ 697	\$ -	\$ 1,870	\$ -	\$ 1,870
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29	\$ -	\$ 29	\$ 29
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ -	\$ 26	\$ -	\$ 26
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9	\$ -	\$ 9	\$ 9
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 10	\$ -	\$ 11	\$ -	\$ 21	\$ -	\$ 21
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ 3	\$ -	\$ 6	\$ 6
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 384	\$ -	\$ 557	\$ -	\$ 242	\$ 3	\$ 734	\$ 41	\$ 1,917	\$ 44	\$ 1,961

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 697	\$ -	\$ 697	\$ -	\$ 697
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29	\$ -	\$ 29	\$ 29
RW	NHPP	\$ -	\$ -	\$ (5)	\$ -	\$ (10)	\$ -	\$ 16	\$ -	\$ 1	\$ -	\$ 1
	State	\$ -	\$ -	\$ -	\$ (1)	\$ -	\$ (2)	\$ -	\$ 7	\$ -	\$ 4	\$ 4
UT	NHPP	\$ (1)	\$ -	\$ (14)	\$ -	\$ 4	\$ -	\$ 11	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ (4)	\$ -	\$ 1	\$ -	\$ 3	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ (1,395)	\$ -	\$ (7,324)	\$ -	\$ (7,294)	\$ -	\$ (16,013)	\$ -	\$ (16,013)
	State	\$ -	\$ -	\$ -	\$ (69)	\$ -	\$ (135)	\$ -	\$ (366)	\$ -	\$ (570)	\$ (570)
Total		\$ (1)	\$ -	\$ (1,414)	\$ (74)	\$ (7,330)	\$ (136)	\$ (6,570)	\$ (327)	\$ (15,315)	\$ (537)	\$ (15,852)
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)			Balance to Complete (≥ FY 2026)			Total Project Cost			
Federal			\$ 1,029	Federal			\$ 1,917	Federal			\$ 44,171	\$ 47,117
State/Local			\$ 500	State/Local			\$ 44	State/Local			\$ 2,351	\$ 2,895
Total			\$ 1,529	Total			\$ 1,961	Total			\$ 46,522	\$ 50,012

## T6654 - MD 717 Western Branch Bridge Replacement

Lead Agency	Project Type	County
Maryland Department of Transportation - State Highway Administration	Bridge - Replace	Prince Georges
From	Agency Project ID	Municipality
-	PG7201	Upper Marlboro
To	Completion Date	Total Cost
-	2031	\$0

### Project Description

Replacement of MD 717 bridge 16109 over Western Branch.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Total Programmed		-	-	-	-	-	-	-




# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6654 MC# 22-162 Approved 6/11/2024

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 717 Western Branch Bridge Replacement (TPB 6654)	B	Nonattainment	PCE anticipated 2025	\$ 6,476	\$ 1,620	\$ 8,096
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-PG-10 FY 2024	\$ (6,476)	\$ (1,620)	\$ (8,096)
Description	Replacement of MD 717 bridge 16109 over Western Branch					
Justification	The existing structure is nearing the end of its useful service life.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input checked="" type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ 741	\$ 283	\$ 4,148	\$ 2,924	\$ 8,096
		Federal	\$ 593	\$ 226	\$ 3,318	\$ 2,339	\$ 6,476
		State/Local	\$ 148	\$ 57	\$ 830	\$ 585	\$ 1,620
	Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Change (000s)	Total	\$ (741)	\$ (283)	\$ (4,148)	\$ (2,924)	\$ (8,096)
		Federal	\$ (593)	\$ (226)	\$ (3,318)	\$ (2,339)	\$ (6,476)
		State/Local	\$ (148)	\$ (57)	\$ (830)	\$ (585)	\$ (1,620)

## PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ 593	\$ -	\$ 226	\$ -	\$ 110	\$ -	\$ 110	\$ -	\$ 1,039	\$ -	\$ 1,039
	State	\$ -	\$ 148	\$ -	\$ 57	\$ -	\$ 28	\$ -	\$ 28	\$ -	\$ 261	\$ 261
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ 9	\$ -	\$ 19	\$ -	\$ 28	\$ -	\$ 28
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2	\$ -	\$ 5	\$ -	\$ 7	\$ 7
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ 3,199	\$ -	\$ 2,210	\$ -	\$ 5,409	\$ -	\$ 5,409
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ 552	\$ -	\$ 1,352	\$ 1,352
Total		\$ 593	\$ 148	\$ 226	\$ 57	\$ 3,318	\$ 830	\$ 2,339	\$ 585	\$ 6,476	\$ 1,620	\$ 8,096

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Change												
Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ (593)	\$ -	\$ (226)	\$ -	\$ (110)	\$ -	\$ (110)	\$ -	\$ (1,039)	\$ -	\$ (1,039)
	State	\$ -	\$ (148)	\$ -	\$ (57)	\$ -	\$ (28)	\$ -	\$ (28)	\$ -	\$ (261)	\$ (261)
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ (9)	\$ -	\$ (19)	\$ -	\$ (28)	\$ -	\$ (28)
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2)	\$ -	\$ (5)	\$ -	\$ (7)	\$ (7)
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ (3,199)	\$ -	\$ (2,210)	\$ -	\$ (5,409)	\$ -	\$ (5,409)
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (800)	\$ -	\$ (552)	\$ -	\$ (1,352)	\$ (1,352)
<b>Total</b>		<b>\$ (593)</b>	<b>\$ (148)</b>	<b>\$ (226)</b>	<b>\$ (57)</b>	<b>\$ (3,318)</b>	<b>\$ (830)</b>	<b>\$ (2,339)</b>	<b>\$ (585)</b>	<b>\$ (6,476)</b>	<b>\$ (1,620)</b>	<b>\$ (8,096)</b>
<b>TOTAL PROJECT COST</b>												
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ -		Federal		\$ -		Federal		\$ -		\$ -
State/Local		\$ -		State/Local		\$ -		State/Local		\$ -		\$ -
<b>Total</b>		<b>\$ -</b>		<b>Total</b>		<b>\$ -</b>		<b>Total</b>		<b>\$ -</b>		<b>\$ -</b>

**TO:** DIRECTOR MICHELLE MARTIN  
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPCP REGONIAL PLANNER KARI SNYDER  
OPCP REGIONAL PLANNER DAN JANOUSEK

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

**DATE:** DECEMBER 18, 2024

**SUBJECT:** REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2023-2026  
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)

### **PURPOSE OF MEMORANDUM**

To request OPCP request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. This amendment will add \$25,476,000 in a FY 24 Low-No grant (5339), \$8,061,000 in 5307, and \$5,693,000 in local matching funds to FY 25.

### **SUMMARY**

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

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T13566	Prince George's County Bus and Bus Facilities Competitive Low-No	5339(B)	\$25,476,000
		5307	\$ 8,061,000
		Local	\$ 5,693,000

## **ANALYSIS**

This amendment adds an additional FY 24 Low-No grant that Prince George's County received to purchase an additional five 35' Battery Electric Buses, ten 40' Battery Electric buses, five E-Transit vans, phase II of the microgrid and associated workforce development and project management activities. Part of the match for the bus purchases includes some additional 5307 federal funds. This builds off the FY 22 Bus and Bus Facilities grant they received. This amendment will add \$25,476,000 in a FY 24 Low-No grant (5339), \$8,061,000 in 5307, and \$5,693,000 in local matching funds to FY 25

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

Please amend the FY2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at [smiller6@mta.maryland.gov](mailto:smiller6@mta.maryland.gov).

