



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: March 13, 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: March 13, 2025

At its meeting on Friday, March 7 the TPB Steering Committee reviewed and adopted four resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) requested by the Maryland Department of Transportation (MDOT), Montgomery County, the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail & Public Transportation (DRPT) The committee also reviewed and approved the agenda for the TPB's February 19, 2025 meeting.

Approved under TPB resolution SR33-2025, was MDOT's request to release \$5.72 million in funding for preliminary engineering (PE) work on the **I-95/I-495 Interchange at Medical Center Drive (T11578)** and to show additional funding for completion of construction in future years with a total cost of \$84.45 million, ultimately delaying project completion from 2025 to 2035. During discussion on the resolution, Mr. Weissberg expressed disappointment that the project would be delayed, noting that it had been fully funded for construction in the previous TIP of record. The resolution also approved the addition of approximately \$8.15 million in Highway Safety Improvement Program (HSIP) and matching funds for the new **US 340 Ramp Modifications project in Frederick County**.

The next amendment was requested by the Montgomery County Department of Transportation (MCDOT) with TPB Resolution SR34-2025 to program \$29.8 million for construction of the **North Bethesda Metro Station Improvements (T13666)** in the 4-year TIP program, with additional funding planned for years beyond, bringing the total project cost to \$37.915 million.

VDOT requested the third set of amendments presented under TPB Resolution SR35-2025 which adds approximately \$50.9 million for the **Sterling Boulevard – 4 Lane Construction on New Alignment (T6663)** project in Loudoun County and approximately \$95.2 million for the **University Boulevard Extension (Devlin Road to Wellington Road) (T6695)** in Prince William County.

Finally, VDRPT requested a set of six amendments to the FY 2023-2026 TIP under TPB Resolution SR36-2025 on behalf of the Potomac & Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE). The six projects or programs are listed below and the approved amendments add approximately \$7.8 million for the three PRTC programs, approximately \$17.3 million for the new operating easement and replacement storage facility, while releasing \$99.5 million from planned storage yard improvements for a net decrease of \$74.4 million from DRPT's STIP.

TIP ID	Project/Program Title	Cost Before	Cost After	Delta
T6629	PRTC Commuter Assistance Program	\$696,968	\$2,188,276	\$1,491,308
T6630	Bus Replacement (OMNIRIDE Express Commuter Buses)	\$7,220,000	\$11,331,941	\$4,111,941
T4506	PRTC – Bus Acquisition / Replacement Program	\$3,312,505	\$5,562,505	\$2,250,000
T13667	VRE Property Acquisition – Manassas Line Operating Easement	\$0	\$10,569,400	\$10,569,400
T13668	VRE Seminar Yard Midday Storage Replacement Facility	\$0	\$6,774,870	\$6,774,870
T4070	VRE Storage Yard Improvements	\$151,650,140	\$52,183,631	\$99,466,509

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.” All proposed amendments are reviewed to ensure they are consistent with the air quality conformity determination of the Plan and TIP of record. Federal-aid program funding amounts are reviewed in total for each agency against their projected federal revenue streams. 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.

ATACHMENTS:

- March 7, 2025 TPB Steering Committee Attendance (Members and Alternates only)
- Adopted resolution SR33-2025 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR34-2025 approving an amendment to the TIP, as requested by MCDOT
- Adopted resolution SR35-2025 approving an amendment to the TIP, as requested by VDOT
- Adopted resolution SR36-2025 approving an amendment to the TIP, as requested by DRPT

TPB STEERING COMMITTEE ATTENDANCE – MARCH 7, 2025:

(Only voting members and alternates listed)

TPB Chair/VA Rep.:	James Walkinshaw
TPB Vice Chair/MD Rep.:	Neil Harris
Prior TPB Chair:	Heather Edelman
Tech. Committee Chair:	Victor Weissberg
DDOT:	Amanda Stout
MDOT:	Kari Snyder
VDOT:	Regina Moore Maria Sinner

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 23-57.2 WHICH ADDS A NEW PROJECT, US 340 RAMP MODIFICATIONS AND ADDS FUNDING FOR I-95/I-495 INTERCHANGE AT MEDICAL CENTER DRIVE, 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 23-57.2 which reduces \$5,720,000 in state and National Highway Performance Program (NHPP) funds for the PE phase of **I-95/I-495 Interchange at Medical Center Drive (T11578)** in FY23-26. The project's total cost is increasing from \$9,958,000 to \$84,451,000 which includes costs in years prior to and beyond the FY 2023-2026 TIP. The new project, **US 340 Ramp Modifications (T13665)**, programs \$1,652,000 in preliminary engineering funds and \$6,497,000 in construction funds in the TIP years. The total project cost is \$17,079,000 including funding programmed in years prior to and beyond the TIP years, as described in the attached materials; and

WHEREAS, the review and processing of the amendments included in this TIP Action have been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-57.2 creating the 57th amended version of the FY 2023-2026 TIP, and the draft amendments were posted on the TPB's Steering Committee meeting page seven days in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY23-26/Amendments; 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, full funding for the projects in this TIP Action was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the record will appear in the TIP following approval,
- ATTACHMENT B) Program Summary by Fund report demonstrates that the TIP is fiscally constrained.
- ATTACHMENT C) Letter from MDOT dated March 4, 2025, requesting the amendment; 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 23-57.2 which reduces \$5,720,000 in state and NHPP funds for the PE phase of **I-95/I-495 Interchange at Medical Center Drive (T11578)** in FY23-26. The project's total cost is increasing from \$9,958,000 to \$84,451,000 which includes costs in years prior to and beyond the FY 2023-2026 TIP. The new project, **US 340 Ramp Modifications (T13665)**, programs \$1,652,000 in preliminary engineering funds and \$6,497,000 in construction funds in the TIP years. The total project cost is \$17,079,000 including funding programmed in years prior to and beyond the TIP years, as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, March 7, 2025.

ATTACHMENT A

T11578 - I-95/I-495 Interchange at Medical Center Drive

Lead Agency
Maryland Department of
Transportation - State Highway
Administration

Project Type
Study/Planning/Research

County
Prince Georges

From
@ Medical Center Drive

Agency Project ID
PGA201 1

Municipality
-

To
-

Completion Date
2035

Total Cost
\$84,451,000

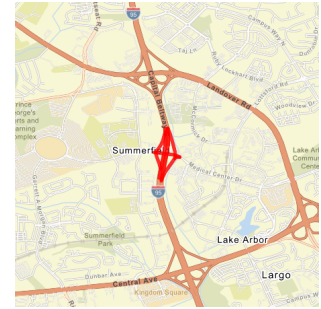
Project Description

The project is an upgrade to the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$126,000	\$382,000	\$383,000	\$25,000	-	\$292,000	\$1,208,000
Preliminary Engineering	NHPP	\$397,000	\$1,210,000	\$1,210,000	\$475,000	-	\$2,625,000	\$5,917,000
Total Preliminary Engineering		\$523,000	\$1,592,000	\$1,593,000	\$500,000	-	\$2,917,000	\$7,125,000
Right of Way	DC/STATE	-	-	-	-	-	\$665,000	\$665,000
Right of Way	NHPP	-	-	-	-	-	\$3,561,000	\$3,561,000
Total Right of Way		-	-	-	-	-	\$4,226,000	\$4,226,000
Construction	TBD	-	-	-	-	-	\$71,000,000	\$71,000,000
Total Construction		-	-	-	-	-	\$71,000,000	\$71,000,000
Utility	DC/STATE	-	-	-	-	-	\$210,000	\$210,000
Utility	NHPP	-	-	-	-	-	\$1,890,000	\$1,890,000
Total Utility		-	-	-	-	-	\$2,100,000	\$2,100,000
Total Prior Costs		\$523,000	-	-	-	-	-	\$523,000
Total Future Costs		-	-	-	-	-	\$80,243,000	\$80,243,000
Total Programmed		\$523,000	\$1,592,000	\$1,593,000	\$500,000	-	\$80,243,000	\$84,451,000

**CURRENT
CHANGE
REASON**

Schedule / Funding / Scope- Update Cost change(s), Adding, decreasing, and shifting funds to reflect updated programmed project expenditures, project schedules, and future project funding needs. due to Adding, decreasing, and shifting funds to reflect updated programmed project expenditures, project schedules, and future project funding needs. These funds include includes funding in years prior to and beyond the FY 2023-2026 TPB TIP.



