



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** November 14, 2024

---

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:** November 14, 2024

---

At its meeting on Friday, November 1, the TPB Steering Committee approved 4 resolutions/TIP amendments, was given notice of a technical correction to Figure 4 in the FY 2025 UPWP, and approved the November TPB agenda.

The TPB Steering Committee adopted resolution SR18-2025 which approved a list of 37 projects selected for funding under funding under the Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure (CFI) Program. Each project will deploy four Level 2 electric vehicle charging ports in various, publicly accessible locations in the Cities of Alexandria, Fairfax and Manassas and the Counties of Arlington, Fairfax, Frederick, and Prince George's. The resolution also included an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) to fund the implementation of these projects with \$4.875 million in CFI and state matching funds beginning in FY 2025.

The Steering Committee approved three more resolutions approving amendments to the FY 2023-2026 TIP as requested by the District Department of Transportation (DDOT), Maryland Department of Transportation (MDOT), and the City of Rockville. These amendments are all exempt from the air quality conformity requirement and are described in further detail in the bullets below.

- **TPB SR19-2025** approved DDOT's request to add \$15 million in District funding to the William Howard Taft Memorial Bridge Rehabilitation project and to add \$1 million in Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Discretionary Grant funding for a new study to address flooding of the Nannie Helen Burroughs Avenue underpass at DC-295.
- **TPB SR20-2025**, requested by MDOT, approved updates to programmed funds in FY 2023 through FY 2029 and updates to total project costs by making adjustments to funding planned beyond the horizon year of the current TIP of record. This included:
  - MD 6 La Plata Safety & Accessibility Improvements(T11615) - reduced the total cost by \$7,000,000 to \$6,499,000
  - MD 225, Hawthorne Rd. Bridge Replacement(T6689) - reduced the TIP programmed amount by \$571,000 to \$3,171,000 but increased the total cost by \$1,169,000 to \$5,620,000
  - I-95/I-495/MD 4 Bridges Replacement(T6651) - increased the TIP programmed amount by \$9,,255,000 to \$26,666,000 and increased the total cost by \$20,358,000 to \$64,559,000
  - NEVI Program(T13601) - reducing the TIP programmed amount by \$166,000 to \$13,718,000 but increased the total cost by \$1,783,000 to \$27,699,000

- MD 97 @ Montgomery Hills Hwy. Reconstruct(T5420) - increased the TIP programmed amount by \$8,098,000 to \$30,120,000 but reduced the total cost by \$4,341,000 to \$52,739,000
- TPB SR21-2025 approved the City of Rockville's request to add \$710,000 in Neighborhood Access and Equity Grant Program and local matching funds to cover planning and 30% of the preliminary design of the Twinbrook Pedestrian and Bicycle Bridge project.

Notification was provided that technical corrections have been made to Figure 4 "Transportation Planning Studies Within the National Capital Region" in the FY 2025 UPWP. The following projects have been added to Figure 4: The City of Alexandria added a planning study called "Duke Street Corridor Plan", and DDOT added a planning study called "Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation."

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:

- November 1, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR18-2025 approving CFI project selection and TIP amendment
- Adopted resolution SR19-2025 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR20-2025 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR21-2025 approving an amendment to the TIP, as requested by the City of Rockville
- FY 2025 UPWP Technical Corrections

**TPB Steering Committee Attendance – November 1, 2024**  
(only voting members and alternates listed)

TPB Chair/DC Rep.: Christina Henderson  
TPB Vice Chair/MD Rep.: Neil Harris  
Previous TPB Chair:  
DDOT: Mark Rawlings  
MDOT: Kari Snyder  
VDOT: Maria Sinner and Regina Moore  
Technical Committee Chair: Amy Garbarini  
WMATA:



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

**RESOLUTION TO APPROVE PROJECTS FOR FUNDING UNDER THE  
FEDERAL HIGHWAY ADMINISTRATION'S CHARGING AND FUELING  
INFRASTRUCTURE NATIONAL DISCRETIONARY GRANT PROGRAM AND TO  
AMEND THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
TO INCLUDE FUNDING FOR THESE PROJECTS, AS REQUESTED BY  
THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the 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**, IIJA authorizes the Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure (CFI) Grant Program to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure; and

**WHEREAS**, FHWA posted an initial Notice of Funding Opportunity (NOFO) on March 12, 2023, announcing up to \$700 million available for fiscal years 2022 and 2023 under the CFI Discretionary Grant Program; and

**WHEREAS**, the Metropolitan Washington Council of Governments (COG) submitted the Metropolitan Washington CFI Discretionary Grant Program Application on June 13, 2023, requesting \$3.9 million in funding for Electric Vehicle (EV) infrastructure deployment in the region; and

**WHEREAS**, in the first round, FHWA received more than 500 applications requesting a net total that was more than six times the amount of funding available; and

**WHEREAS**, despite receiving the highest-level rating possible, COG's application was not selected for award in the selection of Round 1 due to the overwhelming demand; and

**WHEREAS**, on May 30, 2024, FHWA announced a second NOFO for the CFI Discretionary Grant Program, with \$521 million available under Round 1B, inviting well-rated, but unsuccessful applicants from Round 1 to reapply; and

**WHEREAS**, in June 2024 COG resubmitted the Metropolitan Washington Council of Governments (COG) submitted the Metropolitan Washington CFI Discretionary Grant Program Application for funding under Round 1B; and

**WHEREAS**, in August 2024 FHWA announced that COG's application was selected and would be awarded its full request of \$3.9 million under Round 1B; and

**WHEREAS**, COG has coordinated with regional partners to update the project scope which will deploy EV infrastructure at 37 locations across the Metropolitan Washington region; and

**WHEREAS**, on June 15, 2022 the TPB adopted the FY 2023-2026 Transportation Improvement Program (TIP); and

**WHEREAS**, in order for COG, as the direct recipient, to obligate CFI funding, the Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program Application (Project) is required to be programmed in the FY 2023-2026 TIP and included in the relevant Statewide Transportation Improvement Program (STIP); and

**WHEREAS**, agencies that are direct recipients of federal transportation funding that are headquartered within the District of Columbia should have their TIP projects and programs included in the District Department of Transportation's (DDOT) TIP; and

**WHEREAS**, a request to include \$3.9 million in CFI funding and \$975,000 in state matching funds for a net total of \$4.875 million for the **Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program Application (Project) (TIP ID T13649)** as an amendment to the FY 2023-2026 TIP under TIP Action 23-49.1 is described in the attached materials; and

**WHEREAS**, the attached materials include a memorandum summarizing the funding recommendations from TPB staff director, Kanti Srikanth and COG Senior Environmental Planner, Maia Davis, and:

ATTACHMENT A) a full description of the projects recommended for funding, and

ATTACHMENT B) Program Overview report showing how this grouping of projects will appear in the TIP once it has been approved; and

**WHEREAS**, this project and its sub-projects are exempt from the air quality conformity requirement for the plan and TIP, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012.

**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 the **Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program Application (Project) (TIP ID T13649)** with \$4.875 in CFI and state funding, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on November 1, 2024.**

**Final approval following review by the full TPB at its meeting on November 20, 2024.**

## **Attachment A**

**U.S. Department of Transportation (DOT), Federal Highway Administration  
(FHWA) Charging and Fueling Infrastructure (CFI) Discretionary Grant Opportunity**

**Notice of Funding Opportunity (NOFO) Number 693JJ323NF00004**

**Originally Submitted on:**

June 13, 2023

**Awarded Round 1B Funding:**

August 27, 2024

**Update Project Summary:**

October 24, 2024

**Project Name:**

Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program  
Application (Project)

**Submitted by:**

Metropolitan Washington Council of Governments (COG)  
777 North Capitol St. NE Suite 300  
Washington, DC 20002

**Submitted to:**

U.S. Department of Transportation  
FHWA, Office of Planning, Environment and Realty (HEP)  
1200 New Jersey Avenue, SE  
Washington, DC 20590



## PROJECT SUMMARY

EV deployment is a top priority for the Metropolitan Washington Council of Governments (COG), the Transportation Planning Board (TPB), and its members. There is significant commitment and cooperation region-wide on equitable EV infrastructure deployment. This momentum sets the stage for the region to expand community-based infrastructure by leveraging existing priority locations in members' local communities, existing cooperative and competitively bid contracts, and supportive equitable engagement and workforce development activities.