## **ATTACHMENTS**

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

cc: Mr. Luke Benson, Regional Planner, Office of Local Transit Support, MTA  
Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA  
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO  
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA  
Mr. Darrell Smith, Director, Statewide Project Development, MTA


# TPB TIP FY 2023-2026

MDOT TIP ID: T13566

## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Prince George's County Bus and Bus Facilities Competitive Low-No	B	Nonattainment	PCE anticipated (td)	\$ 30,150	\$ 7,159	\$ 37,309
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MDOT MTA	TPB		\$ 33,537	\$ 5,693	\$ 39,230
Description	Prince George's County Government has received a total of 3 grants to support the purchase of zero emission buses, electric vans, electric charging infrastructure, and a microgrid. This includes an FFY 22 Bus and Bus Facilities grant (\$25M), FY 21 Low No Grant (\$5.15M), and an FY 24 Low No (\$25.5M).					
Justification	The project will create good-paying jobs, reduce greenhouse gas emissions, and provide access to jobs, schools, and essential services, particularly for those in historically disadvantaged communities.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total
<div><input type="checkbox"/> A) Adds new individual projects to the current STIP</div> <div><input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change</div> <div><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP</div> <div><input type="checkbox"/> D) Other</div> <div> MARYLAND DEPARTMENT OF TRANSPORTATION</div>	Current (000s)	Total	\$	-	\$ 37,309	\$ -	\$ -	\$ 37,309
		Federal	\$	-	\$ 30,150	\$ -	\$ -	\$ 30,150
		State/Local	\$	-	\$ 7,159	\$ -	\$ -	\$ 7,159
	Proposed (000s)	Total	\$	-	\$ 37,309	\$ 39,230	\$ -	\$ 76,539
		Federal	\$	-	\$ 30,150	\$ 33,537	\$ -	\$ 63,687
		State/Local	\$	-	\$ 7,159	\$ 5,693	\$ -	\$ 12,852
	Change (000s)	Total	\$	-	\$ -	\$ 39,230	\$ -	\$ 39,230
		Federal	\$	-	\$ -	\$ 33,537	\$ -	\$ 33,537
		State/Local	\$	-	\$ -	\$ 5,693	\$ -	\$ 5,693

**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION

## PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	\$ 5339(B) 5307	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 37,309
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 30,150	\$ 7,159	\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 37,309

Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
Other	\$ 5339(B) 5307	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 25,476	\$ 3,677	\$ -	\$ -	\$ 55,626	\$ 10,836	\$ 66,462
		\$ -	\$ -	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ 10,077
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 33,537	\$ 5,693	\$ -	\$ -	\$ 63,687	\$ 12,852	\$ 76,539

Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
Other	\$ 5339(B) 5307	\$ -	\$ -	\$ -	\$ -	\$ 25,476	\$ 3,677	\$ -	\$ -	\$ 25,476	\$ 3,677	\$ 29,153
		\$ -	\$ -	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ 10,077
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 33,537	\$ 5,693	\$ -	\$ -	\$ 33,537	\$ 5,693	\$ 39,230

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 63,687	Federal	\$ -	Federal	\$ 63,687
State/Local	\$ -	State/Local	\$ 12,852	State/Local	\$ -	State/Local	\$ 12,852
Total	\$ -	Total	\$ 76,539	Total	\$ -	Total	\$ 76,539

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T13566

## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Prince George's County Bus and Bus Facilities Competitive Low-No	B	Exempt		\$ 30,150	\$ 7,159	\$ 37,309
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	TPB	Multiple	\$ 33,537	\$ 5,693	\$ 39,230
Description: Prince George's County Government has received a total of 3 grants to support the purchase of zero emission buses, electric charging infrastructure, and a microgrid. This includes an FFY 22 Bus and Bus Facilities grant (\$25M), FY 21 Low No Grant (\$5.15M), and an FY 24 Low No (\$25.5M).						
Justification: The project will create good-paying jobs, reduce greenhouse gas emissions, and provide access to jobs, schools, and essential services, particularly for those in historically disadvantaged communities.						

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ 37,309	\$ -	\$ 37,309
		Federal	\$ -	\$ -	\$ 30,150	\$ -	\$ 30,150
		State/Local	\$ -	\$ -	\$ 7,159	\$ -	\$ 7,159
	Proposed (000s)	Total	\$ -	\$ -	\$ 37,309	\$ 39,230	\$ 76,539
		Federal	\$ -	\$ -	\$ 30,150	\$ 33,537	\$ 63,687
		State/Local	\$ -	\$ -	\$ 7,159	\$ 5,693	\$ 12,852
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ 39,230	\$ 39,230
		Federal	\$ -	\$ -	\$ -	\$ 33,537	\$ 33,537
		State/Local	\$ -	\$ -	\$ -	\$ 5,693	\$ 5,693



MARYLAND DEPARTMENT OF TRANSPORTATION

## PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 37,309
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 37,309

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 25,476	\$ 3,677	\$ 55,626	\$ 10,836	\$ 66,462
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ 8,061	\$ 2,016	\$ 10,077
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 30,150	\$ 7,159	\$ 33,537	\$ 5,693	\$ 63,687	\$ 12,852	\$ 76,539

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,476	\$ 3,677	\$ 25,476	\$ 3,677	\$ 29,153
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,061	\$ 2,016	\$ 8,061	\$ 2,016	\$ 10,077
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,537	\$ 5,693	\$ 33,537	\$ 5,693	\$ 39,230

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 63,687	Federal	\$ -	Federal	\$ 63,687
State/Local	\$ -	State/Local	\$ 12,852	State/Local	\$ -	State/Local	\$ 12,852
Total	\$ -	Total	\$ 76,539	Total	\$ -	Total	\$ 76,539

**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 23-53.2 WHICH ADDS  
A NEW PROJECT, GOLDEN MILE MULTIMODAL CONNECTION PLANNING PROJECT,  
AS REQUESTED BY THE CITY OF FREDERICK**

**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**, The City of Frederick has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.2 which adds the **Golden Mile Multimodal Connection Planning Project (T13664)** with a total cost of \$500,000 using federal and local funds, as described in the attached materials; and

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Letter from the City of Frederick dated December 19, 2024, requesting the amendment; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-53.2, creating the 53<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**, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review 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 23-53.2 which adds the **Golden Mile Multimodal Connection Planning Project (T13664)** with a total cost of \$500,000 using federal and local funds, as described in the attached materials.

Approved by the TPB Steering Committee at its meeting on Friday, January 10, 2025.

ATTACHMENT A - AMENDMENT OVERVIEW REPORT

T13664 - Golden Mile Multimodal Connection Planning Project

Lead Agency City of Frederick	Project Type Bicycle/Pedestrian - Bike/Ped	County Frederick
From -	Agency Project ID -	Municipality City of Frederick
To -	Completion Date 2026	Total Cost \$500,000

Project Description  
Provide safe pedestrian and bicyclist connections between residential and commercial areas divided by West Patrick Street in Fredrick’s Golden Mile Corridor.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Planning	LOCAL	-	-	-	\$15,000	-	-	\$15,000
Planning	RCP	-	-	-	\$485,000	-	-	\$485,000
Total Planning		-	-	-	\$500,000	-	-	\$500,000
Total Programmed		-	-	-	\$500,000	-	-	\$500,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$485,000
TOTAL PROJECT COST	Stays the same \$500,000



Gabrielle Collard, AICP  
Deputy Director



Michael C. O'Connor  
Mayor

# FREDERICK

## PLANNING

December 19, 2024

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

Dear Chair Henderson:

The City of Frederick requests one new amendment to the Maryland portion of the MPO's (TPB) FY 2023-2026 Transportation Improvement Program (TIP) for one project, the Golden Mile Multimodal Connection Planning Project.

This project will include planning funding to provide safe pedestrian and bicyclist connections between residential and commercial areas divided by West Patrick Street in Frederick's Golden Mile Corridor. Car-centric design and sprawling commercial development create an unsafe and unpleasant living, work, and travel environment for residents living north and south of West Patrick. With USDOT Reconnecting Communities & Neighborhoods funds, the City of Frederick will engage surrounding neighborhoods to plan for people-centric crossing improvements that enable safe and efficient access within and through Golden Mile.

The City of Frederick will provide 3% of project cost while the Federal Highway Administration will administer the remaining 97% from its Reconnecting Communities and Neighborhoods (RCN) grant program, and the project is estimated to cost \$500,000 overall.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
	Golden Mile Multimodal Connection Planning Project	\$500,000	Adds new project and federal and local planning funds

This new project will not add vehicular capacity to the roadway, and it will not impact the air quality conformity analysis.

The City of Frederick requests that this amendment be approved by the TPB at its upcoming Steering Committee at its January 10 meeting and forwarded to the Maryland Department of Transportation (MDOT) for adoption into the FY 2022-2025 Statewide Transportation Improvement Program (STIP).



We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact David Edmondson at (301) 600-1884 or via email at [dedmondson@cityoffrederickmd.gov](mailto:dedmondson@cityoffrederickmd.gov). Of course, please feel free to contact me directly.