**FUNDING
CHANGES**

NHPP

- Decrease funds in FY 2022 in PE from \$473,000 to \$397,000
- Decrease funds in FY 2023 in PE from \$2,835,000 to \$1,210,000
- Decrease funds in FY 2024 in PE from \$2,835,000 to \$1,210,000
- Decrease funds in FY 2025 in PE from \$2,835,000 to \$475,000
- + Increase funds in FY 2027 in PE from \$0 to \$1,485,000
- + Increase funds in FY 2027 in ROW from \$0 to \$1,315,000
- + Increase funds in FY 2028 in PE from \$0 to \$1,140,000
- + Increase funds in FY 2028 in ROW from \$0 to \$2,246,000
- + Increase funds in FY 2028 in UT from \$0 to \$818,000
- + Increase funds in FY 2029 in UT from \$0 to \$1,072,000

DC/STATE

- + Increase funds in FY 2022 in PE from \$50,000 to \$126,000
- + Increase funds in FY 2023 in PE from \$300,000 to \$382,000
- + Increase funds in FY 2024 in PE from \$300,000 to \$383,000
- Decrease funds in FY 2025 in PE from \$300,000 to \$25,000
- + Increase funds in FY 2027 in PE from \$0 to \$165,000
- + Increase funds in FY 2027 in ROW from \$0 to \$415,000
- + Increase funds in FY 2028 in PE from \$0 to \$127,000
- + Increase funds in FY 2028 in ROW from \$0 to \$250,000
- + Increase funds in FY 2028 in UT from \$0 to \$91,000
- + Increase funds in FY 2029 in UT from \$0 to \$119,000

TBD

- Decrease funds in FY 2027 in OTHER from \$30,000 to \$0
- + Increase funds in FY 2030 in CON from \$0 to \$71,000,000

**FEDERAL
PROJECT
COST**

Increased from \$8,978,000 to \$11,368,000 (26.62%)

**TOTAL
PROJECT
COST**

Increased from \$9,958,000 to \$84,451,000 (748.07%)

T13665 - US 340 Ramp Modifications

Lead Agency
Maryland Department of
Transportation - State Highway
Administration

Project Type
Road - Interchange improvements

County
Frederick

From
-

Agency Project ID
-

Municipality
-

To
-

Completion Date
2027

Total Cost
\$17,079,000

Project Description

Extending acceleration ramps along US 340 at MD 17, MD 180 and US 15 NB

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$330,000	\$21,000	\$21,000	\$21,000	\$21,000	-	\$414,000
Preliminary Engineering	HSIP	-	\$392,000	\$392,000	\$392,000	\$392,000	-	\$1,568,000
Total Preliminary Engineering		\$330,000	\$413,000	\$413,000	\$413,000	\$413,000	-	\$1,982,000
Construction	DC/STATE	-	-	-	\$38,000	\$286,000	\$430,000	\$754,000
Construction	HSIP	-	-	-	\$731,000	\$5,442,000	\$8,170,000	\$14,343,000
Total Construction		-	-	-	\$769,000	\$5,728,000	\$8,600,000	\$15,097,000
Total Prior Costs		\$330,000	-	-	-	-	-	\$330,000
Total Future Costs		-	-	-	-	-	\$8,600,000	\$8,600,000
Total Programmed		\$330,000	\$413,000	\$413,000	\$1,182,000	\$6,141,000	\$8,600,000	\$17,079,000

CURRENT CHANGE REASON

New Project

FEDERAL PROJECT COST

Stays the same \$15,911,000

TOTAL PROJECT COST

Stays the same \$17,079,000

Attachment B: Financial Constraint - Maryland Agencies							
Fund Type	Prior	2023	2024	2025	2026	Future	Total
BUILD	\$0	\$0	\$4,720,000	\$47,024,000	\$0	\$0	\$51,744,000
Earmark - CPF	\$0	\$0	\$2,000,000	\$15,770,000	\$210,000	\$0	\$17,980,000
NHPP	\$0	\$228,739,157	\$274,464,253	\$183,238,076	\$252,362,656	\$0	\$938,804,142
Federal Subtotal	\$0	\$228,739,157	\$281,184,253	\$246,032,076	\$252,572,656	\$0	\$1,008,528,142
DC/STATE	\$0	\$137,733,665	\$108,391,014	\$98,812,523	\$87,905,678	\$0	\$432,842,880
State Subtotal	\$0	\$137,733,665	\$108,391,014	\$98,812,523	\$87,905,678	\$0	\$432,842,880
LOCAL	\$0	\$523,007,700	\$264,466,173	\$243,555,782	\$271,616,989	\$0	\$1,302,646,644
Local Subtotal	\$0	\$523,007,700	\$264,466,173	\$243,555,782	\$271,616,989	\$0	\$1,302,646,644
Grand Total	\$0	\$889,480,522	\$654,041,440	\$588,400,381	\$612,095,323	\$0	\$2,744,017,666



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

March 4, 2025

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

Dear Chair Walkinshaw:

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 one existing and one new project on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action updates the programmed expenditures and schedule in FY 2023-2026 for the I-95/I-495 Interchange at Medical Center Drive project, and shifts and programs funds outside the years of the TIP. Additionally, this amendment adds the US 340 Ramp Modifications as a new project to the TIP, and neither of these actions affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
11578	I-95/I-495 Interchange at Medical Center Drive	(\$ 5,720)	Adds new state funds for preliminary engineering, reduces federal funds for preliminary engineering shifts funds to out years.
13665	US 340 Ramp Modifications	\$8,149	Adds new project and new funds for preliminary engineering and construction.

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

The Honorable James Walkinshaw
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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. I will be happy to assist you.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

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

ATTN: OPPPD REGIONAL PLANNER KARI SNYDER
OPPPD REGIONAL PLANNER DAN JANOUSEK
OPPPD REGIONAL PLANNING MANAGER SHAWN KIERNAN

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)
CHIEF TARA PENDERS *TP* 2/26/2025

SUBJECT: REQUEST TO AMEND THE FISCAL YEAR (FY) 2023-2026
NATIONAL CAPITAL TRANSPORTATION PLANNING BOARD
(TPB) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE: FEBRUARY 26, 2025

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the 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
T11578	I-95/I-495 Interchange at Medical Center Drive	PE	(\$5,720,000)
T13665	US 340 Ramp Modifications	PE CO	\$1,652,000 \$6,497,000

ANALYSIS

I-95/I-495 Interchange at Medical Center Drive (T11578) – This amendment reflects the addition of \$165,000 in funds from the FY 2023-2026 TPB TIP preliminary engineering funding for TPB T6653 and the reduction of \$5,885,000 in preliminary engineering, which is a net decrease of \$5,720,000. The project’s total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$9,958,000 to \$84,451,000, which includes costs in years prior to and beyond the FY 2023-2026 TPB TIP. These costs include the addition of \$2,993,000 and a reduction of \$76,000 in programmed funds for the preliminary engineering phase in years prior to and beyond the FY 2023-2026 TPB TIP, which is a net increase of \$2,917,000. These costs also include \$4,226,000 in programmed funds for the right-of-way phase and the addition of \$2,100,000 in programmed fund for utilities in years beyond the FY 2023-2026 TPB TIP, and the reduction of \$30,000 in funds classified as “other” for FY 2030. These costs also include \$71,000,000 in anticipated construction funds beyond the FY 2023-2026 TPB TIP that are needed to complete the project.

US 340 Ramp Modifications (T13665) – This amendment reflects the addition of a new project into the FY 2023-2026 TPB TIP for the US 340 Ramp Modifications project. This amendment reflects the addition of \$1,652,000 in preliminary engineering funds and \$6,497,000 in construction funds to FY 2023-2026 TPB TIP for TPB T5838. The project’s total cost, as documented in the FY 2023-2026 TPB TIP, is \$17,079,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies’ latest economic estimates. The MDOT published funding details in the FY 2025-2030 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 RIPD Regional Planner, Mr. David Schlie, at 410-545-5674 or dschlie@mdot.maryland.gov.

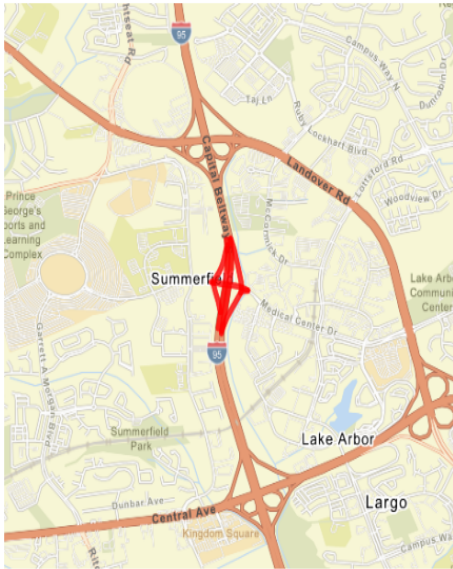
Ms. Michelle Martin
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ATTACHMENTS

- FY 2023-2026 TPB TIP project T11578 report
- FY 2022-2025 Maryland STIP project TPB 11578 report
- FY 2023-2026 TPB TIP project T13665 report
- FY 2022-2025 Maryland STIP project TPB 13665 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA
Ms. Lindsay Bobian, Team Leader, Highway Design Division, Office of Highway
Development (OHD), SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Eric Marabello, P.E., Director, OHD, SHA
Andrew Ratcliffe, P.E., District Engineer, District 7, SHA
Mr. David Rodgers, Regional Planner, RIPD, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA
Robert Stewart, P.E., PTOE, Team Leader, District 3 - Traffic, SHA
Mr. David Schlie, Regional Planner, RIPD, SHA
Ms. April Stitt, Chief, Engineering Systems Team, District 7, SHA

T11578 - I-95/I-495 Interchange at Medical Center Drive



Lead Agency
Maryland Department of Transportation - State Highway Administration

Project Type
Study/Planning/Research

County
Prince Georges

From
@ Medical Center Drive

Agency Project ID
PGA201 1

Municipality
-

To
-

Completion Date
2035

Total Cost
\$84,451,000

Project Description

The project is an upgrade to the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$126,000	\$382,000	\$383,000	\$25,000	-	\$292,000	\$1,208,000
Preliminary Engineering	NHPP	\$397,000	\$1,210,000	\$1,210,000	\$475,000	-	\$2,625,000	\$5,917,000
Total Preliminary Engineering		\$523,000	\$1,592,000	\$1,593,000	\$500,000	-	\$2,917,000	\$7,125,000
Right of Way	DC/STATE	-	-	-	-	-	\$665,000	\$665,000
Right of Way	NHPP	-	-	-	-	-	\$3,561,000	\$3,561,000
Total Right of Way		-	-	-	-	-	\$4,226,000	\$4,226,000
Construction	TBD	-	-	-	-	-	\$71,000,000	\$71,000,000
Total Construction		-	-	-	-	-	\$71,000,000	\$71,000,000
Utility	DC/STATE	-	-	-	-	-	\$210,000	\$210,000
Utility	NHPP	-	-	-	-	-	\$1,890,000	\$1,890,000
Total Utility		-	-	-	-	-	\$2,100,000	\$2,100,000
Total Prior Costs		\$523,000	-	-	-	-	-	\$523,000
Total Future Costs		-	-	-	-	-	\$80,243,000	\$80,243,000
Total Programmed		\$523,000	\$1,592,000	\$1,593,000	\$500,000	-	\$80,243,000	\$84,451,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11578 MC# 22-39 Approved 9/7/2022


SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-95/I-495 Interchange at Medical Center Drive (PGA201)	A	Nonattainment/TPB tbd	PACM/CE - Pending; Summer 2025	\$ 8,978	\$ 950	\$ 9,928
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-PG-1 FY 2023	\$ (5,686)	\$ (34)	\$ (5,720)

Description A project to upgrade the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive).