This Project proposal includes a few dozen locations across metropolitan Washington, 59 percent of which are located in or near disadvantaged communities. Proposed projects are located in the Cities of Alexandria, Fairfax and Manassas and the Counties of Arlington, Fairfax, Frederick, and Prince George's. Project locations are all proposed as Level II stations located at existing local government facilities. All proposed projects are publicly accessible. The proposed projects will provide convenient, affordable access to EV charging stations in urban/suburban areas, including low- and moderate-income neighborhoods and support meeting both current and future market demands. The EVSE projects in this proposal will support the region's climate and air quality goals by realizing an annual GHG emission reduction benefit of 351.4 short tons, and air quality reduction benefits of 88.8 lbs. NOx, 8.7 lbs. PM10, 7.7 lbs. PM2.5, and 346 lbs. VOCs.

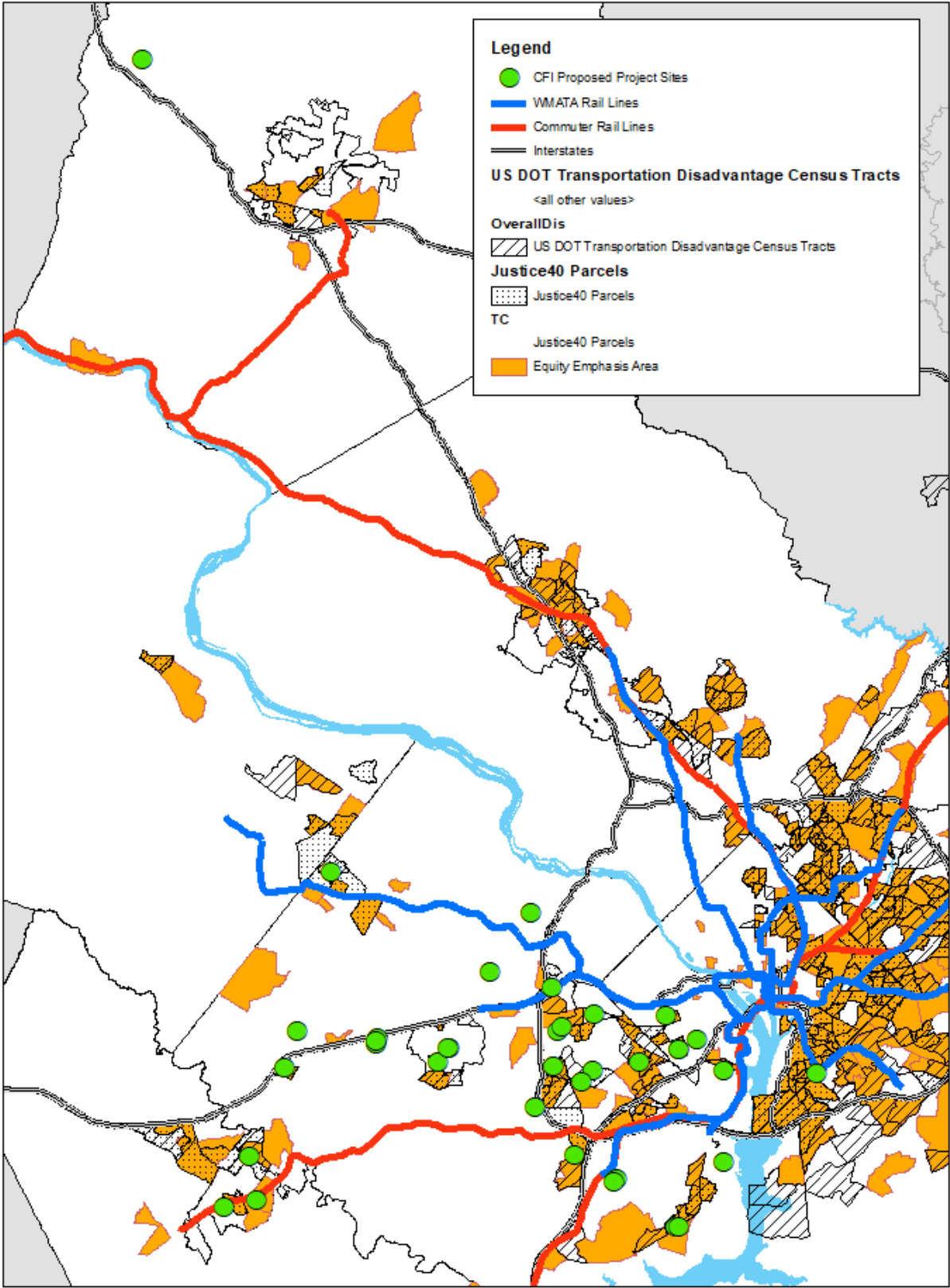
The Project will equitably expand the deployment of public EV charging infrastructure in publicly accessible locations for use by the community at municipal and local community sites, parking facilities, multiunit dwellings, public parks and recreational destinations, and other frequented site host locations in the local community. Below is a summary table of the type of location for proposed publicly-accessible EVSE and how many locations are being proposed for that type.

Location Type	Location Count
Community Centers	10
Government Centers	7
Parks	7
Libraries	6
Recreational Centers	4
Historic District	1
Low-Income Multi-Unit Dwellings	1
Transit Center	1

This Project will leverage existing competitively bid cooperative and rideable contracts from Fairfax County and Sourcewell Cooperative Purchasing. Arlington County provides an example of riding the Fairfax County agreement and City of Fairfax provides an example of a jurisdiction that leverages the Sourcewell cooperative contract with Blink. These jurisdictions will continue their Electric Vehicle Supply Equipment (EVSE) installation relationship with these EVSE installer/operators while other jurisdictions will have the opportunity to select a vendor via these contracting resources or competitively select their own vendor(s).

Fairfax County included a rider clause for the use of the contract by other public bodies. The Sourcewell contracts are available to be leveraged by the local jurisdictions and the sites that are proposed in this proposal. Vendors are expected to offer volume pricing. Blink offers up to a 25 percent hardware discount for entities that leverage the Sourcewell contracts and ChargePoint offers up to 20 percent.

Proposed EVSE Site Locations Map



All proposed projects will follow Public Safety and Security Guidance from COG's EV-Ready Checklist and the National Capital Region Transportation Planning Board (TPB) safety policies, programs, and guidance. COG and its local government members have a number of policies, programs, and guidance in place that support safer people, safer roads, safer vehicles, safer speeds, and post crash care that will contribute to the safety of the proposed EVSE projects.

With this successful grant award, the region's Transportation Improvement Program (TIP) will be amended to include the grant funding for this project. COG will incorporate this CFI Project into the measures of the climate plans developed for the EPA CPRG Program as well as identify additional opportunities in the CPRG plans to leverage CFI funding. EV infrastructure projects for potential incorporation into the TIP and CPRG will be informed by the Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy.

COG will continue to partner with the DC Sustainability Energy Utility (DCSEU) Workforce Development Program and Greater Washington Region Clean Cities Coalition (GWRCCC) to train professionals in EV planning and EVSE installations as well as host career expos in disadvantaged communities. COG has recently hired two DCSEU externs to support COG's regional EV work, will continue to engage additional externs on this CFI project, and in partnership with the GWRCCC, will engage the local EV industry to host additional externs on transportation electrification.

COG and GWRCCC, will lead equitable engagement and workforce development activities. For this grant opportunity, COG and GWRCCC will fill in needed gaps in engaging disadvantaged communities and EV workforce development by conducting listening sessions targeting disadvantaged and rural communities, hosting career expos for disadvantaged and rural communities, and conducting workforce development trainings to address EVSE reliability.

This Project will support GWRCCC's Racial Equity Agenda by bringing listening sessions and EV career expos to disadvantaged communities that have not yet been engaged on EVs. The listening sessions will be focused on engaging disadvantaged communities to best understand their desires and needs around electrification in their community. This Project will help ensure that GWRCCC can continue to advocate for clean energy and transportation equity and inclusion in the DMV.

For this Project, COG will engage the DMV Climate Partners' network, the Air and Climate Public Advisory Committee and their network of community and environmental justice (EJ) activists, local government EV public engagement programs, and utility EV programs to promote EV and EVSE public engagement and workforce development initiatives. COG and GWRCCC will specifically engage the partners on this Project at the Auto Show Public Policy Day event to share progress and best practices with stakeholders across the region. COG will engage the Electric Vehicle Association of Greater Washington, DC (EVADC) to promote the new stations that are installed with CFI funding for this Project.

Blink has minority partners and suppliers and trains workers from disadvantaged communities in Washington D.C., Prince George's County, Maryland and Baltimore, Maryland. The Blink/SemaConnect merger provides the opportunity for the growth of green jobs and the green economy in Prince George's County, Maryland, one of the most diverse counties in the country. ChargePoint has several authorized resellers with various Women or Minority Business Entity (WMBE) or Small Business Entity (SBE), and Service-Disabled Veteran owned accreditations.