Sincerely,

Gabrielle Collard  
Deputy Director for Planning

**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 23-53.2 WHICH ADDS FUNDING FOR THE VEIRS MILL BUS RAPID TRANSIT, AS REQUESTED BY THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)**

**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**, MCDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.2 which revises and adds \$87,357,000 in FTA Capital Investment Grant (§ 5309), state, and local funding totaling \$169,035,000 for the Veirs Mill Bus Rapid Transit **project** and changes the project ID from CE3103 to T12005, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Amendment Overview report showing how the new record will appear in the TIP following approval, along with a complete documentation of every change made for this newest approved version of the record.

ATTACHMENT B) Letter from MCDOT dated January 3, 2025, requesting the amendment; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-53.2, creating the 53<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**, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review 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 23-53.2 which revises and adds \$87,357,000 in § 5309, state, and local funding totaling \$169,035,000 for the Veirs Mill Bus Rapid Transit **project** and changes the project ID from CE3103 to T12005, as described in the attached materials.

Approved by the TPB Steering Committee at its meeting on Friday, January 10, 2025.

## ATTACHMENT A - AMENDMENT OVERVIEW REPORT

### T12005 - Veirs Mill Bus Rapid Transit

Lead Agency Montgomery County	Project Type Bus/BRT - Capital/Expansion	County Montgomery
From Wheaton Metrorail Station	Agency Project ID -	Municipality -
To Montgomery College, Rockville	Completion Date 2030	Total Cost \$169,035,000

#### Project Description

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations. The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019).

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	\$650,000	\$6,170,000	\$3,950,000	-	-	\$10,770,000
Preliminary Engineering	LOCAL	\$500,000	\$3,763,000	\$1,266,000	\$922,000	-	\$5,171,000	\$11,622,000
Preliminary Engineering	S. 5309	-	-	-	\$8,134,600	\$2,832,400	-	\$10,967,000
Total Preliminary Engineering		\$500,000	\$4,413,000	\$7,436,000	\$13,006,600	\$2,832,400	\$5,171,000	\$33,359,000
Right of Way	DC/STATE	-	-	-	\$3,000,000	-	\$2,284,364	\$5,284,364
Right of Way	LOCAL	-	-	\$645,000	-	-	\$3,716,000	\$4,361,000
Right of Way	S. 5309	-	-	-	-	\$5,944,000	-	\$5,944,000
Total Right of Way		-	-	\$645,000	\$3,000,000	\$5,944,000	\$6,000,364	\$15,589,364
Construction	DC/STATE	-	-	-	\$1,739,000	-	-	\$1,739,000
Construction	LOCAL	-	-	-	-	\$937,000	-	\$937,000
Construction	S. 5309	-	-	-	-	\$103,272,636	-	\$103,272,636
Total Construction		-	-	-	\$1,739,000	\$104,209,636	-	\$105,948,636
Utility	DC/STATE	-	-	-	\$2,000,000	-	-	\$2,000,000
Utility	S. 5309	-	-	-	-	\$12,138,000	-	\$12,138,000
Total Utility		-	-	-	\$2,000,000	\$12,138,000	-	\$14,138,000
<b>Total Prior Costs</b>		<b>\$500,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$500,000</b>
<b>Total Future Costs</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$11,171,364</b>	<b>\$11,171,364</b>
<b>Total Programmed</b>		<b>\$500,000</b>	<b>\$4,413,000</b>	<b>\$8,081,000</b>	<b>\$18,745,600</b>	<b>\$125,124,036</b>	<b>\$11,171,364</b>	<b>\$168,035,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Programming Update - Cost change(s)
<b>PROJECT CHANGES</b>	<p>Description changed from "This project provides funds for the planning and design of a Bus Rapid Transit system along Veirs Mill Road from the Wheaton Metrorail Station to the Rockville Metrorail Station." to "This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations. The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety. Plans &amp; Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019)."</p> <p>ID changed from "CE3103" to "T12005"</p>
<b>FUNDING CHANGES</b>	<p><b>LOCAL</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2023 in PE from \$2,000,000 to \$0</li> <li>+ Increase funds in FY 2022 in PE from \$0 to \$500,000</li> <li>+ Increase funds in FY 2023 in PE from \$0 to \$3,763,000</li> <li>+ Increase funds in FY 2024 in PE from \$0 to \$1,266,000</li> <li>+ Increase funds in FY 2024 in ROW from \$0 to \$645,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$922,000</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$937,000</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$5,171,000</li> <li>+ Increase funds in FY 2027 in ROW from \$0 to \$3,716,000</li> <li>+ Decrease funds in FY 2027 in OTHER from \$8,250,000 to \$0</li> <li>+</li> </ul>

+ Increase funds in FY 2022 in PE from \$0 to \$500,000

**FUNDING  
CHANGES**

**DC/STATE**

- Decrease funds in FY 2026 in PE from \$799,000 to \$0
- Decrease funds in FY 2026 in CON from \$13,193,000 to \$0
- Decrease funds in FY 2023 in PE from \$1,500,000 to \$650,000
- + Increase funds in FY 2024 in PE from \$0 to \$6,170,000
- Decrease funds in FY 2024 in ROW from \$350,000 to \$0
- + Increase funds in FY 2025 in PE from \$872,000 to \$3,950,000
- + Increase funds in FY 2025 in ROW from \$0 to \$3,000,000
- Decrease funds in FY 2025 in CON from \$8,326,000 to \$1,739,000
- + Increase funds in FY 2025 in UT from \$400,000 to \$2,000,000
- Decrease funds in FY 2027 in PE from \$378,000 to \$0
- + Increase funds in FY 2027 in ROW from \$0 to \$2,284,364
- Decrease funds in FY 2027 in OTHER from \$8,250,000 to \$0

**S. 5309**

- Decrease funds in FY 2024 in PE from \$160,000 to \$0
- Decrease funds in FY 2024 in ROW from \$200,000 to \$0
- Decrease funds in FY 2027 in UT from \$6,978,000 to \$0
- + Increase funds in FY 2025 in PE from \$0 to \$8,134,600
- Decrease funds in FY 2025 in CON from \$12,215,000 to \$0
- + Increase funds in FY 2026 in PE from \$0 to \$2,832,400
- + Increase funds in FY 2026 in ROW from \$0 to \$5,944,000
- + Increase funds in FY 2026 in CON from \$17,807,000 to \$103,272,636
- + Increase funds in FY 2026 in UT from \$0 to \$12,138,000

<b>FEDERAL PROJECT COST</b>	Increased from \$37,360,000 to \$132,321,636 (254.18%)
<b>TOTAL PROJECT COST</b>	Increased from \$81,678,000 to \$169,035,000 (106.95%)
<b>CONFORMITY INFORMATION CHANGES</b>	<p><b>485</b></p> <p>Conformity Route has changed from None to MD 586</p> <p>Conformity Implementation Status has changed from None to Active</p> <p>RSAQ has changed from None to Yes-RSAQ</p>



## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
County Executive

Christopher R. Conklin  
Director

January 3, 2024

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

Dear Chair Walkinshaw:

The Montgomery County Department of Transportation (MCDOT) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP) for Veirs Mill Bus Rapid Transit (T12005). Revisions to the Veirs Mill Bus Rapid Transit project reflect the most up to date programmatic and federal funding schedule, in particular revising Sec. 5309 funding through the Capital Investment Grant. Overall project costs have been revised from \$81,678,000 to \$169,035,000 to reflect the increase in federal, state and local funding secured for the project through FY2027. There are no programmatic changes proposed.

Montgomery County requests this amendment be approved by the TPB Steering Committee at its January 10, 2025 meeting. Following approval of this TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin to obligate the federal funding.

We appreciate your cooperation in this matter. If you have any comments or questions, please do not hesitate to contact Christopher Van Alstyne at [chris.vanalstyne@montgomerycountymd.gov](mailto:chris.vanalstyne@montgomerycountymd.gov) or Corey Pitts [corey.pitts@montgomerycountymd.gov](mailto:corey.pitts@montgomerycountymd.gov).