Justification The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

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	\$ 523	\$ 3,135	\$ 3,135	\$ 3,135	\$ 9,928
		Federal	\$ 473	\$ 2,835	\$ 2,835	\$ 2,835	\$ 8,978
		State/Local	\$ 50	\$ 300	\$ 300	\$ 300	\$ 950
	Proposed (000s)	Total	\$ 523	\$ 1,592	\$ 1,593	\$ 500	\$ 4,208
		Federal	\$ 397	\$ 1,210	\$ 1,210	\$ 475	\$ 3,292
		State/Local	\$ 126	\$ 382	\$ 383	\$ 25	\$ 916
	Change (000s)	Total	\$ -	\$ (1,543)	\$ (1,542)	\$ (2,635)	\$ (5,720)
		Federal	\$ (76)	\$ (1,625)	\$ (1,625)	\$ (2,360)	\$ (5,686)
		State/Local	\$ 76	\$ 82	\$ 83	\$ (275)	\$ (34)

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 473	\$ -	\$ 2,835	\$ -	\$ 2,835	\$ -	\$ 2,835	\$ -	\$ 8,978	\$ -	\$ 8,978
	State	\$ -	\$ 50	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 950	\$ 950
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 473	\$ 50	\$ 2,835	\$ 300	\$ 2,835	\$ 300	\$ 2,835	\$ 300	\$ 8,978	\$ 950	\$ 9,928
Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 397	\$ -	\$ 1,210	\$ -	\$ 1,210	\$ -	\$ 475	\$ -	\$ 3,292	\$ -	\$ 3,292
	State	\$ -	\$ 126	\$ -	\$ 382	\$ -	\$ 383	\$ -	\$ 25	\$ -	\$ 916	\$ 916
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 397	\$ 126	\$ 1,210	\$ 382	\$ 1,210	\$ 383	\$ 475	\$ 25	\$ 3,292	\$ 916	\$ 4,208

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
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ (76)	\$ -	\$ (1,625)	\$ -	\$ (1,625)	\$ -	\$ (2,360)	\$ -	\$ (5,686)	\$ -	\$ (5,686)
	State	\$ -	\$ 76	\$ -	\$ 82	\$ -	\$ 83	\$ -	\$ (275)	\$ -	\$ (34)	\$ (34)
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ (76)	\$ 76	\$ (1,625)	\$ 82	\$ (1,625)	\$ 83	\$ (2,360)	\$ (275)	\$ (5,686)	\$ (34)	\$ (5,720)
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost
Federal		\$ -		Federal		\$ 3,292		Federal		\$ 8,076		Federal \$ 11,368
State/Local		\$ -		State/Local		\$ 916		State/Local/Other*		\$ 72,167		State/Local/Other* \$ 73,083
Total		\$ -		Total		\$ 4,208		Total		\$ 80,243		Total \$ 84,451

T13665 - US 340 Ramp Modifications

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Road - Interchange improvements
County	Frederick
From	-
Agency Project ID	-
Municipality	-
To	-
Completion Date	2027
Total Cost	\$17,079,000
Project Description	Extending acceleration ramps along US 340 at MD 17, MD 180 and US 15 NB

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	\$330,000	\$21,000	\$21,000	\$21,000	\$21,000	-	\$414,000
Preliminary Engineering	HSIP	-	\$392,000	\$392,000	\$392,000	\$392,000	-	\$1,568,000
Total Preliminary Engineering		\$330,000	\$413,000	\$413,000	\$413,000	\$413,000	-	\$1,982,000
Construction	DC/STATE	-	-	-	\$38,000	\$286,000	\$430,000	\$754,000
Construction	HSIP	-	-	-	\$731,000	\$5,442,000	\$8,170,000	\$14,343,000
Total Construction		-	-	-	\$769,000	\$5,728,000	\$8,600,000	\$15,097,000
Total Prior Costs		\$330,000	-	-	-	-	-	\$330,000
Total Future Costs		-	-	-	-	-	\$8,600,000	\$8,600,000
Total Programmed		\$330,000	\$413,000	\$413,000	\$1,182,000	\$6,141,000	\$8,600,000	\$17,079,000


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 13665

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 340 Ramp Modifications (FR7021)	A	Exempt	PCE 2024	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	SHA-F-8	\$ 1,907	\$ 156	\$ 2,063
Description	Extending acceleration ramps along US 340 at MD 17, MD 180, and US 15 NB					
Justification	Project will increase safety by eliminating a yield/no-merge configuration at five entrance ramps					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction fundin	Proposed (000s)	Total	\$ 55	\$ 413	\$ 413	\$ 1,182	\$ 2,063
		Federal	\$ -	\$ 392	\$ 392	\$ 1,123	\$ 1,907
		State/Local	\$ 55	\$ 21	\$ 21	\$ 59	\$ 156
 MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Total	\$ 55	\$ 413	\$ 413	\$ 1,182	\$ 2,063
		Federal	\$ -	\$ 392	\$ 392	\$ 1,123	\$ 1,907
		State/Local	\$ 55	\$ 21	\$ 21	\$ 59	\$ 156

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	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	HSIP	\$ -	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 1,176	\$ -	\$ 1,176
	State	\$ -	\$ 55	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 118	\$ 118
RW	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 731	\$ -	\$ 731	\$ -	\$ 731
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38	\$ -	\$ 38	\$ 38
Total		\$ -	\$ 55	\$ 392	\$ 21	\$ 392	\$ 21	\$ 1,123	\$ 59	\$ 1,907	\$ 156	\$ 2,063

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	HSIP	\$ -	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 1,176	\$ -	\$ 1,176
	State	\$ -	\$ 55	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 118	\$ 118
RW	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 731	\$ -	\$ 731	\$ -	\$ 731
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38	\$ -	\$ 38	\$ 38
Total		\$ -	\$ 55	\$ 392	\$ 21	\$ 392	\$ 21	\$ 1,123	\$ 59	\$ 1,907	\$ 156	\$ 2,063
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)			Balance to Complete (≥ FY 2026)			Total Project Cost			
Federal			\$ -	Federal			\$ 1,907	Federal			\$ 14,004	Federal \$ 15,911
State/Local			\$ 275	State/Local			\$ 156	State/Local			\$ 737	State/Local \$ 1,168
Total			\$ 275	Total			\$ 2,063	Total			\$ 14,741	Total \$ 17,079

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 23-57.2 WHICH ADDS A NEW PROJECT FOR THE
NORTH BETHESDA METRO STATION IMPROVEMENTS, 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 23-57.2 which adds a new project, **North Bethesda Metro Station Improvements (T13666)**, with \$29.8 million programmed for construction in the 4-year TIP program, with additional funding planned for years beyond 2026 will bring the total project cost to \$37.9 million, as described in the attached materials; and

WHEREAS, the review and processing of the amendments included in this TIP Action have been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-57.2 creating the 57th amended version of the FY 2023-2026 TIP, and the draft amendments were posted on the TPB's Steering Committee meeting page seven days in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY23-26/Amendments; 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, full funding for this project was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Amendment Overview reports showing how the amended project records will appear in the TIP following approval, along with a complete listing of all changes made for this newest approved version of the record.
- ATTACHMENT B) Financial Constraint Summary Table demonstrating financial constraint.
- ATTACHMENT C) Letter from MCDOT dated February 21, 2025, requesting the amendment, 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 23-57.2 which adds a new project, **North Bethesda Metro Station Improvements (T13666)**, with \$29.8 million programmed for construction in the 4-year TIP program, with additional funding planned for years beyond 2026 will bring the total project cost to \$37.9 million, as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, March 7, 2025.

ATTACHMENT A

T13666 - North Bethesda Metro Station Improvements

Lead Agency
Montgomery County

Project Type
Rail/Fixed Guideways -
Metrorail/Commuter Rail

County
-

From
-

Agency Project ID
-

Municipality
-

To
-

Completion Date
2030

Total Cost
\$37,915,000

Project Description

This project proposes a comprehensive suite of investments that facilitate safer, more direct access to the North Bethesda Metrorail station and surrounding destinations. The keystone of this project is a new entrance to the North Bethesda Metro Station, which will improve travel time and safety for station users. A new transit plaza will safely and directly connect the station to two future Bus Rapid Transit ("BRT") lines. The project will leverage a public-private partnership to supplement public funding which will enable significant long term private investment around the station entrance, including an estimated 1.9M square feet of mixed-use development with a life sciences focus. Together, these investments will support the growth and economy of North Bethesda, one of the fastest growing areas of the Washington Metropolitan region.

This project is linked to Montgomery County CIP project P501914 (North Bethesda Metro Station Northern Entrance).