The Project will (1) connect and promote multi-modal hubs and shared-use fleets and services; (2) provide convenient, affordable access to charging and alternative fuel infrastructure to offer urban/suburban area charging and fueling solutions; and (3) support multi-purpose use to offer rural area charging solutions. The Project will equitably expand the deployment of public EV charging infrastructure in publicly accessible locations for use by the community at municipal and local community sites, parking facilities, public parks and recreational destinations, a multiunit dwelling, and other frequented site host locations in the local community.



National Capital Region  
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR  
TIP ACTION 23-49.1: FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

<b>TIP ID</b>	T13649	<b>Lead Agency</b>	TPB	<b>Project Type</b>	Other - Alt Fuel Infrastructure
<b>Project Name</b>	Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program Application (Project)	<b>County</b>	Arlington, Fairfax, Frederick, Prince Georges	<b>Total Cost</b>	\$4,875,000
<b>Project Limits</b>		<b>Municipality</b>	City of Alexandria, City of Fairfax, City of Manassas	<b>Completion Date</b>	2030
		<b>Agency Project ID</b>			

**Description** This Project proposal includes a few dozen locations across metropolitan Washington, 59 percent of which are located in or near disadvantaged communities. Proposed projects are located in the Cities of Alexandria, Fairfax and Manassas and the Counties of Arlington, Fairfax, Frederick, and Prince Georges. Project locations are all proposed as Level II stations located at existing local government facilities. All proposed projects are publicly accessible. The proposed projects will provide convenient, affordable access to EV charging stations in urban/suburban areas, including low- and moderate-income neighborhoods and support meeting both current and future market demands. The EVSE projects in this proposal will support the regions climate and air quality goals by realizing an annual GHG emission reduction benefit of 351.4 short tons, and air quality reduction benefits of 88.8 lbs. NOx, 8.7 lbs. PM10, 7.7 lbs. PM2.5, and 346 lbs. VOCs. A detailed list of sub-recipient projects can be found in the table on the pages that follow.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
CON		CFI	-	-	-	\$3,900,000	-	-	\$3,900,000	\$3,900,000	
CON		DC/STATE	-	-	-	\$975,000	-	-	\$975,000	\$975,000	
		<i>Total CON</i>	-	-	-	\$4,875,000	-	-	\$4,875,000	\$4,875,000	
		<i>Total Programmed</i>	-	-	-	\$4,875,000	-	-	\$4,875,000	\$4,875,000	

Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-49.1	Amendment 2023-2026	11/20/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



**ATTACHMENT B: SUB-RECIPIENTS AND PROJECTS FUNDED BY  
METROPOLITAN WASHINGTON CHARGING AND FUELING INFRASTRUCTURE  
DISCRETIONARY GRANT PROGRAM APPLICATION (PROJECT)**

Sub-Recipient	Project Name	Project Description	Total Project	Federal	Location
Arlington County	Barcroft Community Center	Arlington County will deploy 4 Level 2 ports at the community center at 4200 S Four Mile Drive. The site is located near a disadvantaged community.	\$125,000	\$100,000	Arlington, VA
Arlington County	Barcroft Community Center (Parking Lot)	Arlington County will deploy 4 Level 2 ports in a separate parking lot at the community center at 4200 S Four Mile Drive. The site is located near a disadvantaged community.	\$125,000	\$100,000	Arlington, VA
Arlington County	Lubber Run Community Center	Arlington County will deploy 4 Level 2 ports at the community center at 300 N Park Drive. The site is located near a disadvantaged community.	\$125,000	\$100,000	Arlington, VA
Arlington County	Walter Reed Community Center	Arlington County will deploy 4 Level 2 ports at the community center at 2902 16th Street South.	\$125,000	\$100,000	Arlington, VA
City of Alexandria	Four Mile Run Park	City of Alexandria will deploy 4 Level 2 ports at the park at 4131 Mt Vernon Ave. The site is located near a disadvantaged community.	\$285,600	\$228,480	Alexandria, VA
City of Fairfax	Fairfax City Hall (East Parking Lot)	City of Fairfax will deploy 4 Level 2 ports at the government center at 10455 Armstrong Street. The site is located near a disadvantaged community.	\$50,000	\$40,000	Fairfax, VA
City of Fairfax	Stacy C. Sherwood Community Center	City of Fairfax will deploy 4 Level 2 ports at the community center/police station parking lot at 3740 Old Lee Highway	\$50,000	\$40,000	Fairfax, VA
City of Manassas	Jennie Dean Park	City of Manassas will deploy 4 Level 2 ports at the park at 9501 Dean Park Lane. The site is located near a disadvantaged community.	\$100,000	\$80,000	Manassas, VA
City of Manassas	Manassas Public Safety Facility	City of Manassas will deploy 4 Level 2 ports at the government center at 9518 Fairview Avenue. The site is located in a disadvantaged community.	\$100,000	\$80,000	Manassas, VA
City of Manassas	Stonewall Park	City of Manassas will deploy 4 Level 2 ports at the park at 8300 Stonewall Road. The site is located near a disadvantaged community.	\$100,000	\$80,000	Stonewall, VA
Fairfax County	Alabama Drive Park	Fairfax County will deploy 4 Level 2 ports at the park at 1200 Alabama Drive. The site is located in a disadvantaged community.	\$126,000	\$100,800	Herndon, VA
Fairfax County	Audrey Moore REC	Fairfax County will deploy 4 Level 2 ports in a parking lot surrounding the recreational center at 8100 Braddock Road. Wakefield Park surrounds the REC center on the same property. The site is located near a disadvantaged community.	\$126,000	\$100,800	Centreville, VA

**ATTACHMENT B: SUB-RECIPIENTS AND PROJECTS FUNDED BY  
METROPOLITAN WASHINGTON CHARGING AND FUELING INFRASTRUCTURE  
DISCRETIONARY GRANT PROGRAM APPLICATION (PROJECT)**

Sub-Recipient	Project Name	Project Description	Total Project	Federal	Location
Fairfax County	Bailey's Community Center	Fairfax County will deploy 4 Level 2 ports at the community center at 5920 Summers Lane. The site is located in a disadvantaged community.	\$126,000	\$100,800	Falls Church, VA
Fairfax County	Beulah Park	Fairfax County will deploy 4 Level 2 ports at the park at 7119 Beulah Street.	\$126,000	\$100,800	Alexandria, VA
Fairfax County	Centreville Regional Library	Fairfax County will deploy 4 Level 2 ports at the library at 14200 Saint Germain Drive. The site is located in a disadvantaged community.	\$126,000	\$100,800	Centreville, VA
Fairfax County	Eleanor C Lawrence Park	Fairfax County will deploy 4 Level 2 ports at the park at 5040 Walney Road.	\$126,000	\$100,800	Chantilly, VA
Fairfax County	George Mason Library	Fairfax County will deploy 4 Level 2 ports at the library at 7001 Little River Turnpike. The site is located near a disadvantaged community. EV charger deployment will be completed as part of	\$126,000	\$100,800	Annandale, VA
Fairfax County	Government Center	Fairfax County will deploy 4 Level 2 ports at the government center at 12000 Government Center Parkway.	\$126,000	\$100,800	Fairfax, VA
Fairfax County	Herrity Building	Fairfax County will deploy 4 Level 2 ports at the government center at 12055 Government Center Parkway.	\$126,000	\$100,800	Fairfax, VA
Fairfax County	Hidden Oaks Nature Center	Fairfax County will deploy 4 Level 2 ports at the community center at 7701 Royce Street. The site is located near a disadvantaged community.	\$126,000	\$100,800	Annandale, VA
Fairfax County	Idylwood Park	Fairfax County will deploy 4 Level 2 ports at the park at 7709 Virginia Lane.	\$126,000	\$100,800	Falls Church, VA
Fairfax County	James Lee Community Center	Fairfax County will deploy 4 Level 2 ports at the community center at 2855-A Annandale Road. The site is located in a disadvantaged community.	\$126,000	\$100,800	Falls Church, VA
Fairfax County	Kingstowne Library/ Kingstowne Early Childcare/ Active Adult Center/	Fairfax County will deploy 4 Level 2 ports at the government center at 7130 Silver Lake Boulevard.	\$126,000	\$100,800	Kingstowne, VA
Fairfax County	Mason District Park	Fairfax County will deploy 4 Level 2 ports at the park at 6621 Columbia Pike. The site is located in a disadvantaged community.	\$126,000	\$100,800	Annandale, VA
Fairfax County	Monument Drive Parking Garage/Transit Center	Fairfax County will deploy 4 Level 2 ports at the transit center at Monument Drive and Government Center Parkway. This is a parking garage.	\$126,000	\$100,800	Fairfax, VA
Fairfax County	Mount Vernon RECenter	Fairfax County will deploy 4 Level 2 ports at the recreational center at 2017 Belle View Boulevard.	\$126,000	\$100,800	Alexandria, VA
Fairfax County	Original Mount Vernon High School Redevelopment	Fairfax County will deploy 4 Level 2 ports at the historic district at 8333 Richmond Highway. The site is located in a disadvantaged community.	\$126,000	\$100,800	Alexandria, VA