Sincerely,

Haley Peckett  
Deputy Director of Transportation Policy

cc: Kanti Srikanth, Director of Transportation, MWCOG  
Kari Snyder, Regional Planner, Maryland Department of Transportation  
Corey Pitts, MCDOT  
Chris Van Alstyne, MCDOT

## Office of the Director

101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

[www.montgomerycountymd.gov/mcdot](http://www.montgomerycountymd.gov/mcdot)

*Located one block west of the Rockville Metro Station*

**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 23-53.3 WHICH ADDS A NEW PROJECT, DASH TECHNOLOGY PHASE II, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL & PUBLIC TRANSPORTATION (VDRPT) ON BEHALF OF THE CITY OF ALEXANDRIA**

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

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

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

**WHEREAS**, on behalf of the City of Alexandria, VDRPT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.3 which adds a new project for DASH Technology Phase II (T13660) totaling \$3,220,869 with Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality program (CMAQ) funds, as described in the attached materials; and

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Letter from VDRPT dated January 9, 2025, requesting the amendment; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-53.3, creating the 53<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**, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review 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 23-53.3 which adds a new project for DASH Technology Phase II (T13660) totaling \$3,220,869 with RSTP and CMAQ funds, as described in the attached materials.



ATTACHMENT A - AMENDMENT OVERVIEW REPORT

T13660 - DASH Technology Phase II

Lead Agency  
VDRPT

Project Type  
Bus/BRT - Capital/SGR

County  
-

From  
-

Agency Project ID  
-

Municipality  
City of Alexandria

To  
-

Completion Date  
2026

Total Cost  
\$3,220,869

Project Description

The main goal of this project is to implement a new Computer-aided Dispatch/Automatic Vehicle Location (CAD/AVL) platform and supporting modules for DASH. DASH has conducted internal employee surveys to identify weaknesses with the current system and potential needs that a new system could address. Staff are also completing due diligence on various CAD/AVL vendors and peer agencies to better understand what new CAD/AVL solutions are available, and how other providers are using CAD/AVL to improve daily operations.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Preliminary Engineering	STBG	-	-	-	\$50,000	-	-	\$50,000
Total Preliminary Engineering		-	-	-	\$50,000	-	-	\$50,000
Construction	CMAQ	-	-	-	\$1,515,124	-	-	\$1,515,124
Construction	STBG	-	-	-	\$1,655,745	-	-	\$1,655,745
Total Construction		-	-	-	\$3,170,869	-	-	\$3,170,869
Total Programmed		-	-	-	\$3,220,869	-	-	\$3,220,869

CURRENT CHANGE REASON

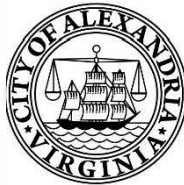
New Project

FEDERAL PROJECT COST

Stays the same \$3,220,869

TOTAL PROJECT COST

Stays the same \$3,220,869



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES  
P.O. Box 178 - City Hall  
Alexandria, Virginia 22313**

**alexandriava.gov**

**703.746.4025**

December 03, 2024

Ms. Amy Garbarini  
NOVA Transit Planning Manager  
Virginia Department of Rail and Public Transportation  
1725 Duke Street, Suite 675  
Alexandria, VA 22314

Dear Ms. Garbarini,

The City of Alexandria requests a new project to be added to the FY 2023-2026 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to reflect project funding updates. The changes to be made to the FY2023-2026 TIP are for the City's commencement of project UPC T21999, DASH Technology Phase II, as outlined below:

- Amendment to add DASH Technology Phase II (UPC T21999) as a new project.

The main goal of this project is to implement a new CAD/AVL platform and supporting modules for DASH. DASH has conducted internal employee surveys to identify weaknesses with the current system and potential needs that a new system could address. Staff are also completing due diligence on various CAD/AVL vendors and peer agencies to better understand what new CAD/AVL solutions are available, and how other providers are using CAD/AVL to improve daily operations. The DASH Technology Phase II project consists of \$3.2 million in funding from Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds that were reallocated from other City projects. Please see below for breakdown of fiscal year and phase:

FY25 – (PE) - \$50,000 (Federal/RSTP)

FY25 - (CN) - \$1,655,745 (Federal/RSTP)

FY25 – (CN) - \$1,515,124 (Federal/CMAQ)

The City requests that the Transportation Planning Board's (TPB) 2023-2026 TIP and DRPT's FY2024-2027 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.

Amy Garbarini, NOVA Transit Planning Manager

December 03, 2024

Page 2

Thank you for your assistance with the City of Alexandria's project amendments. Should you have questions, please contact me at (703-476-4081) or [adriana.castañeda@alexandriava.gov](mailto:adriana.castañeda@alexandriava.gov)

Sincerely,

*Adriana Castañeda*  
Adriana Castañeda (Dec 6, 2024 11:02 EST)

Adriana Castañeda

Director, Transportation and Environmental Services

CC: James F. Parajon, City Manager  
Emily A. Baker, Deputy City Manager  
Hillary Orr, Deputy Director, Transportation Planning and Mobility, T&ES  
Edward Ryder, CFO, DASH  
Martin Barna, Director of Planning and Marketing, DASH

**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 23-53.3 WHICH ADDS TWO NEW PROJECTS, VRE BROAD RUN CORRIDOR LEAD TRACK PROPERTY ACQUISITION AND VRE PROPERTY ACQUISITION FOR SEMINARY YARD RIGHT-OF-WAY, AS REQUESTED BY VIRGINIA RAILWAY EXPRESS (VRE)**

**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**, VRE has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.3 which adds the VRE Broad Run Corridor Lead Track Property Acquisition (T13662) totaling \$11,500,000 using FTA Urbanized Area Formula Grant program (§ 5307) and local funds and VRE Seminary Yard Property Acquisition (T13663) totaling \$90,950,000 using State of Good Repair Grant Program (§ 5337) and local funds, 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 VRE dated December 19, 2024, requesting the amendments; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-53.3, creating the 53<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 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 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 23-53.3 which adds the VRE Broad Run Corridor Lead Track Property Acquisition (T13662) totaling \$11,500,000 using § 5307 and local funds and VRE Seminary Yard Property Acquisition (T13663) totaling \$90,950,000 using § 5337 and local funds, as described in the attached materials.

Approved by the TPB Steering Committee at its meeting on Friday, January 10, 2025.

ATTACHMENT A - AMENDMENT OVERVIEW REPORT

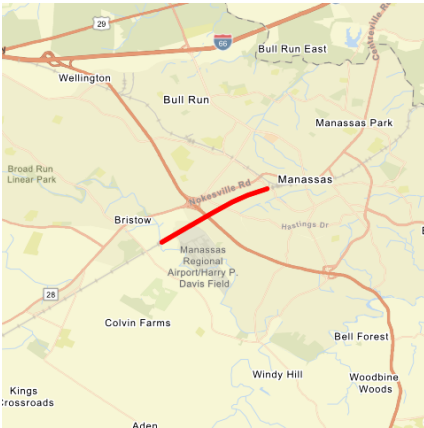
T13662 - VRE Broad Run Corridor Lead Track Property Acquisition

Lead Agency VRE	Project Type Other	County Prince William
From -	Agency Project ID -	Municipality City of Manassas
To -	Completion Date 2025	Total Cost \$11,500,000

Project Description  
VRE will acquire 10.93 acres of railroad right-of-way (ROW) from the Virginia Passenger Rail Authority (VPRA) from a point east of the railroad bridge over Piper Lane at Milepost (MP) 36.23 to MP 33.6 in Prince William County and City of Manassas, VA. The ROW will be used for future construction of an extended lead track from the VRE Broad Run Station and Maintenance and Storage Facility (MSF) to the main railroad corridor. Acquisition of the property will enable VRE maintenance and continuing control once a new track is constructed. This project is for property acquisition only and does not include track construction.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Right of Way	LOCAL	-	-	-	\$1,063,230	\$579,883	\$656,887	\$2,300,000
Right of Way	S. 5307	-	-	-	\$4,252,924	\$2,319,531	\$2,627,545	\$9,200,000
Total Right of Way		-	-	-	\$5,316,154	\$2,899,414	\$3,284,432	\$11,500,000
Total Future Costs		-	-	-	-	-	\$3,284,432	\$3,284,432
Total Programmed		-	-	-	\$5,316,154	\$2,899,414	\$3,284,432	\$11,500,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$9,200,000
TOTAL PROJECT COST	Stays the same \$11,500,000