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Construction	BUILD	-	-	-	\$24,800,000	-	-	\$24,800,000
Construction	Earmark - CPF	-	-	-	\$5,000,000	-	-	\$5,000,000
Construction	LOCAL	-	-	-	-	-	\$8,115,000	\$8,115,000
Total Construction		-	-	-	\$29,800,000	-	\$8,115,000	\$37,915,000
Total Future Costs		-	-	-	-	-	\$8,115,000	\$8,115,000
Total Programmed		-	-	-	\$29,800,000	-	\$8,115,000	\$37,915,000

CURRENT CHANGE REASON

New Project

FEDERAL PROJECT COST

Stays the same \$24,800,000

TOTAL PROJECT COST

Stays the same \$37,915,000



Attachment B: Financial Constraint - Maryland Agencies							
Fund Type	Prior	2023	2024	2025	2026	Future	Total
BUILD	\$0	\$0	\$4,720,000	\$47,024,000	\$0	\$0	\$51,744,000
Earmark - CPF	\$0	\$0	\$2,000,000	\$15,770,000	\$210,000	\$0	\$17,980,000
NHPP	\$0	\$228,739,157	\$274,464,253	\$183,238,076	\$252,362,656	\$0	\$938,804,142
Federal Subtotal	\$0	\$228,739,157	\$281,184,253	\$246,032,076	\$252,572,656	\$0	\$1,008,528,142
DC/STATE	\$0	\$137,733,665	\$108,391,014	\$98,812,523	\$87,905,678	\$0	\$432,842,880
State Subtotal	\$0	\$137,733,665	\$108,391,014	\$98,812,523	\$87,905,678	\$0	\$432,842,880
LOCAL	\$0	\$523,007,700	\$264,466,173	\$243,555,782	\$271,616,989	\$0	\$1,302,646,644
Local Subtotal	\$0	\$523,007,700	\$264,466,173	\$243,555,782	\$271,616,989	\$0	\$1,302,646,644
Grand Total	\$0	\$889,480,522	\$654,041,440	\$588,400,381	\$612,095,323	\$0	\$2,744,017,666



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

February 21, 2025

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) is proposing a new project, North Bethesda Metro Station Improvements (T13666), to amend the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP). The project will provide a comprehensive suite of investments that facilitate safer, more direct access to the North Bethesda Metrorail station. The keystone of this project is a new northern entrance to the station, which will improve travel time and safety for station users. The project will leverage a public-private partnership to supplement public funding which will enable significant long term private investment around the station entrance, including an estimated 1.9M square feet of mixed-use development with a life sciences focus. Together, these investments will support the growth and economy of North Bethesda, one of the fastest growing areas of the Washington Metropolitan region.

The amendment is necessary to obligate federal funding. The project is programmed for \$37.9 million through FY 2030. It will be funded through a \$24.8 million grant award through the FTA BUILD program, \$5 million through Congressional Community Project Funding, and \$8.1 million local match (35%). Additional funding is anticipated through joint efforts with WMATA in the near future.

Montgomery County requests this amendment be approved by the TPB Steering Committee at its March 7, 2025 meeting. Following approval of this TIP amendment, we will send a copy of the approval and request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin to obligate the federal funding.

Office of the Director

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

www.montgomerycountymd.gov/mcdot

Located one block west of the Rockville Metro Station

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 or Corey Pitts corey.pitts@montgomerycountymd.gov.

Sincerely,

A handwritten signature in black ink that reads "Haley Peckett". The signature is written in a cursive, flowing style.

Haley Peckett
Deputy Director of Transportation Policy

cc: Kanti Srikanth, Director of Transportation Planning, WMCOG
Kari Synder, Regional Planner, Maryland Department of Transportation
Corey Pitts, MCDOT
Chris Van Alstyne, MCDOT

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

RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE REVISIONS UNDER TIP ACTION 23-57.3 WHICH ADD FUNDING TO THE STERLING BOULEVARD AND UNIVERSITY BOULEVARD CONSTRUCTION PROJECTS IN LOUDOUN AND PRINCE WILLIAM COUNTIES, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

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

WHEREAS, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-57.3, which adds approximately \$50.9 million for the **Sterling Boulevard – 4 Lane Construction on New Alignment (T6663)** project in Loudoun County and approximately \$95.2 million for the **University Boulevard Extension (Devlin Road to Wellington Road) (T6695)** in Prince William County, as described in the attached materials; and

WHEREAS, the review and processing of the amendments included in this TIP Action have been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-57.3 creating the 57th amended version of the FY 2023-2026 TIP, and the draft amendments were posted on the TPB's Steering Committee meeting page seven days in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY23-26/Amendments; and

WHEREAS, both roadway projects are included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

WHEREAS, full funding for both projects in this TIP Action was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, both of the project records in this TIP Action had related record in the TPB's Metropolitan Transportation Plan (MTP) that held data on funding for future phases and for conformity analysis and this TIP Action effectively transfers the funding and conformity data from Sterling Boulevard (CE3329) and University Boulevard (CE3810) to T6663 and T6695 respectively; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Amendment Overview reports showing how the amended project records will appear in the TIP following approval, along with a complete listing of all changes made for this newest approved version of the record.
- ATTACHMENT B) Financial Constraint Summary Table demonstrating financial constraint.
- ATTACHMENT C) Letters from VDOT and Prince William County dated March 4 and February 21, 2025 respectively, requesting the amendment,

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 and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-57.3 which adds approximately \$50.9 million for the **Sterling Boulevard – 4 Lane Construction on New Alignment (T6663)** project in Loudoun County and approximately \$95.2 million for the **University Boulevard Extension (Devlin Road to Wellington Road) (T6695)** in Prince William County, as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, March 7, 2025.

ATTACHMENT A

T6663 - STERLING BOULEVARD - 4 LANE CONSTRUCTION ON NEW ALIGNMENT

Lead Agency	VDOT
Agency Project ID	105783
Project Type	Road - New Construction
County	Loudoun
Facility:	VA 8940 University Blvd.
From	VA 625 Pacific Blvd
To	VA 634 Moran Road
Completion Date	2027
Total Cost	\$76,985,675
Project Description	The construction project will complete an existing gap by providing a 4 lane divided facility from Pacific Boulevard to Moran Road.



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
PE	LOCAL	\$1,000,000	-	-	-	-	-	\$1,000,000
PE	REVSH	\$1,000,000	-	-	-	-	-	\$1,000,000
Total PE		\$2,000,000	-	-	-	-	-	\$2,000,000
ROW	LOCAL	-	-	-	\$32,099,753	-	-	\$32,099,753
ROW	REVSH	-	-	-	\$8,950,000	-	-	\$8,950,000
Total ROW		-	-	-	\$41,049,753	-	-	\$41,049,753
CON	LOCAL	-	-	-	\$33,935,922	-	-	\$33,935,922
Total CON		-	-	-	\$33,935,922	-	-	\$33,935,922
Total Prior Costs		\$2,000,000	-	-	-	-	-	\$2,000,000
Four-Year Program Total		\$2,000,000	-	-	\$74,985,675	-	-	\$76,985,675

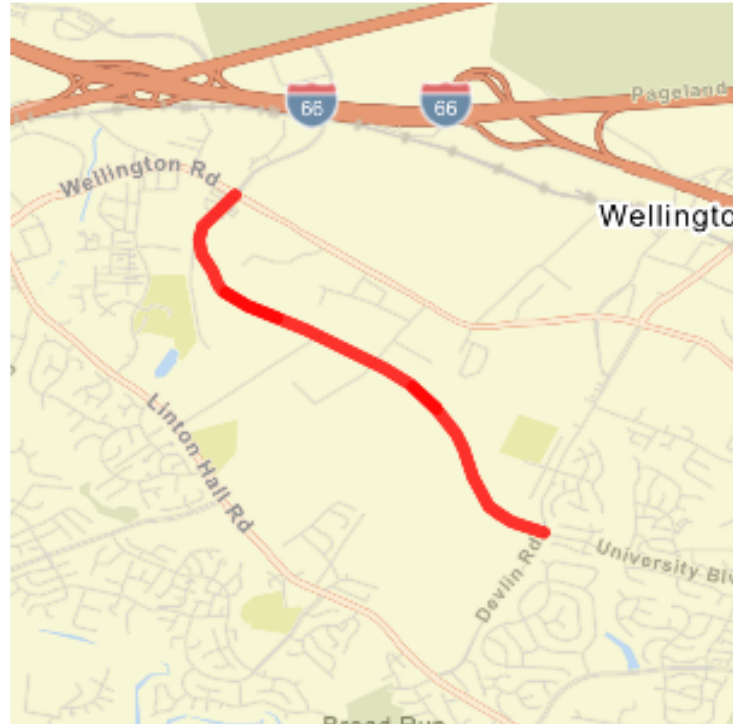
Current Change Reason	Schedule / Funding / Scope- Update Cost change(s)
Funding Changes	<p>TBD</p> <ul style="list-style-type: none"> - Decrease funds in FY 2027 in OTHER from \$16,200,000 to \$0 REVSH - Decrease funds in FY 2019 in PE from \$2,000,000 to \$0 - Decrease funds in FY 2021 in ROW from \$5,900,000 to \$0

+ Increase funds in FY 2022 in PE from \$0 to \$1,000,000
 + Increase funds in FY 2025 in ROW from \$0 to \$8,950,000
 LOCAL
 + Increase funds in FY 2022 in PE from \$0 to \$1,000,000
 + Increase funds in FY 2025 in ROW from \$0 to \$8,950,000
 + Increase funds in FY 2025 in ROW from \$0 to \$23,149,753
 + Increase funds in FY 2025 in CON from \$0 to \$33,935,922

Federal Project Cost	Stays the same \$0
Total Project Cost	Increased from \$24,100,000 to \$76,985,675 (219.44%)

T6695 - University Blvd Extension (Devlin Rd to Wellington Rd)

Lead Agency	VDOT
Agency Project ID	118313
Project Type	Road - New Construction
County	Prince William
Facility	University Boulevard
From	Devlin Road
To	Wellington Road
Completion Date	2035
Total Cost	\$105,233,236
Project Description	This project consists of ex-tending University Boulevard from Devlin Road to Wellington Rd, as a 4-lane roadway (half section) with four (4) 12-foot travel lanes, a 5-foot sidewalk and a 10-foot shared use path. The project will include sig-nalizing the new intersection of Devlin Road at University Boulevard.