**ATTACHMENT B: SUB-RECIPIENTS AND PROJECTS FUNDED BY  
METROPOLITAN WASHINGTON CHARGING AND FUELING INFRASTRUCTURE  
DISCRETIONARY GRANT PROGRAM APPLICATION (PROJECT)**

Sub-Recipient	Project Name	Project Description	Total Project	Federal	Location
Fairfax County	Patrick Henry Library	Fairfax County will deploy 4 Level 2 ports at the library at 101 Maple Avenue. This is a parking garage. There is no fee for parking in the garage. EV charger deployment will be completed as part of	\$126,000	\$100,800	East Vienna, VA
Fairfax County	Pennino Building	Fairfax County will deploy 4 Level 2 ports at the government center at 12011 Government Center Parkway.	\$126,000	\$100,800	Fairfax, VA
Fairfax County	Providence RECenter	Fairfax County will deploy 4 Level 2 ports at the recreational center at 7525 Marc Drive. The site is located in a disadvantaged community.	\$126,000	\$100,800	Falls Church, VA
Fairfax County	Richard Byrd Library	Fairfax County will deploy 4 Level 2 ports at the library at 7250 Commerce Street.	\$126,000	\$100,800	Springfield, VA
Fairfax County	South County Government Center	Fairfax County will deploy 4 Level 2 ports at the government center at 8350 Richmond Highway. The site is located in a disadvantaged community.	\$126,000	\$100,800	Alexandria, VA
Fairfax County	Spring Hill Rec Center	Fairfax County will deploy 4 Level 2 ports at the recreational center at 1239 Spring Hill Road	\$126,000	\$100,800	McLean, VA
Fairfax County	Thomas Jefferson Library	Fairfax County will deploy 4 Level 2 ports at the library at 7415 Arlington Boulevard. The site is located in a disadvantaged community.	\$126,000	\$100,800	Falls Church, VA
Fairfax County	Willard Health Center	Fairfax County will deploy 4 Level 2 ports at the community center at 3750 Blenheim Boulevard. This is an underground parking garage. There is no fee for parking in the garage. EV charger deployment will be completed as part of the library	\$126,000	\$100,800	Fairfax, VA
Frederick County	Myersville Branch Library	Frederick County will deploy 4 Level 2 ports at the library at 8 Harp Place	\$100,000	\$80,000	Myersville, MD
Prince George's County Housing Authority/Homes for America	Homes at Oxon Hill - Senior Apartment Community	Prince George's County Housing Authority and the site operator, Homes for America, will deploy 4 Level 2 ports at the low-income multi-unit dwelling at 1313 Southern Avenue. The site recently completed a redevelopment, so its an ideal time to deploy EV chargers. The site is located near a disadvantaged community.	\$100,000	\$80,000	Oxon Hill, MD
Greater Washington Region Clean Cities Coalition (GWRCCC)	N/A	GWRCCC, in partnership with COG, will lead equitable engagement and workforce development activities. GWRCCC will fill in needed gaps in engaging disadvantaged communities and EV workforce development by conducting listening sessions targeting disadvantaged and rural communities, hosting career expos for disadvantaged and rural communities, and conducting workforce	\$ 100,000	\$ 80,000	Events to take place in partner communities

**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 23-49.1 WHICH ADDS FUNDS  
TO THE WILLIAM HOWARD TAFT MEMORIAL BRIDGE REHABILITATION PROJECT AND  
ADDS FUNDING FOR A NEW STUDY TO ADDRESS FLOODING OF THE NANNIE HELEN  
BURROUGHS AVENUE UNDERPASS AT DC-295, AS REQUESTED BY  
THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

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

**WHEREAS**, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-49.1, which adds \$15 million in District funding to the William Howard Taft Memorial Bridge Rehabilitation project (TIP ID T6812) and \$1 million in Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Discretionary Grant funding for the new Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation study (TIP ID T13648), as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Program Overview report showing how the new and amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost before and after the amendment, the delta between those and the percentage change from the initial amount, the reason for the amendment, and a Change Summary narrative providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated October 25, 2024, requesting the amendments; and

**WHEREAS**, these amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-49.1, creating the 49<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, the bridge rehabilitation project and flood mitigation study 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 these projects was included in the Financial Analysis of the 2022 Update

to Visualize 2045 and the FY 2023-2026 TIP; and.

**WHEREAS**, this resolution and the amendments to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-49.1 which adds \$15 million in District funding to the **William Howard Taft Memorial Bridge Rehabilitation project (TIP ID T6812)** and \$1 million in PROTECT Discretionary Grant funding for the new **Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation study (TIP ID T13648)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on November 1, 2024.**  
**Final approval following review by the full TPB at its meeting on November 20, 2024.**



# National Capital Region Transportation Planning Board

## ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR TIP ACTION 23-49.1: FORMAL AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

<b>TIP ID</b>	T13648	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Study/Planning/Research
<b>Project Name</b>	Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation	<b>County</b>		<b>Total Cost</b>	\$1,000,000
<b>Project Limits</b>	DC-295	<b>Municipality</b>		<b>Completion Date</b>	2027
		<b>Agency Project ID</b>			
<b>Description</b>	This project will analyze existing flooding conditions near the underpass and in the surrounding Watts Branch watershed. Develop flood mitigation engineering concepts in collaboration with nearby residents and other key stakeholders that will reduce the risk of the area near the underpass being flooded during heavy rains. Evaluate the resilience and other benefits of the flood mitigation engineering concepts. Engage the public and other key stakeholders using a process that creates equitable, inclusive, and sustainable outcomes for the residents in nearby neighborhoods.				

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		PROTECT-G	-	-	-	\$1,000,000	-	-	\$1,000,000	\$1,000,000
		<b>Total PE</b>	-	-	-	\$1,000,000	-	-	\$1,000,000	\$1,000,000
		<b>Total Programmed</b>	-	-	-	\$1,000,000	-	-	\$1,000,000	\$1,000,000



### Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-49.1 Amendment 2023-2026	11/20/2024	Pending	N/A

### Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

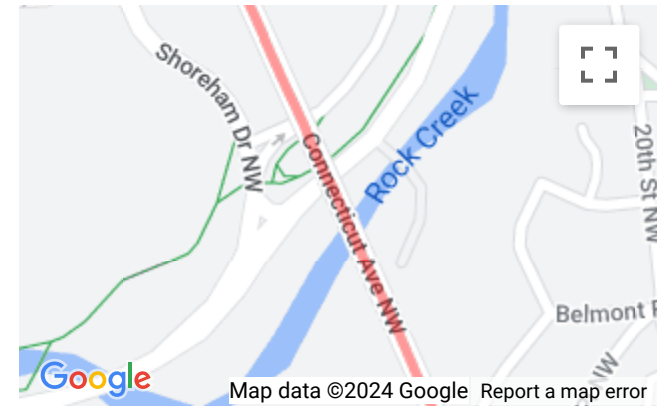


# National Capital Region Transportation Planning Board

## ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR TIP ACTION 23-49.1: FORMAL AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

<b>TIP ID</b>	T6812	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Bridge - Rehab
<b>Project Name</b>	William Howard Taft Memorial Bridge Rehabilitation	<b>County</b>	Washington	<b>Total Cost</b>	\$31,400,000
<b>Project Limits</b>		<b>Municipality</b>	District of Columbia	<b>Completion Date</b>	2045
		<b>Agency Project ID</b>			
<b>Description</b>	Rehabilitation / Repairs of the aged historical bridge crossing between Ward 2 and 3. General scope of work includes repairs on numerous cracks and deterioration on bridge elements including deck, jersey barriers, railings, lighting, etc. a. William Howard Taft Memorial Bridge Rehabilitation b. William Howard Taft Bridge Pedestrian Railing Improvement				

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	-	-	-	\$2,400,000	-	\$2,400,000
PE		DC/ STATE	-	-	\$80,000	-	-	\$600,000	\$80,000	\$680,000
PE		STBG	-	-	\$320,000	-	-	-	\$320,000	\$320,000
		<b>Total PE</b>	-	-	\$400,000	-	-	\$3,000,000	\$400,000	\$3,400,000
CON		NHPP	-	-	-	-	-	\$10,400,000	-	\$10,400,000
CON		State (NM)	-	-	-	\$15,000,000	-	-	\$15,000,000	\$15,000,000
CON		DC/ STATE	-	-	-	-	-	\$2,600,000	-	\$2,600,000
		<b>Total CON</b>	-	-	-	\$15,000,000	-	\$13,000,000	\$15,000,000	\$28,000,000
		<b>Total Programmed</b>	-	-	\$400,000	\$15,000,000	-	\$16,000,000	\$15,400,000	\$31,400,000



### Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/252022	8/252022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-40 Amendment 2023-2026	05/20/2024	N/A	N/A
23-43.1 Amendment 2023-2026	07/17/2024	Pending	Pending
23-49.1 Amendment 2023-2026	11/20/2024	Pending	N/A

### Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

### Funding Change(s):

Total project cost increased from \$16,400,000 to \$31,400,000

ATTACHMENT B - AMENDMENT SUMMARY REPORT FOR  
TIP ACTION 23-49.1: FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6812	William Howard Taft Memorial Bridge Rehabilitation	\$16,400,000	\$31,400,000	\$15,000,000	91	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): State (NM) ► Add funds in FFY 25 in CON for \$15,000,000 <i>Total project cost increased from \$16,400,000 to \$31,400,000</i>
T13648	Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation	\$0	\$1,000,000	\$1,000,000	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): PROTECT-G ► Add funds in FFY 25 in PE for \$1,000,000 <i>Total project cost \$1,000,000</i>
TOTAL		\$16,400,000	\$32,400,000	\$16,000,000			



# Government of the District of Columbia

## Department of Transportation



October 24, 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 20002-4290

Dear Chair Henderson,

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

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes	Revision Classification Reason
William Howard Taft Bridge Pedestrian Railing Improvement	State Non-Match	T6812b	Construction	\$15,000,000	2025	00/100	Increase State Non-Match funding for Construction by \$15,000,000 in FY2025	Increase in project cost over 20%
Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation	Discretionary/Protect	T13648	PE	\$1,000,000	2025	100/00	Increase Discretionary/Protect funding for PE by \$1,000,000 in FY2025	Increase in project cost over 20%

The amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve the amendment at its November 1<sup>st</sup> meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 369-7845 or by e-mail at [mark.rawlings@dc.gov](mailto:mark.rawlings@dc.gov). Of course, please feel free to contact me directly.

Sincerely,

Shirley Kwan-Hui  
Chief Administrative Officer  
District Department of Transportation  
(202) 420-1128  
[Shirley.Kwan-Hui@dc.gov](mailto:Shirley.Kwan-Hui@dc.gov)

**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 23-49.2 WHICH UPDATES  
FOUR-YEAR PROGRAM AND PROJECT COST INFORMATION FOR THE NATIONAL ELECTRIC  
VEHICLE INFRASTRUCTURE (NEVI) PROGRAM AND FOUR BRIDGE REPLACEMENT,  
ACCESSIBILITY AND SAFETY, AND ROADWAY RECONSTRUCTION PROJECTS, 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'S State Highway Administration has requested amendments to the TIP to include TIP Action 23-49.2 which updates funding in fiscal years 2023 through 2026, and total cost information by adding or removing funding from fiscal years prior to or beyond the current four-year program, for the NEVI Program and a set of four bridge replacement, bicycle/pedestrian safety and accessibility, and roadway reconstruction projects listed in the table at the end of this resolution, and as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Program Overview report showing how the amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the program and projects four-year program totals and total costs before and after the amendments, the delta, and the percentage increase from the total cost before, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and the project phase,
- ATTACHMENT C) Fund Change Detail Report, which presents the information in the Change Narrative described in Attachment B in tabular format, and
- ATTACHMENT D) Letter from MDOT dated October 25, 2024, requesting the amendments; and

**WHEREAS**, these amendments have been entered in the TPB's Project InfoTrak database under TIP Action 23-49.2, creating the 49<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

**WHEREAS**, this resolution and the amendments to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-49.2 which updates funding in fiscal years 2023 through 2026, and total cost information by adding or removing funding from fiscal years prior to or beyond the current four-year program, for the NEVI Program and a set of four bridge replacement, bicycle/pedestrian safety and accessibility, and roadway reconstruction projects listed in the table below, and as described in the attached materials.

TIP ID	PROJECT TITLE	FY 2023-2026 PROGRAM			TOTAL PROJECT COST		
		BEFORE	AFTER	DELTA	BEFORE	AFTER	DELTA
T11615	MD 6 La Plata Safety & Accessibility Improve	\$4,243,000	\$4,243,000	\$0	\$13,499,000	\$6,499,000	(\$7,000,000)
T6689	MD 225, Hawthorne Rd. Bridge Replacement	\$3,742,000	\$3,171,000	(\$571,000)	\$4,451,000	\$5,620,000	\$1,169,000
T6651	I-95/I-495/MD 4 Bridges Replacement	\$17,411,000	\$26,666,000	\$9,255,000	\$44,201,000	\$64,559,000	\$20,358,000
T13601	NEVI Program	\$13,884,000	\$13,718,000	(\$166,000)	\$25,916,000	\$27,699,000	\$1,783,000
T5420	MD 97 @ Montgomery Hills Hwy. Reconstruct	\$22,022,000	\$30,120,000	\$8,098,000	\$57,080,000	\$52,739,000	(\$4,341,000)

Adopted by the TPB Steering Committee at its meeting on November 1, 2024.

Final approval following review by the full TPB at its meeting on November 20, 2024.



# National Capital Region Transportation Planning Board

## ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

<b>TIP ID</b>	T11615	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Bicycle/Pedestrian - Bike/Ped
<b>Project Name</b>	MD 6 La Plata Safety and Accessibility Improvements Project	<b>County</b>	Charles	<b>Total Cost</b>	\$6,499,000
<b>Project Limits</b>	US 301 to Willow Lane	<b>Municipality</b>		<b>Completion Date</b>	2029
<b>Description</b>	The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.				

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	HSIP	-	-	-	-	\$351,000	\$351,000	\$221,000	\$702,000	\$923,000
PE	DC/ STATE	-	-	\$101,000	\$120,000	\$117,000	\$117,000	\$74,000	\$455,000	\$529,000
PE	STBG	-	-	\$566,000	\$661,000	\$312,000	\$312,000	\$197,000	\$1,851,000	\$2,048,000
	<b>Total PE</b>	-	-	\$667,000	\$781,000	\$780,000	\$780,000	\$492,000	\$3,008,000	\$3,500,000
ROW	HSIP	-	-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
ROW	DC/ STATE	-	-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
	<b>Total ROW</b>	-	-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
UT	HSIP	-	-	-	-	-	\$662,000	\$1,588,000	\$662,000	\$2,250,000
UT	DC/ STATE	-	-	-	-	-	\$73,000	\$176,000	\$73,000	\$249,000
	<b>Total UT</b>	-	-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
<b>Total Programmed</b>				-	\$667,000	\$781,000	\$1,030,000	\$1,765,000	\$2,256,000	\$6,499,000



### Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-07.2 Amendment 2023-2026	11/16/2022	Pending	N/A
23-40 Amendment 2023-2026	05/20/2024	N/A	N/A
23-49.2 Amendment 2023-2026	11/20/2024	Pending	N/A

### Current Change Reason

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

### Funding Change(s):

Total project cost decreased from \$13,499,000 to \$6,499,000



# National Capital Region Transportation Planning Board

## ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

<b>TIP ID</b>	T13601	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Other - Alt Fuel Infrastructure
<b>Project Name</b>	National Electric Vehicle Infrastructure (NEVI) Program	<b>County</b>	Calvert, Charles, Frederick, Montgomery, Prince Georges	<b>Total Cost</b>	\$27,699,000
<b>Project Limits</b>		<b>Municipality</b>		<b>Completion Date</b>	2030
		<b>Agency Project ID</b>	AZ3401		
<b>Description</b>	Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Marylands designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.				