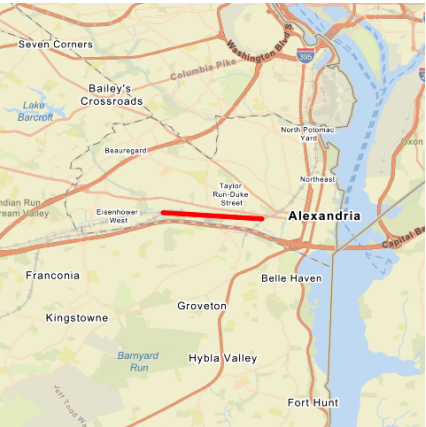
T13663 - VRE Seminary Yard Property Acquisition

Lead Agency VRE	Project Type Other	County -
From -	Agency Project ID -	Municipality City of Alexandria
To -	Completion Date 2025	Total Cost \$90,950,000

Project Description  
VRE will acquire about 34 acres of railroad right-of-way (ROW) in the City of Alexandria from the Virginia Passenger Rail Authority (VPRA) from a point near Cameron Run stream at or about Milepost (MP) 10.76 to a point at or about MP 9.25 and a quarter mile west of Telegraph Road where the main Manassas Line merges with the Fredericksburg Line. This ROW supports the future use of the property for VRE midday equipment storage. Acquisition of this “Seminary Yard” property will enable VRE maintenance and continuing control once the midday storage facility is constructed. This project is for property acquisition only and does not include construction.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Right of Way	LOCAL	-	-	-	\$8,408,769	\$4,586,117	\$5,195,113	\$18,189,999
Right of Way	S. 5337-SGR	-	-	-	\$33,635,077	\$18,344,469	\$20,780,455	\$72,760,001
Total Right of Way		-	-	-	\$42,043,846	\$22,930,586	\$25,975,568	\$90,950,000
Total Future Costs		-	-	-	-	-	<del>\$25,975,568</del>	<del>\$25,975,568</del>
Total Programmed		-	-	-	<del>\$42,043,846</del>	<del>\$22,930,586</del>	<del>\$25,975,568</del>	<del>\$90,950,000</del>

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$72,760,001
TOTAL PROJECT COST	Stays the same \$90,950,000





December 19, 2024

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

Dear Chair Henderson:

The Potomac & Rappahannock Transportation Commission (PRTC) on behalf of the Virginia Railway Express (VRE), a commuter rail project jointly owned and operated by PRTC and the Northern Virginia Transportation Commission (NVTC), requests to add the new projects identified below to the FY 2023-2026 Transportation Improvement Program (TIP).

The proposed amendments are provided below:

**VRE Broad Run Corridor Lead Track Property Acquisition (TIP ID: 13662)**

- Add \$ 9,200,000 (Section 5307) FFY25 for ROW Phase
- Add \$ 2,300,000 (Local Match) FFY25 for ROW Phase
- \$11,500,000 total project cost

**VRE Property Acquisition for Seminary Yard Right-of-Way (TIP ID: 13663)**

- Add \$ 72,760,000 (Section 5337) FFY25 for ROW Phase
- Add \$ 18,190,000 (Local Match) FFY25 for ROW Phase
- \$90,950,000 total project cost

The proposed amendments are requested to acquire new property interests to support VRE operations resulting from the Virginia Passenger Rail Authority (VPRA) acquisition of the Manassas Line from Norfolk Southern Railway Company (NS) in August 2024. No construction is included as part of the projects.

The Draft VRE System Plan 2050 identifies the need for expanded infrastructure and facilities to accommodate forecast growth in passenger boardings, rail station parking demand, and equipment storage systemwide. The need for additional track capacity between the VRE Broad Run and Manassas Stations was identified to support planned VRE service expansion, improve operational efficiency, and minimize the potential for conflicts between VRE, Amtrak, and freight trains. Plans have been developed to increase capacity through the addition of a new track in this “Broad Run Corridor” that will connect the VRE Broad Run Station and Maintenance and Storage Facility to the main Manassas Line railroad corridor. About 10.93 acres of railroad ROW is required to construct this new lead track.

Letter to Ms. Christina Henderson  
December 19, 2024  
Page 2 of 2


Additional equipment storage capacity is also required outside of VRE's end-of-line Virginia storage facilities to satisfy mid- to long-term midday equipment storage needs. VRE currently pays storage fees to Amtrak to store VRE trains at Amtrak's Washington Union Terminal (WUT) between the morning and afternoon peak service periods, as outlined in an Agreement for Commuter Rail Passenger Service Access and Storage of Commuter Rail Passenger Equipment with Amtrak. That agreement provides that Amtrak may reduce VRE's storage rights at WUT up to and including reduction of all storage at WUT. Amtrak has indicated its intention to exercise that provision and begin reducing VRE storage at WUT. VRE has been developing a design for an alternative location adjacent to WUT and New York Avenue, NE in the District of Columbia, to meet its current and future midday storage needs. The VPRA Manassas Line acquisition provides an opportunity for VRE to instead acquire fee simple interest in about 34 acres of Manassas Line ROW in Alexandria, Virginia for future construction of a VRE midday storage facility. The acquisition and future storage facility will reduce VRE operating costs by eliminating the equipment storage fee payments to Amtrak, provide capacity for long-term VRE storage needs, and provide VRE with long-term continuing control over the facility.

PRTC requests approval of these projects to the TIP by the Transportation Planning Board's Steering Committee at its meeting on January 10, 2025. PRTC and VRE representatives will be available to answer any questions about this amendment request.

In the meantime, if you have any questions or concerns, please feel free to contact Cynthia Porter- Johnson at 703-580-6147 ([cporter-johnson@omniride.com](mailto:cporter-johnson@omniride.com)) or Christine Hoeffner at 703-838-5442 ([choeffner@vre.org](mailto:choeffner@vre.org)).

Thank you for your consideration of this matter.

Sincerely,

Signed by:  
  
F9217C0F6103428...  
Robert A. Schneider, PhD  
Executive Director

cc: Maria Sinner, VDOT  
Regina Moore, VDOT  
Amy Garbarini, DRPT  
Todd Horsley, DRPT  
Mike Mucha, DRPT  
Kanti Srikanth, MWCOG-TPB  
Andrew Austin, MWCOG-TPB  
Phillip Parella, Jr., PRTC  
Bhupendra Kantha, PRTC  
Cynthia Porter-Johnson, PRTC  
Mark Schofield, VRE  
Steve MacIsaac, VRE  
Christine Hoeffner, VRE



**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 PROJECTS IN THE DISTRICT OF COLUMBIA, SUBURBAN MARYLAND, AND NORTHERN VIRGINIA FROM THE EASTERN FEDERAL LANDS HIGHWAY DIVISION'S (EFLHD) FY 2025-2028 TIP, AS REQUESTED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)**

**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**, FHWA has requested that relevant projects from the EFLHD's FY 2025-2028 TIP be included as an attachment to each state Department of Transportation's Statewide Transportation Improvement Program (STIP) and to the TIPs of applicable MPOs for those states, as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Selected and edited pages from the FHWA/EFLHD FY 2025-2028 TIP for projects in the District of Columbia, suburban Maryland, and northern Virginia,
- ATTACHMENT B) Letter from FHWA dated December 9, 2024, requesting state DOTs and MPOs to include the relevant pages from its FY 2025-2028 TIP in their STIPs and TIPs as an appendix; and

**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to update the EFLHD projects in the District of Columbia, suburban Maryland, and northern Virginia with the selected and edited pages from EFLHD's FY 2025-2028 TIP, as described in the attached materials.