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
PE	DC/STATE	-	-	-	\$1,400,000	-	-	\$1,400,000
PE	RSTP	-	-	-	\$5,600,000	-	-	\$5,600,000
Total PE		-	-	-	\$7,000,000	-	-	\$7,000,000
ROW	DC/STATE	-	-		\$1,600,000	-	-	\$1,600,000
ROW	LOCAL	-	-	\$4,927,118	-	-	-	\$4,927,118
ROW	REVSH	-	-	\$4,927,118		-	-	\$4,927,118
ROW	RSTP	-	-	-	\$6,400,000	-	-	\$6,400,000
Total ROW		-	-	\$9,854,236	\$8,000,000	-	-	\$17,854,236
CON	DC/STATE	-	-	-	\$772,000	\$2,703,800	\$1,500,000	\$4,975,800
CON	LOCAL	-	-	-	-	-	\$5,000,000	\$5,000,000
CON	NVTA	-	-	-	\$53,000,000	-	-	\$53,000,000
CON	REVSH	-	-	-	-	-	\$3,500,000	\$3,500,000
CON	RSTP	-	-	-	\$3,088,000	\$10,815,200	-	\$13,903,200
Total CON		-	-	-	\$56,860,000	\$13,519,000	\$10,000,000	\$80,379,000
Total Future Costs		-	-	-	-	-	\$10,000,000	\$10,000,000
Four-Year Program Total		-	-	\$9,854,236	\$71,860,000	\$13,519,000	\$10,000,000	\$105,233,236

Current Change Reason	Schedule / Funding / Scope- Update Schedule Change(s) - Programming Up-date
Funding Changes	<p>NVTA</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$53,000,000</p> <p>RSTP</p> <p>- Decrease funds in FY 2025 in PE from \$5,600,000 to \$0</p> <p>- Decrease funds in FY 2027 in ROW from \$14,400,000 to \$0</p> <p>+ Increase funds in FY 2025 in PE from \$0 to \$5,600,000</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$3,088,000</p> <p>+ Increase funds in FY 2025 in ROW from \$0 to \$6,400,000</p> <p>+ Increase funds in FY 2026 in CON from \$0 to \$10,815,200</p> <p>DC/STATE</p> <p>- Decrease funds in FY 2025 in PE from \$1,400,000 to \$0</p> <p>- Decrease funds in FY 2027 in ROW from \$3,600,000 to \$0</p> <p>+ Increase funds in FY 2025 in PE from \$0 to \$1,400,000</p> <p>+ Increase funds in FY 2025 in ROW from \$0 to \$1,600,000</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$772,000</p> <p>+ Increase funds in FY 2027 in CON from \$0 to \$1,500,000</p> <p>+ Increase funds in FY 2026 in CON from \$0 to \$2,703,800</p> <p>LOCAL</p> <p>+ Increase funds in FY 2027 in CON from \$0 to \$1,500,000</p> <p>+ Increase funds in FY 2024 in ROW from \$0 to \$4,927,118</p> <p>+ Increase funds in FY 2028 in CON from \$0 to \$3,500,000</p> <p>REVSH</p> <p>+ Increase funds in FY 2024 in ROW from \$0 to \$4,927,118</p> <p>+ Increase funds in FY 2028 in CON from \$0 to \$3,500,000</p>
Federal Project Cost	Increased from \$20,000,000 to \$25,903,200 (29.52%)
Total Project Cost	Increased from \$25,000,000 to \$105,233,236 (320.93%)

ATTACHMENT B
PROGRAMMED SUMMARY BY FUND

Fund Type	2023	2024	2025	2026	Total
FEDERAL					
RSTP	\$21,735,812	\$126,052,392	\$17,178,797	\$15,480,496	\$505,227,118
Federal Subtotal	\$21,735,812	\$126,052,392	\$17,178,797	\$15,480,496	\$505,227,118
STATE & LOCAL					
State	\$192,722,200	\$1,128,830,144	\$332,017,740	\$442,310,332	\$4,071,655,323
Local	\$192,722,200	\$1,128,830,144	\$332,017,740	\$442,310,332	\$4,071,655,323
NVTA	\$349,340,038	\$426,087,034	\$102,300,000	\$3,000,000	\$1,507,035,887
State & Local Subtotal	\$349,340,038	\$426,087,034	\$102,300,000	\$3,000,000	\$1,508,935,887
OTHER					
REVSH	\$31,647,148	\$3,423,203	\$11,378,965	\$0	\$98,537,316
Other Subtotal	\$31,647,148	\$3,423,203	\$11,378,965	\$	\$98,537,316
Grand Total	\$595,445,198	\$1,684,392,773	\$462,875,502	\$460,790,828	\$6,184,355,644

This table provides the Northern Virginia sub-regional totals of all Highway Infrastructure and Public Transit program funding sources included in this TIP Action as programmed between FY 2023-2026.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

March 4, 2025

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 20002-4201

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

1. Sterling Blvd – 4 Lane Construction on New Alignment (TIP ID T6663 / UPC 105783)
2. University Blvd Extension (Devlin Rd to Wellington Rd) (TIP ID T6695 / UPC 118313)

Dear Chair Walkinshaw:

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

Sterling Blvd – 4 Lane Construction on New Alignment (TIP ID T6663 / UPC 105783)

This construction project along Sterling Blvd will complete an existing gap by providing a 4-lane divided roadway from Pacific Blvd to Moran Road and will include pedestrian accommodations throughout the project limits. This amendment is needed to reflect an update in the project cost to include local funding in the RW and CN phases. It was included in the financial analysis and the air quality conformity analysis for Visualize 2045 (2022 Update) and the FY 2023-2026 TIP. The proposed amendment will:

- Add \$1,000,000 (REV SH) Prior FFY for PE Phase
- Add \$1,000,000 (Local) Prior FFY for PE Phase
- Add \$8,950,000 (REV SH) FFY25 for RW Phase
- Add \$8,950,000 (Local) FFY25 RW Phase
- Add \$23,149,753 (Local) FFY25 RW Phase
- Add \$33,935,922 (Local) FFY25 CN Phase

University Blvd Extension (Devlin Rd to Wellington Rd) (TIP ID T6695 / UPC 118313)

This project will construct a new roadway to include 4 travel lanes and will include a 10-foot SUP and 5-foot sidewalk which enhances traffic safety and congestion. This amendment is necessary as it updates the project scope and costs to include funding in the PE, ROW, and CN phases. This project will be fully funded which allows VDOT to issue the Notice To Proceed (NTP) for the County to begin the Design-Build process. It was included in the financial analysis and the air quality conformity analysis for Visualize 2045 (2022 Update) and the FY 2023-2026 TIP. The proposed amendment will:

Hon. Walkinshaw
March 4, 2025
Page Two

- Add \$4,927,118 (REV SH) FFY24 RW Phase
- Add \$4,927,118 (Local) FFY24 RW Phase
- Add \$5,600,000 (RSTP) FFY25 for PE Phase
- Add \$1,400,000 (State) FFY25 for PE Phase
- Add \$6,400,000 (RSTP) FFY25 RW Phase
- Add \$1,600,000 (State) FFY25 RW Phase
- Add \$53,000,000 (NVTa) FFY25 for CN Phase
- Add \$3,088,000 (RSTP) FFY25 for CN Phase
- Add \$772,000 (State) FFY25 for CN Phase
- Add \$10,815,200 (RSTP) FFY26 for CN Phase
- Add \$2,703,800 (State) FFY26 for CN Phase
- Add \$1,500,000 (REV SH) FFY27 for CN Phase
- Add \$1,500,000 (Local) FFY27 for CN Phase
- Add \$3,500,000 (REV SH) FFY28 for CN Phase
- Add \$3,500,000 (Local) FFY28 for CN Phase

VDOT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on March 7, 2025. VDOT and county representatives will be available to answer any questions about these amendment requests.

Thank you for your consideration of this matter.

Sincerely,



Bill Cuttler, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Ms. Regina Moore, AICP, PTP, VDOT-NoVA



February 21, 2025

Maria Sinner
Assistant District Administrator
Planning & Investment Management
Northern Virginia
Virginia Department of Transportation

Dear Ms. Sinner,

Prince William County's Department of Transportation requests that the Virginia Department of Transportation (VDOT) approve the following amendment of the National Capital Region Transportation Planning Board's Fiscal Year 2023-2026 Transportation Improvement Program (TIP) for one existing project as described below.

This project will construct a new roadway to include 4 travel lanes and will include a 10-foot shared-use path and a 5-foot sidewalk enhancing traffic safety and congestion. This amendment is necessary as it updates the project scope and costs to include CN phase funding of \$53M from the Northern Virginia Transportation Authority and an additional \$17.38M RSTP between Fiscal Years 2025 - 2026. Additional RSTP and Revenue Sharing funds are programmed for Fiscal Years 2027 - 2028. This amendment allows VDOT to issue the Notice to Proceed (NTP) for the County to begin the Design-Build process. The project was included in the financial analysis and the air quality conformity analysis for Visualize 2045 (2022 Update) and the FY23-26 TIP.