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
PE	NEVI		-	-	\$297,000	\$43,000	\$436,000	-	\$776,000	\$776,000	
PE	DC/ STATE		-	-	\$19,000	\$3,000	\$28,000	-	\$50,000	\$50,000	
PE	STBG		-	-	\$56,000	\$8,000	\$82,000	-	\$146,000	\$146,000	
	<b>Total PE</b>		-	-	\$372,000	\$54,000	\$546,000	-	\$972,000	\$972,000	
CON	NEVI		-	-	-	\$6,039,000	\$4,290,000	\$11,054,000	\$10,329,000	\$21,383,000	
CON	Private		-	-	-	\$1,510,000	\$1,073,000	\$2,761,000	\$2,583,000	\$5,344,000	
	<b>Total CON</b>		-	-	-	\$7,549,000	\$5,363,000	\$13,815,000	\$12,912,000	\$26,727,000	
	<b>Total Programmed</b>		-	-	\$372,000	\$7,603,000	\$5,909,000	\$13,815,000	\$13,884,000	\$27,699,000	

### Version History

TIP Document			MPO Approval	FHWA Approval	FTA Approval
23-33.2	Amendment	2023-2026	02/21/2024	3/7/2024	3/7/2024
23-49.2	Amendment	2023-2026	11/20/2024	Pending	N/A

### Current Change Reason

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

### Funding Change(s):

Total project cost increased from \$25,916,000 to \$27,699,000

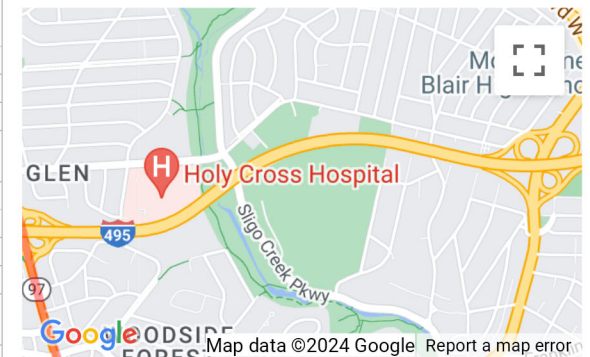


# National Capital Region Transportation Planning Board

## ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T5420	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Road - Add Capacity/Widening
Project Name	MD 97 at Montgomery Hills Highway Reconstruction	County	Montgomery	Total Cost	\$52,739,000
Project Limits	MD 390 to MD 192	Municipality		Completion Date	2029
		Agency Project ID M02241			
Description	A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.				

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HSIP	-	-	-	\$665,000	\$607,000	\$1,214,000	\$1,272,000	\$2,486,000
PE		NHPP	\$988,000	\$1,235,000	\$984,000	\$240,000	-	-	\$2,459,000	\$3,447,000
PE		DC/ STATE	\$3,306,000	\$309,000	\$246,000	\$95,000	\$32,000	\$64,000	\$682,000	\$4,052,000
		<b>Total PE</b>	<b>\$4,294,000</b>	<b>\$1,544,000</b>	<b>\$1,230,000</b>	<b>\$1,000,000</b>	<b>\$639,000</b>	<b>\$1,278,000</b>	<b>\$4,413,000</b>	<b>\$9,985,000</b>
ROW		HSIP	-	-	-	\$4,809,000	\$4,465,000	\$737,000	\$9,274,000	\$10,011,000
ROW		NHPP	-	\$87,000	\$2,920,000	\$1,135,000	-	-	\$4,142,000	\$4,142,000
ROW		DC/ STATE	-	\$21,000	\$730,000	\$1,107,000	\$235,000	\$39,000	\$2,093,000	\$2,132,000
		<b>Total ROW</b>	<b>-</b>	<b>\$108,000</b>	<b>\$3,650,000</b>	<b>\$7,051,000</b>	<b>\$4,700,000</b>	<b>\$776,000</b>	<b>\$15,509,000</b>	<b>\$16,285,000</b>
CON		TBD	-	-	-	-	-	\$18,000,000	-	\$18,000,000
		<b>Total CON</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$18,000,000</b>	<b>-</b>	<b>\$18,000,000</b>
UT		HSIP	-	-	-	\$760,000	\$1,235,000	\$3,159,000	\$1,995,000	\$5,154,000
UT		DC/ STATE	-	-	-	\$40,000	\$65,000	\$166,000	\$105,000	\$271,000
		<b>Total UT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$800,000</b>	<b>\$1,300,000</b>	<b>\$3,325,000</b>	<b>\$2,100,000</b>	<b>\$5,425,000</b>
PLANNING		LOCAL	\$3,044,000	-	-	-	-	-	-	\$3,044,000
		<b>Total PLANNING</b>	<b>\$3,044,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,044,000</b>
<b>Total Programmed</b>			<b>\$7,338,000</b>	<b>\$1,652,000</b>	<b>\$4,880,000</b>	<b>\$8,851,000</b>	<b>\$6,639,000</b>	<b>\$23,379,000</b>	<b>\$22,022,000</b>	<b>\$52,739,000</b>



### Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-07.2	Amendment 2023-2026	11/16/2022	Pending	N/A
23-49.2	Amendment 2023-2026	11/20/2024	Pending	N/A

### Current Change Reason

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

### Funding Change(s):

Total project cost decreased from \$57,080,000 to \$52,739,000





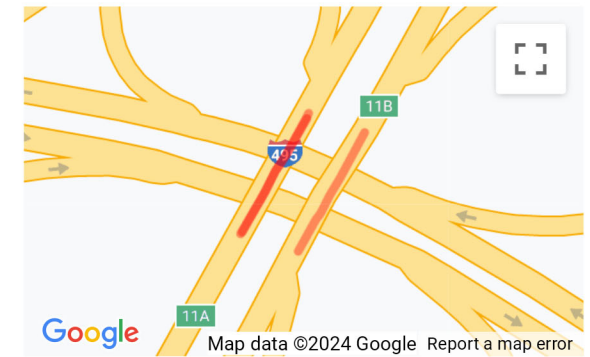
# National Capital Region Transportation Planning Board

## ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

**TIP ID** T6651  
**Project Name** I-95/I-495 MD 4 Bridges Replacement  
**Project Limits**  
**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Prince Georges  
**Municipality**  
**Agency Project ID** PG0191  
**Description** Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

**Project Type** Bridge - Replace  
**Total Cost** \$64,559,000  
**Completion Date** 2029

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$325,000	\$397,000	\$2,995,000	\$1,289,000	\$644,000	-	\$5,325,000	\$5,650,000
PE		DC/ STATE	\$63,000	\$9,000	\$277,000	\$1,000	-	-	\$287,000	\$350,000
		<b>Total PE</b>	<b>\$388,000</b>	<b>\$406,000</b>	<b>\$3,272,000</b>	<b>\$1,290,000</b>	<b>\$644,000</b>	<b>-</b>	<b>\$5,612,000</b>	<b>\$6,000,000</b>
ROW		NHPP	-	-	-	\$185,000	\$247,000	\$782,000	\$432,000	\$1,214,000
ROW		DC/ STATE	-	-	-	\$53,000	\$70,000	\$222,000	\$123,000	\$345,000
		<b>Total ROW</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$238,000</b>	<b>\$317,000</b>	<b>\$1,004,000</b>	<b>\$555,000</b>	<b>\$1,559,000</b>
CON		NHPP	-	-	-	-	\$8,782,000	\$43,468,000	\$8,782,000	\$52,250,000
CON		DC/ STATE	-	-	-	-	\$462,000	\$2,288,000	\$462,000	\$2,750,000
		<b>Total CON</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$9,244,000</b>	<b>\$45,756,000</b>	<b>\$9,244,000</b>	<b>\$55,000,000</b>
UT		NHPP	-	-	\$1,200,000	\$400,000	-	-	\$1,600,000	\$1,600,000
UT		DC/ STATE	-	-	\$300,000	\$100,000	-	-	\$400,000	\$400,000
		<b>Total UT</b>	<b>-</b>	<b>-</b>	<b>\$1,500,000</b>	<b>\$500,000</b>	<b>-</b>	<b>-</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>
<b>Total Programmed</b>			<b>\$388,000</b>	<b>\$406,000</b>	<b>\$4,772,000</b>	<b>\$2,028,000</b>	<b>\$10,205,000</b>	<b>\$46,760,000</b>	<b>\$17,411,000</b>	<b>\$64,559,000</b>



### Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	2/8/2024	2/8/2024
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2 Amendment 2023-2026	11/20/2024	Pending	N/A

### Current Change Reason

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

### Funding Change(s):

Total project cost increased from \$44,201,000 to \$64,559,000



# National Capital Region Transportation Planning Board

## ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

<b>TIP ID</b>	T6689	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Bridge - Replace
<b>Project Name</b>	MD 225, Hawthorne Road, Bridge Replacement	<b>County</b>	Charles	<b>Total Cost</b>	\$5,620,000
<b>Project Limits</b>		<b>Municipality</b>	City of Frederick, City of Rockville	<b>Completion Date</b>	2027
		<b>Agency Project ID</b>	CH1681		
<b>Description</b>	Replacement of MD 5 Bridge 08021 over Mattawoman Creek				