**Approval by the TPB Steering Committee at its meeting on Friday, January 10, 2025.**



FY2025-FY2028 Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 11/21/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
District of Columbia													
DC FLAP 10	2025	DC	Washington	Anacostia Park	Anacostia Riverwalk Trail (ART)	Trail	FLAP - EFL	\$1,100,000.00	Title 23	State	Construction	DC-AL	NPS-NCR
DC FLAP 11	2025	DC	Washington	Anacostia Park	Anacostia Riverwalk Trail (ART) Kenilworth Southern Section	Trail	FLAP - EFL	\$2,000,000.00	Title 23	State	Construction	DC-AL	NPS-NCR
DC FLAP 12	2026	DC	Washington	Rock Creek Park	Military Road Trail Construction	Trail	FLAP - EFL	\$1,800,000.00	Title 23	State	In Design	DC-AL	NPS-NCR
DC FLAP DOT GALWY(1)	2025	DC	Washington	Rock Creek Park	Galloway Street Trail	Trail	FLAP - EFL	\$808,408.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC NP CHOH TRL(1)	2026	DC	Washington	Chesapeake and Ohio Canal National Historical Park	Rehabilitation of Capital Crescent Trail	Trail	FLTP - NPS	\$2,854,348.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP NAMA 21(2)	2025	DC	Washington	National Mall and Memorial Parks	15th Street	3R	FLTP - NPS	\$5,905,000.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC NP NAMA 25(1) 500(3) 504(	2027	DC	Washington	National Mall and Memorial Parks	Lincoln Circle, Jefferson and Madison Drive, Maine Avenue and 12th Street	3R	FLTP - NPS	\$27,116,520.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP NAMA 26(1)	2027	DC	Washington	National Mall and Memorial Parks	Rehabilitate Hains Point	3R	FLTP - NPS	\$6,833,020.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP NAMA 337696	2029	DC	Washington	National Mall and Memorial Parks	Preserve Pavement and Bridges at National Mall and Memorial Parks	BR3R	FLTP - NPS	\$2,762,213.00	Title 23	NPS	Planned	DC-AL	NPS-NCR
DC NP ROCR 1(1) 2(3)	2027	DC	Washington	Rock Creek Park	Rehabilitate Rock Creek and Potomac Parkway Trail	Trail	FLTP - NPS	\$5,355,279.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 1(1), 2(3)	2026	DC	Washington	Rock Creek Park	Rock Creek and Potomac Parkway	3R	FLTP - NPS	\$13,220,560.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 15(3)	2027	DC	Washington	Rock Creek Park	Rehabilitate Joyce Road	1R	FLTP - NPS	\$1,250,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 15(3) TRL(1)	2026	DC	Washington	Rock Creek Park	Joyce Road Rehab; Joyce Road and Beach Drive Trail	3R	FLTP - NPS	\$220,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 326756(2)	2027	DC	Washington	Rock Creek Park	Improve Transportation Safety at Rock Creek Park	Other	FLTP - NPS	\$1,000,000.00	Title 23	NPS	Planned	DC-AL	NPS-NCR
DC NP ROCR BMS(1)	2025	DC	Washington	Rock Creek Park	Bridge Management Project Rock Creek Park	BR1R	FLTP - NPS	\$1,805,000.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC NP ROCR BR 3450-035P(1)	2026	DC	Washington	Rock Creek Park	Repair Thompson Boat House Center Bridge	BR	FLTP - NPS	\$200,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR MULTI(1)	2025	DC	Washington	Rock Creek Park	Rehabilitate Multiple Routes at Rock Creek Park	3R	FLTP - NPS	\$4,075,000.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC NP ROCR TBD(1)	2027	DC	Washington	Rock Creek Park	Preserve Pavement and Bridges at Rock Creek Park	BR3R	FLTP - NPS	\$2,270,000.00	Title 23	NPS	Planned	DC-AL	NPS-NCR



FY2025-FY2028 Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 11/21/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
DC ST REV ANA PRK(1)	2025	DC	Washington	Anacostia Park	Revitalization of Anacostia Park	4R	Reimbursable Authority - Non-Federal Agreements (advances)	\$2,000,000.00	Other	EFL	Planned	DC-AL	NPS-NCR
NCA FTNP BMS TBD	2025	DC	Various	Various	Scope and Plan Pavement and Bridge Preservation Projects in National Capital Region	3R	FLTP - NPS	\$50,000.00	Title 23	NPS	Construction	Various	NPS-NCR
NP NAMA 11(6)	2029	DC	Washington	National Mall and Memorial Parks	Inlet Bridge Rehabilitation	BR1R	FLTP - NPS	\$800,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR



FY2025-FY2028 Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 11/21/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Maryland													
MD FLTP NP CHOH 336822	2025	MD	Various	Chesapeake & Ohio Canal	NCR Pavement and Bridge Preservation Program (Chesapeake and Ohio Canal National Historical Park)	3R	FLTP - NPS	\$2,966,221.00	Title 23	NPS	Construction	MD-06	NPS-NCR
MD NP CATO 331578	2029	MD	Frederick	Catoctin Mountain Park	Preserve Bridges at Catoctin Mountain Park	BR	FLTP - NPS	\$1,136,080.00	Title 23	NPS	In Design	MD-06	NPS-NCR
MD NP CHOH 907(1)	2028	MD	Montgomery	Chesapeake & Ohio Canal	Rehabilitate Great Falls Entrance Road and Parking Area	3R	FLTP - NPS	\$3,000,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP CHOH BRG(1)	2028	MD	Various	Chesapeake & Ohio Canal	Repair or Replace 9 Pedestrian Bridges	3R	FLTP - NPS	\$7,009,000.00	Title 23	EFL	In Design	Various	NPS-NCR
MD NP FOWA 10(2)	2027	MD	Prince George's	Fort Washington Park	Rehabilitate Fort Washington Roads and Parking	3R	FLTP - NPS	\$1,100,000.00	Title 23	EFL	In Design	MD-05	NPS-NCR
MD NP FOWA 342624	2029	MD	Prince George's	Fort Washington Park	Preserve Pavement at Fort Washington Park	1R	FLTP - NPS	\$850,000.00	Title 23	NPS	Planned	MD-04	NPS-NCR
MD NP GWMP 6(2)	2026	MD	Montgomery County	George Washington Memorial Parkway	Clara Barton Cantilevered Bridge	BR1R	FLTP - NPS	\$19,000,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP MONO TBD(1)	2028	MD	Frederick	Monocacy National Battlefield	Preserve Pavement and Bridges at Monocacy National Battlefield	BR3R	FLTP - NPS	\$217,853.00	Title 23	NPS	Planned	MD-06	NPS-NCR
MD NP SUIT 254778	2025	MD	Prince George's	Suitland Parkway	Suitland Parkway Trail	Trail	FLTP - NPS	\$700,000.00	Title 23	NPS	Construction	MD-04	NPS-NCR
NP BAWA 1(12), 2(12)	2025	MD	Anne Arundel, Prince George's	Baltimore Washington National Parkway	Bridge Railing and Capstone	BR3R	FLTP - NPS	\$2,980,000.00	Title 23	EFL	Construction	MD-04	NPS-NCR



# FY2025-FY2028 Transportation Improvement Program

Federal Highway Administration

Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
VIRGINIA													
VA NP GWMP 207(2) 918(1)	2027	VA	Fairfax	George Washington Memorial Parkway	Rehabilitate Fort Hunt Roads and Parking	3R	FLTP - NPS	\$2,369,367.00	Title 23	EFL	In Design	VA-08	NPS-NCR
VA NP GWMP 327533	2025	VA	Fairfax	George Washington Memorial Parkway	Design and Construct Accessible Hiking Trails at South Turkey Run Park	Trail	FLTP - NPS	\$150,000.00	Title 23	NPS	Construction	VA-08	NPS-NCR
VA NP GWMP 4(3)	2027	VA	Arlington	George Washington Memorial Parkway	Repair Slope Failures on Spout Run	3R	FLTP - NPS	\$3,565,207.00	Title 23	EFL	In Design	VA-08	NPS-NCR
VA NP GWMP MVT(7)	2028	VA	Fairfax	George Washington Memorial Parkway	Mount Vernon Trail South Rehabilitation	Trail	FLTP - NPS	\$5,355,279.00	Title 23	EFL	In Design	VA-08	NPS-NCR
VA NP PWRI 342775	2029	VA	Prince William	Prince William Forest Park	Preserve Bridges at Prince William Forest Parkway	BR	FLTP - NPS	\$1.00	Title 23	NPS	Planned	VA-07	NPS-NCR
VA ST FB KNGMNWLKR GT	2026	VA	Fairfax	Fort Belvoir	Add Left Turn Lane from Southbound Fairfax County Parkway to Kingman Road, Extend Northbound Vernon Highway Left Turn Lane at Walker ACP	4R	Reimbursable Authority - Non-Federal Agreements (advances)	\$5,720,000.00	Other	EFL	In Design	VA-11	No-Reg
VA ST JBMHH HTFLD GT	2026	VA	Arlington	Joint Base Myer Henderson Hall	Construct Ramp and Two Additional Exit Lanes for Access to Hatfield Gate from Northbound Washington Boulevard	4R	Reimbursable Authority - Non-Federal Agreements (advances)	\$7,800,000.00	Other	EFL	In Design	VA-08	No-Reg



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Memorandum

Subject: Fiscal Year (FY) 2025 – FY 2028 Transportation  
Improvement Program (TIP) Update

Date: 12/09/2024

From: Holly E. Bell  
Chief of Business Operations

In Reply Refer To: HFPP-15

To: Division Administrator

The Eastern Federal Lands Highway Division (EFLHD) has developed the attached FY 2025 – FY 2028 Transportation Improvement Program (TIP) Annual Update to describe those transportation projects that will be primarily implemented within the boundaries of the Federal Land Management Agency (FLMA) units located in your state. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for all Federal Lands projects.