TIP ID	Project	Comment
T6695	University Blvd Extension (Devlin Rd to Wellington Rd)	This amendment updates the project scope and programs the full project amount as illustrated in UPC 118313.

Sincerely,



for PC.

Ricardo Canizales
Director of Transportation

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 23-57.3 WHICH ADDS FUNDS TO TWO BUS REPLACEMENT PROGRAMS AND A COMMUTER ASSISTANCE PROGRAM FOR THE POTOMAC & RAPPAHANNOCK TRANSPORTATION COMMISSION (PRTC), AND ADDS FUNDS FOR A NEW OPERATING EASEMENT AND A NEW STORAGE REPLACEMENT FACILITY, AND DEPROGRAMS FUNDS FOR IMPROVEMENTS TO A STORAGE YARD FOR VIRGINIA RAILWAY EXPRESS (VRE), AS REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL & PUBLIC TRANSPORTATION (DRPT)

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, VDRPT has requested a set of amendments to the FY 2023-2026 TIP to include TIP Action 23-57.3, which adds approximately \$7.8 million for the three PRTC programs, approximately \$17.3 million for the new operating easement and replacement storage facility, while releasing \$99.5 million from planned storage yard improvements, as listed and described at the end of this resolution described in the attached materials; and

WHEREAS, the review and processing of the amendments included in this TIP Action have been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-57.3 creating the 57th amended version of the FY 2023-2026 TIP, and the draft amendments were posted on the TPB's Steering Committee meeting page seven days in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY23-26/Amendments; and

WHEREAS, all six of the transit 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, full funding for all projects and programs in this TIP Action was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Amendment Overview reports showing how the amended project and program records will appear in the TIP following approval, along with a complete listing of all changes made for the most recently approved record version(s),
- ATTACHMENT B) Financial Constraint Summary Table demonstrating that the TIP is fiscally constrained.
- ATTACHMENT C) Letters from DRPT and PRTC dated February 21, 2025 requesting the amendment, 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 and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-57.3 which adds approximately \$7.8 million for the three PRTC programs, approximately \$17.3 million for the new operating easement and replacement storage facility, while releasing \$99.5 million from planned storage yard improvements, as listed and described below and in the attached materials.

TIP ID	TITLE	COST BEFORE	COST AFTER	COST CHANGE
T6629	PRTC Commuter Assistance Program	\$696,968	\$2,188,276	\$1,491,308
T6630	Bus Replacement (OMNIRIDE Express Commuter Buses)	\$7,220,000	\$11,331,941	\$4,111,941
T4506	PRTC – Bus Acquisition / Replacement Program	\$3,312,505	\$5,562,505	\$2,250,000
T13667 (NEW)	VRE Property Acquisition for Manassas Line Operating Easement	\$0	\$10,569,400	\$10,569,400
T13668 (NEW)	VRE Seminary Yard Midday Storage Replacement Facility	\$0	\$6,774,870	\$6,774,870
T4070	VRE Storage Yard Improvements	\$151,650,140	\$52,183,631	-\$99,466,509

Adopted by the TPB Steering Committee at its meeting on Friday March 7, 2025

T4506 - PRTC - Bus Acquisition / Replacement Program

Lead Agency		PRTC				
Project Type		Bus/BRT - Capital/SGR				
County		Prince William				
Agency Project ID		PRTC005 (T158)				
Total Cost		\$5,562,505				
Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Other	DC/STATE	-	\$538,401	\$360,000	-	\$898,401
Other	LOCAL	-	\$132,100	\$90,000	-	\$222,100
Other	S. 5307	-	-	\$391,614	-	\$391,614
Other	S. 5337-SGR	-	\$1,383,853	\$976,440	-	\$2,360,293
Other	S. 5339	-	\$1,258,151	\$431,946	-	\$1,690,097
Total Other		-	\$3,312,505	\$2,250,000	-	\$5,562,505
Four-Year Program Total		-	\$3,312,505	\$2,250,000	-	\$5,562,505

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s)
Funding Changes	S. 5339 + Increase funds in FY 2025 in OTHER from \$0 to \$431,946 S. 5337-SGR + Increase funds in FY 2025 in OTHER from \$0 to \$976,440 LOCAL + Increase funds in FY 2025 in OTHER from \$0 to \$90,000 DC/STATE + Increase funds in FY 2025 in OTHER from \$0 to \$360,000 S. 5307 + Increase funds in FY 2025 in OTHER from \$0 to \$391,614
Federal Project Cost	Increased from \$2,642,004 to \$4,442,004 (68.13%)
Total Project Cost	Increased from \$3,312,505 to \$5,562,505 (67.92%)

T6629 - PRTC COMMUTER ASSISTANCE PROGRAM

Lead Agency	PRTC
Project Type	TDM/Micromobility - Ridesharing
County	-
From	-
Agency Project ID	T21457
Municipality	-
To	-
Completion Date	2050
Total Cost	\$2,188,276
Project Description	PRTC COMMUTER ASSISTANCE PROGRAM

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Other	CMAQ	-	-	\$557,574	\$1,193,045	-	-	\$1,750,619
Other	DC/STATE	-	-	\$139,394	\$298,263	-	-	\$437,657
Total Other		-	-	\$696,968	\$1,491,308	-	-	\$2,188,276
Total Pro-programmed		-	-	\$696,968	\$1,491,308	-	-	\$2,188,276

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s)
Funding Changes	CMAQ + Increase funds in FY 2025 in OTHER from \$0 to \$1,193,045 DC/STATE + Increase funds in FY 2025 in OTHER from \$0 to \$298,263
Federal Project Cost	Increased from \$557,574 to \$1,750,619 (213.97%)
Total Project Cost	Increased from \$696,968 to \$2,188,276 (213.97%)

T6630 - BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)

Lead Agency	PRTC
Project Type	Bus/BRT - Capital/SGR
County	-
From	-
Agency Project ID	T21459
Municipality	-
To	-
Completion Date	2050
Total Cost	\$11,331,941
Project Description	BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Other	CMAQ	-	-	\$5,776,000	\$3,289,553	-	-	\$9,065,553
Other	DC/STATE	-	-	\$1,444,000	\$822,388	-	-	\$2,266,388
Total Other		-	-	\$7,220,000	\$4,111,941	-	-	\$11,331,941
Total Pro-programmed		-	-	\$7,220,000	\$4,111,941	-	-	\$11,331,941

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s)
Funding Changes	CMAQ + Increase funds in FY 2025 in OTHER from \$0 to \$3,289,553 DC/STATE + Increase funds in FY 2025 in OTHER from \$0 to \$822,388
Federal Project Cost	Increased from \$5,776,000 to \$9,065,553 (56.95%)
Total Project Cost	Increased from \$7,220,000 to \$11,331,941 (56.95%)

T13667 - VRE Property Acquisition for Manassas Line Operating Easement

Lead Agency	VRE
Project Type	Rail/Fixed Guideways - Capital/SGR
County	Fairfax, Prince William
From	-
Agency Project ID	-
Municipality	City of Alexandria, City of Manassas, City of Manassas Park
To	-
Completion Date	2027
Total Cost	\$77,847,000
Project Description	VRE will acquire a permanent operating easement from the Virginia Passenger Rail Authority (VPRA) over about 23.5 miles of the Manassas Line railroad right-of-way (ROW) from a point at or near the Grant Avenue bridge in the City Manassas, Milepost (MP) 32.75, to MP 10.76 at or near Telegraph Road in the City of Alexandria, VA. Acquisition of the property will provide long-term access to the ROW for the operation of VRE rail transit service.



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Right of Way	LOCAL	-	-	-	\$10,569,400	-	\$5,000,000	\$15,569,400
Right of Way	S. 5307	-	-	-	-	-	\$31,138,800	\$31,138,800
Right of Way	S. 5337-SGR	-	-	-	-	-	\$31,138,800	\$31,138,800
Total Right of Way		-	-	-	\$10,569,400	-	\$67,277,600	\$77,847,000
Total Future Costs		-	-	-	-	-	\$67,277,600	\$67,277,600
Total Programmed		-	-	-	\$10,569,400	-	\$67,277,600	\$77,847,000

Current Change Reason	New Project
Federal Project Cost	Stays the same \$62,277,600
Total Project Cost	Stays the same \$77,847,000

T13668 - VRE Seminary Yard Midday Storage Replacement Facility

Lead Agency	VRE
Project Type	Rail/Fixed Guideways - Capital/SGR
County	-
From	-
Agency Project ID	-
Municipality	City of Alexandria
To	-
Completion Date	2026
Total Cost	\$6,774,840
Project Description	This project includes the design, permitting, and phased construction for a VRE mid-day storage facility and related track/access improvements. The new facility will be located in Alexandria, VA at the Seminary Yard site, which is proximate to the converging point of VRE's Fredericksburg line and Manassas Line and will be able to accommodate VRE's storage needs.