Phase	AC/ ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/ STATE	\$921,000	\$92,000	\$56,200	\$56,200	\$61,000	-	\$265,400	\$1,186,400
PE	STBG	\$146,000	\$197,000	\$224,800	\$224,800	\$244,000	-	\$890,600	\$1,036,600
	<b>Total PE</b>	<b>\$1,067,000</b>	<b>\$289,000</b>	<b>\$281,000</b>	<b>\$281,000</b>	<b>\$305,000</b>	<b>-</b>	<b>\$1,156,000</b>	<b>\$2,223,000</b>
CON	DC/ STATE	-	-	-	-	\$118,000	\$30,000	\$118,000	\$148,000
CON	STBG	-	-	-	-	\$2,243,000	\$568,000	\$2,243,000	\$2,811,000
	<b>Total CON</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$2,361,000</b>	<b>\$598,000</b>	<b>\$2,361,000</b>	<b>\$2,959,000</b>
UT	DC/ STATE	\$11,000	\$15,200	-	-	-	-	\$15,200	\$26,200
UT	STBG	\$202,000	\$209,800	-	-	-	-	\$209,800	\$411,800
	<b>Total UT</b>	<b>\$213,000</b>	<b>\$225,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$225,000</b>	<b>\$438,000</b>
	<b>Total Programmed</b>	<b>\$1,280,000</b>	<b>\$514,000</b>	<b>\$281,000</b>	<b>\$281,000</b>	<b>\$2,666,000</b>	<b>\$598,000</b>	<b>\$3,742,000</b>	<b>\$5,620,000</b>



### Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/252022	8/252022
23-14 Amendment 2023-2026	03/17/2023	N/A	N/A
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2 Amendment 2023-2026	11/20/2024	Pending	N/A

### Current Change Reason

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

### Funding Change(s):

Total project cost increased from \$4,451,000 to \$5,620,000



**ATTACHMENT B - SUMMARY REPORT FOR TIP ACTION 23-49.2 FORMAL AMENDMENT  
TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR CONSIDERATION BY THE TPB STEERING COMMITTEE ON NOV. 1, 2024**

MARYLAND DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY ADMINISTRATION									
TIP ID	PROJECT TITLE	4-YEAR PROGRAM TOTAL CHANGE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	4-YEAR PROGRAM CHANGE SUMMARY	TOTAL COST CHANGE SUMMARY
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	\$0	\$13,499,000	\$6,499,000	(\$7,000,000)	-52	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE - Decrease funds in FFY 25 in PE from \$120,000 to \$117,000 - Decrease funds in FFY 26 in PE from \$120,000 to \$117,000 HSIP ► Add funds in FFY 25 in PE for \$351,000 ROW for \$225,000 ► Add funds in FFY 26 in PE for \$351,000 ROW for \$225,000UT for \$662,000 STBG - Decrease funds in FFY 25 in PE from \$660,000 to \$312,000 - Decrease funds in FFY 25 in ROW from \$225,000 to \$0 - Decrease funds in FFY 26 in PE from \$660,000 to \$312,000 - Decrease funds in FFY 26 in ROW from \$225,000 to \$0 - Decrease funds in FFY 26 in UT from \$662,000 to \$0 Total project cost decreased from \$13,499,000 to \$6,499,000	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD - Decrease funds in FFY 27 in CON from \$7,000,000 to \$0 Decrease funds in FFY 27 in UT from \$1,764,000 to \$0 DC/STATE - Decrease funds in FFY 27 in PE from \$84,000 to \$63,000 + Increase funds in FFY 27 in UT from \$0 to \$88,000 - Decrease funds in FFY 28 in PE from \$14,000 to \$11,000 + Increase funds in FFY 28 in UT from \$0 to \$88,000 HSIP ► Add funds in FFY 27 in PE for \$189,000 UT for \$794,000 ► Add funds in FFY 28 in PE for \$32,000 UT for \$794,000 STBG - Decrease funds in FFY 27 in PE from \$336,000 to \$168,000 - Decrease funds in FFY 28 in PE from \$58,000 to \$29,000
T6689	MD 225, Hawthorne Road, Bridge Replacement	\$571,000	\$4,451,000	\$5,620,000	\$1,169,000	26	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE - Decrease funds in FFY 23 in CON from \$11,000 to \$0 - Decrease funds in FFY 24 in CON from \$52,000 to \$0 - Decrease funds in FFY 25 in CON from \$37,000 to \$0 ► Add funds in FFY 26 in PE for \$61,000 CON for \$118,000 ► Add funds in FFY 27 in CON for \$30,000 STBG - Decrease funds in FFY 23 in CON from \$223,000 to \$0 - Decrease funds in FFY 24 in CON from \$1,034,000 to \$0 - Decrease funds in FFY 25 in CON from \$738,000 to \$0 ► Add funds in FFY 26 in PE for \$244,000 CON for \$2,243,000 Total project cost increased from \$4,451,000 to \$5,620,000	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ► Add funds in FFY 27 in CON for \$30,000 ► Add funds in FFY 27 in CON for \$568,000 Total project cost increased from \$4,451,000 to \$5,620,000
T6651	I-95/I-495 MD 4 Bridges Replacement	(\$2,953,000)	\$44,201,000	\$64,559,000	\$20,358,000	46	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in ROW from \$0 to \$53,000 - Decrease funds in FFY 25 in CON from \$1,371,000 to \$0 + Increase funds in FFY 26 in ROW from \$0 to \$70,000 - Decrease funds in FFY 26 in CON from \$2,439,000 to \$462,000 NHPP + Increase funds in FFY 25 in ROW from \$0 to \$185,000 - Decrease funds in FFY 25 in CON from \$5,486,000 to \$0 + Increase funds in FFY 26 in ROW from \$0 to \$247,000 - Decrease funds in FFY 26 in CON from \$9,758,000 to \$8,782,000	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 27 in ROW from \$0 to \$70,000 - Decrease funds in FFY 27 in CON from \$3,429,000 to \$991,000 + Increase funds in FFY 28 in ROW from \$0 to \$70,000 + Increase funds in FFY 28 in CON from \$0 to \$877,000 + Increase funds in FFY 29 in ROW from \$0 to \$70,000 + Increase funds in FFY 29 in CON from \$0 to \$420,000 ► Add funds in FFY 30 in ROW for \$12,000 NHPP + Increase funds in FFY 27 in ROW from \$0 to \$247,000 + Increase funds in FFY 27 in CON from \$13,718,000 to \$18,830,000
T13601	National Electric Vehicle Infrastructure (NEVI) Program	\$166,000	\$25,916,000	\$27,699,000	\$1,783,000	7	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in PE from \$1,000 to \$3,000 + Increase funds in FFY 26 in PE from \$21,000 to \$28,000 STBG + Increase funds in FFY 25 in PE from \$3,000 to \$8,000 + Increase funds in FFY 26 in PE from \$62,000 to \$82,000 NEVI + Increase funds in FFY 25 in PE from \$17,000 to \$43,000 + Increase funds in FFY 26 in PE from \$330,000 to \$436,000 Total project cost increased from \$25,916,000 to \$27,699,000	PROJECT CHANGES (FROM PREVIOUS VERSION): Private + Increase funds in FFY 27 in CON from \$1,238,000 to \$1,464,000 + Increase funds in FFY 28 in CON from \$825,000 to \$844,000 + Increase funds in FFY 29 in CON from \$107,000 to \$126,000 + Increase funds in FFY 30 in CON from \$270,000 to \$289,000 ► Add funds in FFY 31 in CON for \$19,000 ► Add funds in FFY 32 in CON for \$19,000 NEVI + Increase funds in FFY 27 in CON from \$4,950,000 to \$5,856,000 + Increase funds in FFY 28 in CON from \$3,300,000 to \$3,378,000 + Increase funds in FFY 29 in CON from \$429,000 to \$507,000 + Increase funds in FFY 30 in CON from \$1,079,000 to \$1,157,000 ► Add funds in FFY 31 in CON for \$78,000 ► Add funds in FFY 32 in CON for \$78,000 Total project cost increased from \$25,916,000 to \$27,699,000