The attached spreadsheet contains an overall list of the projects in your State that are currently programmed to be funded through the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP), or funds directly managed by the various FLMA partners. This list is also placed on the EFLHD website (<https://flh.fhwa.dot.gov/programs/flpp/tip/efl.htm>) to provide an easily accessible reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's FY 2025 – FY 2028 TIP Annual Update to your State Department of Transportation for inclusion (preferably as an appendix) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO) for inclusion into their respective Transportation Improvement Programs (TIPs). If you have any questions or comments regarding the contents of this EFLHD TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or [Lewis.Grimm@dot.gov](mailto:Lewis.Grimm@dot.gov).

Attachment

cc:  
State Transportation Planner



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** January 16, 2025

---

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



National Capital Region  
**Transportation Planning Board**

January 8, 2025

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

Re Regional Infrastructure Accelerator (RIA) Grant Application by the District Department of Transportation to advance the Southeast Boulevard and Barney Circle 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 a grant application by the District Department of Transportation (DDOT) under the FY 2024 Regional Infrastructure Accelerator (RIA) Program to advance the Southeast Boulevard and Barney Circle project.

The former Southeast Freeway, between the new 11th Street Bridges and Barney Circle, is planned to be converted to an urban boulevard for local traffic. While no longer part of the freeway system, the facility retains its freeway design, which acts as a barrier between the residences of Capitol Hill and those of the Anacostia Riverfront. The Southeast Boulevard and Barney Circle project will remove this barrier, reestablish the street grid, create new pedestrian/bicycle connections to the Anacostia River along the boulevard, make four acres of land available for development, and deliver an underground bus storage facility. This project is a cooperative effort between DDOT, the District of Columbia Deputy Mayor for Planning and Economic Development (DMPED), the District of Columbia Office of Planning (OP), and CSX Transportation. To advance this significant project, DDOT is requesting \$2 million in RIA grant funds to develop a financial vision strategy and finalize concepts and feasibility for implementing this important project.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure to provide a broad range of transportation choices for our region.

The TPB requests your favorable consideration of this request by the District of Columbia Department of Transportation. 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, reading "James W.", is located below the "Sincerely," text.

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** January 16, 2025

---

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



National Capital Region  
**Transportation Planning Board**

**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** TPB, Technical Committee and Steering Committee Dates for Calendar Year 2025  
**DATE:** November 14, 2024

---

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2025 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings will be identified in January.

<b>2025 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES</b>			
	<b>TPB Technical Committee</b>	<b>TPB Steering Committee</b>	<b>Transportation Planning Board</b>
	<b>1<sup>st</sup> Friday at 9 AM</b>	<b>1<sup>st</sup> Friday at 12:15 PM</b>	<b>3<sup>rd</sup> Wednesday at 12 Noon</b>
January	10* One week later due to 2024 Dec holidays	10* One week later due to 2024 Dec holidays	22* One week later due to 2024 Dec holidays
February	7	7	19
March	7	7	19
April	4	4	16
May	2	2	21
June	6	6	18
July	2	2	16
August	No meetings	No meetings	No Meetings
September	5	5	17
October	3	3	15
November	7	7	19
December	5	5	17

\* One week later due to 2024 December holidays

TPB NEWS

## TPB joins Allies in Action to advance regional roadway safety priorities

Jan 16, 2025



13th Street NW, Washington, DC (Elvert Barnes/[Flickr](#))

This week, the National Capital Region Transportation Planning Board (TPB) continued to advance a regional approach to improving roadway safety and decreasing road-related injuries and fatalities. On January 15, the TPB officially joined the nearly 200 organizations around the country who have pledged to be Allies in Action.

Allies in Action are recognized by the U.S. Department of Transportation as agencies dedicated to supporting the National Roadway Safety Strategy and actively reducing the number of deaths and serious injuries on America's streets as well as expanding adoption of USDOT's Safe System Approach (SSA) and Zero Fatalities vision. By becoming an ally in action, the TPB joins corporations, private and public health and safety advocates, national associations, state and territorial agencies, fellow metropolitan planning organizations (MPOs), municipal and law enforcement organizations, and others who are taking specific actions to improve roadway safety awareness, education, and practices—all with the goal of saving lives.

In 2023, 392 lives were lost on regional roadways due to traffic crashes, and pedestrians and bicyclists accounted for approximately 30 percent of these fatalities. The TPB has voiced that these outcomes are unacceptable and must be urgently addressed. In October 2024, the TPB hosted a Regional Roadway Safety Summit to examine recent fatality and injury data and discuss the federal Safe System Approach (SSA), which takes a proactive, shared responsibility approach to safer driving, safer infrastructure, safer vehicles, safe speeds, and post-crash care, and to develop potential actions the board could undertake to address regional roadway safety. Supporting the SSA by becoming a part of the USDOT Allies in Action initiative was one of several recommendations that stemmed from the summit.

The TPB will coordinate with the District DOT, Maryland DOT, Virginia DOT, and TPB member cities and counties in suburban Maryland and Northern Virginia on safety activities. The following initiatives supplement potential future TPB safety activities, as well as various programs and actions taken by TPB members at the local level. As a member of Allies in Action, the TPB is committed to:

- Increasing safety in the District of Columbia, suburban Maryland, and Northern Virginia.
- Providing \$480,000 in technical assistance in 2025 to six local planning and engineering safety-related projects aimed at improving roadway safety across the region. Projects include preliminary engineering designs for safety improvements along high injury networks and high crash corridors and a study of methods for collecting, analyzing, and using data related to near miss crashes.
- Continuing to sponsor and implement Street Smart, a safety education campaign aimed at reducing the number of pedestrian and bicyclist injuries and deaths in the region. Street Smart activities include outreach events, enforcement activities, press events at high crash locations, and an annual workshop on best practices in pedestrian enforcement.

Read the USDOT news release about the 2025 National Roadway Safety Strategy Progress Report and the new Allies in Action.

For more information on the TPB's role in the Allies in Action initiative, contact Janie Nham, TPB Planning Manager, at [jnham@mwccog.org](mailto:jnham@mwccog.org) or (202) 962-3226.

### **About the National Roadway Safety Strategy and Allies in Action**

In early January 2023, the U.S. Department of Transportation launched a Call to Action Campaign in support of its National Roadway Safety Strategy (NRSS), inviting partners to share how they are embracing a common goal of eliminating roadway fatalities. The NRSS outlines the Department's comprehensive approach to reversing the rise in traffic fatalities and serious injuries on the nation's highways, roads, and streets. The NRSS follows through on the Department's commitment to safety through priority actions that target the most significant and urgent problems in roadway safety. The NRSS's Call to Action invites every organization to participate in taking part and sharing how they will actively reduce deaths and injuries on America's Roadways, expand adoption of the NRSS's 5-pronged Safe System Approach and a zero fatalities vision, and transform how we as a nation think about road safety. More information on the NRSS and voluntary commitments from current Allies in Action can be found on the NRSS [webpage](#).

Contact: **Rachel Beyerle**  
Phone: (202) 962-3237  
Email: [rbeyerle@mwccog.org](mailto:rbeyerle@mwccog.org)

## National Capital Region Transportation Planning Board (TPB) **NEW**

The TPB is committed to increasing safety in the District of Columbia, suburban Maryland, and Northern Virginia. Throughout 2025, TPB will provide \$480,000 to six local planning and engineering safety-related projects aimed at improving roadway safety across the region. Projects include preliminary engineering designs for safety improvements along high-injury networks and high-crash corridors and a study of methods for collecting, analyzing, and using data related to near miss crashes. Additionally, the TPB will continue to sponsor and implement Street Smart, a safety education campaign aimed at reducing the number of pedestrian and bicyclist injuries and deaths in the region. Street Smart activities include outreach events, enforcement activities, press events at high crash locations, and a webinar on best practices in pedestrian enforcement to name a few.