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	LOCAL	-	-	-	\$154,968	-	-	\$154,968
Preliminary Engineering	S. 5337-SGR	-	-	-	\$619,872	-	-	\$619,872
Total Preliminary Engineering		-	-	-	\$774,840	-	-	\$774,840
Construction	LOCAL	-	-	-	-	\$1,200,000	-	\$1,200,000
Construction	S. 5337-SGR	-	-	-	-	\$4,800,000	-	\$4,800,000
Total Construction		-	-	-	-	\$6,000,000	-	\$6,000,000
Total Programmed		-	-	-	\$774,840	\$6,000,000	-	\$6,774,840

Current Change Reason	New Project
Federal Project Cost	Stays the same \$5,419,872
Total Project Cost	Stays the same \$6,774,840

T4070 - VRE Storage Yards Improvements

Lead Agency	VRE
Project Type	Rail/Fixed Guideways - Capital/SGR
County	-
Agency Project ID	VRE0007
Municipality	-
Completion Date	2045
Total Cost	\$52,183,631
Project Description	As additional rolling stock is added to the VRE fleet to accommodate service and ridership demand, VRE storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to yards and maintenance facilities will allow maintenance to be performed by VRE contractors and fleet vehicles to be stored.

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Construction	DC/STATE	-	\$8,349,381	-	-	-	-	\$8,349,381
Construction	LOCAL	-	\$2,087,345	-	-	-	-	\$2,087,345
Construction	S. 5307	-	\$2,389,847	-	-	-	-	\$2,389,847
Construction	S. 5337-SGR	-	\$39,357,058	-	-	-	-	\$39,357,058
Total Construction		-	\$52,183,631	-	-	-	-	\$52,183,631
Total Programmed		-	\$52,183,631	-	-	-	-	\$52,183,631

Current Change Reason	Schedule / Funding / Scope- Update Programming Update
Funding Changes	<p>S. 5337-SGR</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in PE from \$5,476,000 to \$0 - Decrease funds in FY 2024 in CON from \$33,907,853 to \$0 <p>S. 5307</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in ROW from \$14,726,400 to \$0 - Decrease funds in FY 2024 in CON from \$9,584,313 to \$0 <p>LOCAL</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in ROW from \$920,400 to \$0 - Decrease funds in FY 2023 in PE from \$336,000 to \$0 - Decrease funds in FY 2024 in CON from \$599,020 to \$0 - Decrease funds in FY 2024 in CON from \$2,119,240 to \$0 <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in ROW from \$7,363,200 to \$0 - Decrease funds in FY 2023 in PE from \$2,688,000 to \$0 - Decrease funds in FY 2024 in CON from \$4,792,156 to \$0 - Decrease funds in FY 2024 in CON from \$16,953,927 to \$0
Federal Project Cost	Decreased from \$105,441,471 to \$41,740,500 (-60.41%)

ATTACHMENT B
PROGRAMMED SUMMARY BY FUND

Fund Type	2023	2024	2025	2026	Total
FEDERAL					
CMAQ	\$14,562,700	\$171,717,411	\$5,577,937	\$4,679,856	\$345,246,256
S. 5307	\$6,008,786	\$12,904,377	\$604,000	\$604,000	\$23,321,163
S. 5337-SGR	\$11,209,053	\$6,033,941	\$0	\$0	\$24,947,490
Federal Subtotal	\$31,780,539	\$190,655,729	\$6,181,937	\$5,283,856	\$393,514,909
STATE & LOCAL					
State	\$134,630,371	\$965,815,981	\$12,222,189	\$65,153,525	\$2,397,162,486
Local	\$82,536,477	\$40,582,627	\$70,323,910	\$50,679,125	\$582,024,117
State/Local Subttal	\$217,166,848	\$1,006,398,608	\$82,546,099	\$115,832,650	\$2,979,186,603
Grand Total	\$248,947,387	\$1,197,054,337	\$88,728,036	\$121,116,506	\$3,372,701,512

This table provides the Northern Virginia sub-regional totals of all Highway Infrastructure and Public Transit program funding sources included in this TIP Action as programmed between FY 2023-2026.



COMMONWEALTH of VIRGINIA

Tiffany P. Robinson
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

February 21, 2025

The Honorable James Walkinshaw, Chair
Chair, National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4202

Dear Chair Walkinshaw:

The Virginia Department of Rail and Public Transportation (DRPT) requests amendments to the FY 2023-2026 Transportation Improvement Program (TIP) to add 1 new VRE project, amend 2 VRE projects, and amend 3 PRTC projects. Please see PRTC's request attached which includes a description of each project. A breakdown of the funding request for each project is included here:

PRTC Commuter Assistance Program (TIP ID: T6629)

Adds \$ 1,193,045 (CMAQ) FFY25
Adds \$ 298,263 (State Match) FFY25
Total Project Cost = \$1,491,308

PRTC OmniRide Bus Replacements (TIP ID: T6630)

Adds \$ 3,289,553 (CMAQ) FFY25
Adds \$ 822,388 (State Match) FFY25
Total Project Cost = \$4,111,941

PRTC Bus Acquisition/Replacement Program (TIP ID: T4506)

Adds \$ 391,614 (Section 5307 - Federal) FFY25
Adds \$ 976,440 (Section 5337 – Federal) FFY25
Adds \$ 431,946 (Section 5339 – Federal) FFY25
Adds \$ 360,000 (State Match) FFY25
Adds \$ 90,000 (Local Match) FFY25
Total Project Cost = \$2,250,000



COMMONWEALTH of VIRGINIA

Tiffany P. Robinson
Director

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RICHMOND, VA 23219-2416

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800-828-1120 (TDD)

NEW PROJECT - VRE Property Acquisition for Manassas Line Operating Easement (TIP ID: 13667)

Add \$ 31,138,800 (Section 5337) FFY27 for ROW Phase
Add \$ 31,138,800 (Section 5307) FFY27 for ROW Phase
Add \$ 10,569,400 (Local Match) FFY25 for ROW Phase
Add \$ 5,000,000 (Local Match) FFY27 for ROW Phase
Total Project Cost = \$77,847,000

NEW PROJECT - VRE Seminary Yard Midday Storage Replacement Facility (TIP ID: 13668)

Add \$ 619,872 (Section 5337) FFY25 for PE Phase
Add \$ 154,968 (Local Match) FFY25 for PE Phase
Add \$ 4,800,000 (Section 5337) FFY26 for Construction Phase
Add \$ 1,200,000 (Local Match) FFY26 for Construction Phase
Total Project Cost = \$6,774,840

VRE Storage Yards Improvements (TIP ID: T4070)

Deduct \$ 5,376,000 (Section 5337) FFY23 for PE Phase
Deduct \$ 2,688,000 (State Match) FFY23 for PE Phase
Deduct \$ 336,000 (Local Match) FFY23 for PE Phase
Deduct \$ 14,726,400 (Section 5307) FFY23 for ROW Phase
Deduct \$ 7,363,200 (State Match) FFY23 for ROW Phase
Deduct \$ 920,400 (Local Match) FFY23 for ROW Phase
Deduct \$ 9,584,313 (Section 5307) FFY24 for CON Phase
Deduct \$ 33,907,853 (Section 5337) FFY24 for CON Phase
Deduct \$ 21,746,083 (State Match) FFY24 for CON Phase
Deduct \$ 2,718,260 (Local Match) FFY24 for CON Phase
Total Project Cost = \$52,183,631

DRPT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on March 7, 2025. I will be present and available to answer any questions



COMMONWEALTH of VIRGINIA


Tiffany P. Robinson
Director

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800-828-1120 (TDD)

about this amendment request. Upon formal adoption from the Transportation Planning Board, the DRPT FY24-27 STIP will be updated to reflect the amended project. Thank you for your assistance in facilitating this amendment action. Should you have any questions, please reach out to me at (703) 253-3334 or at amy.garbarini@drpt.virginia.gov.

Sincerely,

DocuSigned by:

D9F082F8A983456...

Amy Garbarini
Northern Virginia Manager of Transit Planning

CC: Cynthia Porter-Johnson
Maria Sinner
Andrew Austin
Leonardo Pineda
Regina Moore
Brittany Sumpter
Philip Parella
Bhupendra Kantha
Mark Schofield
Christine Hoeffner



February 21, 2025

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 Potomac & Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE) request an amendment and to add the new projects to the National Capital Region Transportation Planning Board FY 2023-2026 Transportation Improvement Program (TIP) to reflect the following project funding amendments and additions as provided below:

Potomac and Rappahannock Transportation Commission (PRTC) Projects

PRTC Commuter Assistance Program (TIP ID: T6629)

This amendment adds additional CMAQ funding to the PRTC Commuter Assistance Program, which the funding will provide for Transportation Demand Management (TDM) Projects and give commuters additional choices for their daily commute to work and provide mobility to the community.

- Add \$ 1,193,045 (CMAQ) FFY25
- Add \$ 298,263 (State Match) FFY25
- \$1,491,308 Total Project Cost

TIP ID: T6629 PRTC Commuter Assistance Program			
CMAQ Funding			
FY25	Total Amount	Federal Amount	State Amount
	\$1,491,308	\$1,193,045	\$298,263

PRTC OmniRide Bus Replacements (TIP ID: T6630)

This amendment adds additional CMAQ funding to the PRTC OmniRide Bus Replacements, which funds the replacement of buses that have met their useful life.

- Add \$ 3,289,553 (CMAQ) FFY25
- Add \$ 822,388 (State Match) FFY25
- \$4,111,941Total Project Cost

Letter to Amy Garbarini

February 21, 2025

Page 2 of 4

TIP ID: T6630 PRTC OmniRide Bus Replacements			
CMAQ Funding			
FY25	Total Amount	Federal Amount	State Amount
	\$4,111,941	\$3,289,553	\$822,388

PRTC Bus Acquisition/Replacement Program (TIP ID: T4506)

This amendment adds additional funding to the PRTC Bus Acquisition/Replacement Program, which funds the replacement of buses that have met their useful life.

- Add \$ 391,614 (Section 5307 - Federal) FFY25
- Add \$ 976,440 (Section 5337 – Federal) FFY25
- Add \$ 431,946 (Section 5339 – Federal) FFY25
- Add \$ 360,000 (State Match) FFY25
- Add \$ 90,000 (Local Match) FFY25
- \$2,250,000 Total Project Cost

TIP ID: T4506 Bus Acquisition/Bus Replacements				
FY25	Total Amount	Federal Amount	State Amount	Local
	\$2,250,000	\$1,800,000	\$360,000	\$90,000

Virginia Railway Express (VRE) Projects

VRE Property Acquisition for Manassas Line Operating Easement (TIP ID: 13667)

This amendment adds a new project to the TIP for VRE’s acquisition of a permanent operating easement over the Manassas Line railroad right-of-way (ROW) owned by the Virginia Passenger Rail Authority from the City of Manassas to near Cameron Run in Alexandria. This will provide VRE with continuing control over that portion of the Manassas Line and eliminate the payment of access fees by VRE for each train operated over the Manassas Line segment covered by the easement.

- Add \$ 31,138,800 (Section 5337) FFY27 for ROW Phase
- Add \$ 31,138,800 (Section 5307) FFY27 for ROW Phase
- Add \$ 10,569,400 (Local Match) FFY25 for ROW Phase
- Add \$ 5,000,000 (Local Match) FFY27 for ROW Phase
- \$77,847,000 total project cost

Letter to Amy Garbarini

February 21, 2025

Page 3 of 4

VRE Seminary Yard Midday Storage Replacement Facility (TIP ID: 13668)

This amendment adds a new project to the TIP for a VRE Midday Storage Replacement Facility in Alexandria, VA. The facility is proposed within the existing railroad ROW between Cameron Run and Telegraph Road. This site, referred to as Seminary Yard, replaces the previously proposed midday storage replacement facility site at Amtrak-owned facilities adjacent to New York Avenue NE in Washington, DC. The funding for this new project was previously programmed for the design and construction of the facility at the New York Avenue site, see TIP Project T4070.

- Add \$ 619,872 (Section 5337) FFY25 for PE Phase
- Add \$ 154,968 (Local Match) FFY25 for PE Phase
- Add \$ 4,800,000 (Section 5337) FFY26 for Construction Phase
- Add \$ 1,200,000 (Local Match) FFY26 for Construction Phase
- \$6,774,840 total project cost

VRE Storage Yards Improvements (TIP ID: T4070)

This amendment removes funding from this project. The funding was programmed for the design and construction of a VRE Midday Storage Replacement Facility at Amtrak facilities adjacent to New York Avenue NE in Washington, DC. That replacement facility is now proposed for construction in Alexandria, VA, see new TIP Project T13668.

- Deduct \$ 5,376,000 (Section 5337) FFY23 for PE Phase
- Deduct \$ 2,688,000 (State Match) FFY23 for PE Phase
- Deduct \$ 336,000 (Local Match) FFY23 for PE Phase
- Deduct \$ 14,726,400 (Section 5307) FFY23 for ROW Phase
- Deduct \$ 7,363,200 (State Match) FFY23 for ROW Phase
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- Deduct \$ 9,584,313 (Section 5307) FFY24 for CON Phase
- Deduct \$ 33,907,853 (Section 5337) FFY24 for CON Phase
- Deduct \$ 21,746,083 (State Match) FFY24 for CON Phase
- Deduct \$ 2,718,260 (Local Match) FFY24 for CON Phase
- Deduct \$99,366,508 from project cost for \$52,183,631 new project cost

The funding source for the projects is existing and expected VRE Section 5307 and 5337 Formula funds and local matching funds and the TIP will remain fiscally constrained. The projects do not add railroad capacity and are exempt from air quality conformity analysis. No public review and comment are required although VRE solicits public comment at all Operations Board meetings including the December 20, 2024 and January 17, 2025 meetings where the VRE FY2026-2030 Capital Improvement Program and a Manassas Line Funding Agreement between VPRM and VRE, respectively, were adopted by the VRE Operations Board. The Manassas Line Funding Agreement must also be adopted by PRTC and NVTC. An opportunity for public comment is also provided at the Commission meetings.

PRTC requests approval of these projects to the TIP by the Transportation Planning Board's Steering Committee at its meeting on March 7, 2025. PRTC and VRE representatives will be available to answer any questions about this amendment request.

Letter to Amy Garbarini

February 21, 2025

Page 4 of 4

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) or Christine Hoeffner at 703-838-5442 (choeffner@vre.org).

Thank you for your consideration of this matter.

Sincerely,

DocuSigned by:


20DECEEABBE439...

Phillip Parella, Jr.
Chief Financial Officer

cc: Maria Sinner, VDOT
Regina Moore, VDOT
Todd Horsley, DRPT
Mike Mucha, DRPT
Kanti Srikanth, MWCOG-TPB
Andrew Austin, MWCOG-TPB
Robert Schneider, PRTC
Bhupendra Kantha, PRTC
Cynthia Porter-Johnson, PRTC
Mark Schofield, VRE
Steve MacIsaac, VRE
Christine Hoeffner, VRE
Brittany Sumpter, VRE



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: March 13, 2025

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



National Capital Region
Transportation Planning Board

February 28, 2025

The Honorable Angela Alsobrooks
United States Senate
SD-B40E Dirksen Senate Office Building
Washington, DC 20510

Re: Funding for the City of Gaithersburg, Olde Towne Gaithersburg Pedestrian Safety
Improvements Project

Dear Senator Alsobrooks:

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 request by the City of Gaithersburg, Maryland for federal funding through Congressionally Directed Spending appropriations for the Olde Towne Gaithersburg Pedestrian Safety Improvements Project.

The Project will design and construct improvements at 10 locations identified in the City's Safe Routes to School (SRTS) Study for three schools as well as two additional priority safety items. The Project will provide safer walking routes for the hundreds of students who walk to the three selected schools and for all pedestrians in the City's Olde Towne and Deer Park neighborhoods. The proposed improvements are based on addressing the highest priorities identified in the study, as well as frequent resident concerns and requests where those intersect with the study findings. Initial findings and recommendations from the SRTS Study were presented to the Mayor and City Council at a public meeting in March of 2024, when the City Council expressed interest in implementing the recommended improvements.

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 safety improvements and investment in pedestrian infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and goal of improving safety.

The TPB requests your favorable consideration of this request by the City of Gaithersburg. 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 positioned below the word "Sincerely,".

James Walkinshaw
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Brian Field, Director of Public Works, City of Gaithersburg



National Capital Region
Transportation Planning Board

February 28, 2025

The Honorable Chris Van Hollen
United States Senate
730 Hart Senate Office Building
Washington, DC 20510

Re: Funding for the City of Gaithersburg, Olde Towne Gaithersburg Pedestrian Safety
Improvements Project

Dear Senator Van Hollen:

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 request by the City of Gaithersburg, Maryland for federal funding through Congressionally Directed Spending appropriations for the Olde Towne Gaithersburg Pedestrian Safety Improvements Project.

The Project will design and construct improvements at 10 locations identified in the City's Safe Routes to School (SRTS) Study for three schools as well as two additional priority safety items. The Project will provide safer walking routes for the hundreds of students who walk to the three selected schools and for all pedestrians in the City's Olde Towne and Deer Park neighborhoods. The proposed improvements are based on addressing the highest priorities identified in the study, as well as frequent resident concerns and requests where those intersect with the study findings. Initial findings and recommendations from the SRTS Study were presented to the Mayor and City Council at a public meeting in March of 2024, when the City Council expressed interest in implementing the recommended improvements.

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The TPB requests your favorable consideration of this request by the City of Gaithersburg. 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,

James Walkinshaw
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Brian Field, Director of Public Works, City of Gaithersburg



National Capital Region
Transportation Planning Board

February 28, 2025

The Honorable April McClain Delaney
United States House of Representatives
1130 Longworth House Office Building
Washington, DC 20515

Re: Funding for the City of Gaithersburg, Olde Towne Gaithersburg Pedestrian Safety
Improvements Project

Dear Congresswoman McClain Delaney:

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 request by the City of Gaithersburg, Maryland for federal funding through Congressionally Directed Spending appropriations for the Olde Towne Gaithersburg Pedestrian Safety Improvements Project.

The Project will design and construct improvements at 10 locations identified in the City's Safe Routes to School (SRTS) Study for three schools as well as two additional priority safety items. The Project will provide safer walking routes for the hundreds of students who walk to the three selected schools and for all pedestrians in the City's Olde Towne and Deer Park neighborhoods. The proposed improvements are based on addressing the highest priorities identified in the study, as well as frequent resident concerns and requests where those intersect with the study findings. Initial findings and recommendations from the SRTS Study were presented to the Mayor and City Council at a public meeting in March of 2024, when the City Council expressed interest in implementing the recommended improvements.

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The TPB requests your favorable consideration of this request by the City of Gaithersburg. 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,

James Walkinshaw
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Brian Field, Director of Public Works, City of Gaithersburg



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: March 13, 2025

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

JOIN THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD'S

Access for All Advisory Committee

Do you care about transportation and traditionally underserved communities?

Become a member of TPB's Access for All Advisory Committee (AFA), which aims to integrate the transportation needs of individuals with disabilities and underserved communities into the regional transportation planning process.

How to Apply:

Visit mwcog.org/tpbafa to apply.

Deadline to apply is April 14, 2025.

If you have questions, contact Laura Bachle at 202.962.3273, lbachle@mwcog.org.

For reasonable accommodations, please call (202) 962-3300 or (202) 962-3213 (TDD).



National Capital Region
Transportation Planning Board