## USDOT Publishes National Roadway Safety Strategy Progress Report; Welcomes New Allies in Action

Wednesday, January 15, 2025

<https://www.transportation.gov/briefing-room/usdot-publishes-national-roadway-safety-strategy-progress-report-welcomes-new-allies>

**WASHINGTON**– Following the announcement of 10 consecutive quarters of [declining roadway fatalities](#) across America, the U.S. Department of Transportation (USDOT) announced today its 2025 [National Roadway Safety Strategy \(NRSS\) Progress Report](#), along with an additional 15 new commitments from businesses and organizations to support the NRSS and take action to reverse the crisis on America's roads.

The report provides an update on the Department's efforts to address serious and fatal injuries on our roadways, details the Department's accomplishments related to addressing the NRSS actions in 2024. The actions highlighted in this report include:

- Awarded an additional \$1.2 billion in funding to improve roadway safety at the local, regional, and Tribal levels through the [Safe Streets and Roads for All](#) discretionary grant program. In the life of the program to date, more than 1,600 communities received \$2.9 billion in funding, representing 75 percent of the nation's population.
- Advanced roadway safety by [standardizing light vehicle automatic emergency braking](#) (AEB)—including pedestrian AEB. It is projected that this new standard will save at least 360 lives a year and prevent at least 24,000 injuries annually.
- Integrated the Safe System Approach into the Highway Safety Improvement Program and [published](#) a notice of proposed rulemaking to update the National Safety Performance Measures.
- Launched a national distracted driving campaign in April 2024 and convened stakeholders for a Distraction Action Forum in August 2024 to raise awareness of the dangers of distracted driving and gather input to a research roadmap to address new distracted driving challenges.
- Released the [USDOT Vehicle-to-Everything \(V2X\) Deployment Plan](#) in August 2024 to guide the implementation of V2X technologies across the nation and support the Department's commitment to a comprehensive approach for reducing the number of roadway fatalities to zero.
- Enhanced work zone safety through issuing key updates to regulations on safety and mobility performance, data-driven programmatic reviews, and the use of positive protection, as well as disseminating an informational guide and desktop reference on the use of proven safety measures in work zones.
- USDOT continued its NRSS [Call to Action campaign](#), initially launched in February 2023 which invites stakeholders to commit to taking specific, tangible steps to actively reduce the number of deaths and serious injuries on America's roads and streets, expand the adoption of a Safe System Approach and vision for zero fatalities across the nation, and transform how we as a nation think about safety. The Department welcomed 123 NRSS



Allies in Action (NRSS Allies) in 2023. Throughout 2024, the Department announced 73 new NRSS Allies with commitments to reach a total of 196.

All NRSS Allies have committed to taking specific, tangible steps to actively reduce the number of deaths and serious injuries on America's roads and streets, expand the adoption of a Safe System Approach and vision for zero fatalities vision across the nation, and transform how we as a nation think about road safety. Allies in Action span multiple sectors and include health and safety advocates, nonprofit organizations, the private sector, state and regional entities, and more.

Some of the new voluntary commitments from "NRSS Allies" include:

- **International Academies of Emergency Dispatch (IAED)** is the standard-setting and accrediting body for public safety emergency dispatch worldwide. In 2024-2025, IAED is working with the National 911 Program to evaluate data from specific crash-related protocols and share this data with USDOT to inform analysis and policy. They will conduct a study of 911 center data to identify the actual percentage of 911 calls related to the nation's roads and the areas related to the Safe Systems Approach.
- **Milwaukee County Department of Transportation (MCDOT)** has launched the [Complete Communities Transportation Planning Project](#), an effort to increase multimodal safety and address reckless driving across all 19 municipalities in Milwaukee County. Milwaukee County is working collaboratively with municipal leaders and community stakeholders across the County to develop a comprehensive, data-driven, countywide Comprehensive Safety Action Plan. Additionally, all 19 of Milwaukee County's municipalities are at various stages of developing their own Comprehensive Safety Action Plans in conjunction with Milwaukee County's Action Plan.
- **Verizon** is reaffirming its commitment to connected technology that can help keep roadways safer. Verizon supports the deployment of Cellular-Vehicle-to-Everything (C-V2X) technologies, using 5G and mobile edge computing to facilitate the transmission of time-sensitive safety information between vehicles on our roadways and expedite timely traffic information to drivers. Verizon also supports safe driving through Verizon Connect's Intelligent AI Dashcam. Verizon Connect's advanced commercial GPS fleet-

tracking solution, in tandem with its Intelligent AI Dashcam, helps protect drivers in real time, reduce incidents and unsafe driving events—such as distracted driving, tailgating, or drowsiness—and allows fleet managers to review and provide feedback and safe driving instruction.

See the full list of NRSS Allies in Action and watch a message from U.S. Transportation Secretary Buttigieg [here](#).

###

### **Background:**

Led by U.S. Transportation Secretary Pete Buttigieg, the Department launched the **National Roadway Safety Strategy** (NRSS) in early 2022 in response to the crisis of roadway deaths in America, which spiked in recent years but has recently started to steadily decline. To continue toward the ultimate goal

of zero deaths on our roadways, the NRSS outlines a concrete set of actions the Department has committed to and adopts the five-pronged, [Safe System Approach](#) that includes:

- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Roads, and
- Better Post-Crash Care.





## Application Period Opens on January 6 for TLC and Roadway Safety Programs

The application period will open soon for the TPB's two flagship technical assistance programs — the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP). As in the past, applicants will be able to fill out one joint application to apply for either or both programs.

The deadline for applications is March 7, 2025. The deadline for submitting abstracts for proposed projects, which is an optional step, is January 22, 2025.

For more information, and to submit an online application, go to:

- TLC: [www.mwcog.org/tlc](http://www.mwcog.org/tlc)
- RRSP: [www.mwcog.org/rrsp](http://www.mwcog.org/rrsp)

### Anticipated Solicitation Schedule for FY 2026

- Application period opens: January 6, 2025
- Abstracts due: January 22, 2025
- Applications due: March 7, 2025
- Panel recommendations: March-April, 2025
- TPB approves projects: April-May, 2025
- Consultant selection: June-July, 2025
- Contracting process: August 2025
- Project kick-off meetings: Fall 2025

### Application Process

Any local jurisdiction in the National Capital Region that is a member of the Transportation Planning Board is eligible to apply for either or both programs. Projects are eligible to receive up to \$80,000 in assistance for planning projects and up to \$100,000 for design. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2026 application period is open between January 6 and March 7, 2025. Potential applicants may also submit an optional abstract by January 22, 2025. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal.

For each program, a panel of industry experts and COG/TPB staff will review the application submissions and recommend projects to the TPB for funding. The panels' recommendations will represent a cross-section of jurisdictions throughout the region. The TPB is scheduled to approve the applications for the two programs in April and/or May.

FY 2026 projects will begin in fall 2025 and must be completed by June 30, 2026.

## TLC Program

The Transportation Land Use Connections (TLC) Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Projects are eligible to receive up to \$80,000 in technical assistance for planning projects and up to \$100,000 for design projects. TLC projects typically last 6-8 months.

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

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

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

## Regional Roadway Safety Program

The Regional Roadway Safety Program (RRSP) provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety in the National Capital Region. Any local jurisdiction in the region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Similar to the TLC Program, all projects are eligible to receive up to \$80,000 in technical assistance for planning and up to \$100,000 for design projects.

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

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits
- Crash data analysis

- Jurisdictional efforts to leverage the “Street Smart” program
- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

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

## About the TPB

The TPB is the federally designated metropolitan planning organization for the metropolitan Washington region. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. The TPB is staffed by the Metropolitan Washington Council of Governments (COG).

## Questions?

For more information:

- John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org))
- Janie Nham ([jnham@mwkog.org](mailto:jnham@mwkog.org))
- Victoria Caudullo ([vcaudullo@mwkog.org](mailto:vcaudullo@mwkog.org))

Or visit our website at [www.mwkog.org](http://www.mwkog.org).