T5420	MD 97 at Montgomery Hills Highway Reconstruction	\$ 16,837,915	\$57,080,000	\$52,739,000	(\$4,341,000)	-8	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 23 in PE from \$63,000 to \$309,000</li> <li>- Decrease funds in FFY 23 in ROW from \$500,000 to \$21,000</li> <li>+ Increase funds in FFY 24 in PE from \$10,000 to \$246,000</li> <li>- Decrease funds in FFY 24 in ROW from \$960,000 to \$730,000</li> <li>+ Increase funds in FFY 25 in PE from \$10,000 to \$95,000</li> <li>+ Increase funds in FFY 25 in ROW from \$960,000 to \$1,107,000</li> <li>- Decrease funds in FFY 25 in UT from \$144,000 to \$40,000</li> <li>+ Increase funds in FFY 26 in PE from \$10,000 to \$32,000</li> <li>+ Increase funds in FFY 26 in ROW from \$0 to \$235,000</li> <li>- Decrease funds in FFY 26 in UT from \$173,000 to \$65,000</li> </ul> <p>HSIP</p> <ul style="list-style-type: none"> <li>► Add funds in FFY 25 in PE for \$665,000 ROW for \$4,809,000 UT for \$760,000</li> <li>► Add funds in FFY 26 in PE for \$607,000 ROW for \$4,465,000 UT for \$1,235,000</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 23 in PE from \$1,187,000 to \$1,235,000</li> <li>- Decrease funds in FFY 23 in ROW from \$4,500,000 to \$87,000</li> <li>+ Increase funds in FFY 24 in PE from \$490,000 to \$984,000</li> <li>- Decrease funds in FFY 24 in ROW from \$8,640,000 to \$2,920,000</li> <li>- Decrease funds in FFY 25 in PE from \$490,000 to \$240,000</li> <li>- Decrease funds in FFY 25 in ROW from \$8,640,000 to \$1,135,000</li> <li>- Decrease funds in FFY 25 in UT from \$1,297,000 to \$0</li> <li>► Delete funds in FFY 26 in PE for \$490,000</li> </ul> <p>Total project cost decreased from \$57,080,000 to \$52,739,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> <li>► Delete funds in FFY 27 in PE for \$500,000 CON for \$17,339,000</li> <li>► Add funds in FFY 30 in CON for \$18,000,000</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 22 in PE from \$458,000 to \$724,000</li> </ul> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>► Add funds in FFY 27 in PE for \$32,000 ROW for \$39,000 UT for \$75,000</li> <li>► Add funds in FFY 28 in PE for \$32,000 UT for \$85,000</li> <li>► Add funds in FFY 29 in UT for \$6,000</li> </ul> <p>HSIP</p> <ul style="list-style-type: none"> <li>► Add funds in FFY 27 in PE for \$607,000 ROW for \$737,000 UT for \$1,425,000</li> <li>► Add funds in FFY 28 in PE for \$607,000 UT for \$1,615,000</li> <li>► Add funds in FFY 29 in UT for \$119,000</li> </ul> <p>Total project cost decreased from \$57,080,000 to \$52,739,000</p>
-------	--	---------------	--------------	--------------	---------------	----	--	---	---

ATTACHMENT C - FUNDING CHANGE DETAIL REPORT FOR TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM																										
SOURCE	TIP ACTION	PRIOR TOTAL	2023					2024					2025					2026					PROGRAM TOTAL	FUTURE TOTAL	GRAND TOTAL	
			PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL				
TIP ID T13601 - National Electric Vehicle Infrastructure (NEVI) Program																										
DC/STATE	23-33.2							\$ 19,000					\$ 19,000	\$ 1,000				\$ 1,000	\$ 21,000				\$ 21,000	\$ 41,000		\$ 41,000
	23-49.2							\$ 19,000					\$ 19,000	\$ 3,000				\$ 3,000	\$ 28,000				\$ 28,000	\$ 50,000		\$ 50,000
	DELTA													\$ 2,000				\$ 2,000	\$ 7,000				\$ 7,000	\$ 9,000		\$ 9,000
NEVI	23-33.2							\$ 297,000					\$ 297,000	\$ 17,000		\$ 6,039,000		\$ 6,056,000	\$ 330,000		\$ 4,290,000		\$ 4,620,000	\$ 10,973,000	\$ 9,758,000	\$ 20,731,000
	23-49.2							\$ 297,000					\$ 297,000	\$ 43,000		\$ 6,039,000		\$ 6,082,000	\$ 436,000		\$ 4,290,000		\$ 4,726,000	\$ 11,105,000	\$ 11,054,000	\$ 22,159,000
	DELTA													\$ 26,000				\$ 26,000	\$ 106,000				\$ 106,000	\$ 132,000	\$ 1,296,000	\$ 1,428,000
Private	23-33.2															\$ 1,510,000		\$ 1,510,000			\$ 1,073,000		\$ 1,073,000	\$ 2,583,000	\$ 2,440,000	\$ 5,023,000
	23-49.2															\$ 1,510,000		\$ 1,510,000			\$ 1,073,000		\$ 1,073,000	\$ 2,583,000	\$ 2,761,000	\$ 5,344,000
	DELTA																						\$ 1,073,000	\$ 2,583,000	\$ -	\$ 321,000
STBG	23-33.2							\$ 56,000					\$ 56,000	\$ 3,000				\$ 3,000	\$ 62,000				\$ 62,000	\$ 121,000		\$ 121,000
	23-49.2							\$ 56,000					\$ 56,000	\$ 8,000				\$ 8,000	\$ 82,000				\$ 82,000	\$ 146,000		\$ 146,000
	DELTA													\$ 5,000				\$ 5,000	\$ 20,000				\$ 20,000	\$ 25,000		\$ 25,000
TOTAL	23-33.2							\$ 372,000					\$ 372,000	\$ 21,000		\$ 7,549,000		\$ 7,570,000	\$ 413,000		\$ 5,363,000		\$ 5,776,000	\$ 13,718,000	\$ 12,198,000	\$ 25,916,000
	23-49.2							\$ 372,000					\$ 372,000	\$ 54,000		\$ 7,549,000		\$ 7,603,000	\$ 546,000		\$ 5,363,000		\$ 5,909,000	\$ 13,884,000	\$ 13,815,000	\$ 27,699,000
	DELTA													\$ 33,000				\$ 33,000	\$ 133,000				\$ 133,000	\$ 166,000	\$ 1,617,000	\$ 1,783,000
TIP ID T11615 - MD 6 La Plata Safety and Accessibility Improvements Project																										
DC/STATE	23-40			\$ 101,000			\$ 101,000	\$ 120,000				\$ 120,000	\$ 120,000	\$ 25,000			\$ 145,000	\$ 120,000	\$ 25,000		\$ 73,000	\$ 218,000	\$ 584,000	\$ 98,000	\$ 682,000	
	23-49.2			\$ 101,000			\$ 101,000	\$ 120,000				\$ 120,000	\$ 117,000	\$ 25,000			\$ 142,000	\$ 117,000	\$ 25,000		\$ 73,000	\$ 215,000	\$ 578,000	\$ 250,000	\$ 828,000	
	DELTA												\$ (3,000)				\$ (3,000)	\$ (3,000)				\$ (3,000)	\$ (6,000)	\$ 152,000	\$ 146,000	
HSIP	23-49.2												\$ 351,000	\$ 225,000			\$ 576,000	\$ 351,000	\$ 225,000		\$ 662,000	\$ 1,238,000	\$ 1,814,000	\$ 1,809,000	\$ 3,623,000	
STBG	23-40			\$ 566,000			\$ 566,000	\$ 661,000				\$ 661,000	\$ 660,000	\$ 225,000			\$ 885,000	\$ 660,000	\$ 225,000		\$ 662,000	\$ 1,547,000	\$ 3,659,000	\$ 394,000	\$ 4,053,000	
	23-49.2			\$ 566,000			\$ 566,000	\$ 661,000				\$ 661,000	\$ 312,000				\$ 312,000	\$ 312,000			\$ 312,000	\$ 1,851,000	\$ 197,000	\$ 2,048,000		
	DELTA												\$ (348,000)	\$ (225,000)			\$ (573,000)	\$ (348,000)	\$ (225,000)		\$ (662,000)	\$ (1,235,000)	\$ (1,808,000)	\$ (197,000)	\$ (2,005,000)	
TBD	23-40																							\$ -	\$ 8,764,000	\$ 8,764,000
	23-49.2																							\$ -		
	DELTA																							\$ -	\$ (8,764,000)	\$ (8,764,000)
TOTAL	23-40			\$ 667,000			\$ 667,000	\$ 781,000				\$ 781,000	\$ 780,000	\$ 250,000			\$ 1,030,000	\$ 780,000	\$ 250,000		\$ 735,000	\$ 1,765,000	\$ 4,243,000	\$ 9,256,000	\$ 13,499,000	
	23-49.2			\$ 667,000			\$ 667,000	\$ 781,000				\$ 781,000	\$ 780,000	\$ 250,000			\$ 1,030,000	\$ 780,000	\$ 250,000		\$ 735,000	\$ 1,765,000	\$ 4,243,000	\$ 2,256,000	\$ 6,499,000	
	DELTA																						\$ -	\$ (7,000,000)	\$ (7,000,000)	
TIP ID T6689 - MD 225, Hawthorne Road, Bridge Replacement																										
DC/STATE	23-44	\$ 932,000	\$ 92,000		\$ 11,000	\$ 15,200	\$ 118,200	\$ 56,200		\$ 52,000		\$ 108,200	\$ 56,200		\$ 37,000		\$ 93,200						\$ 319,600		\$ 1,251,600	
	23-49.2	\$ 932,000	\$ 92,000			\$ 15,200	\$ 107,200	\$ 56,200				\$ 56,200	\$ 56,200				\$ 56,200	\$ 61,000		\$ 118,000		\$ 179,000	\$ 398,600	\$ 30,000	\$ 1,360,600	
	DELTA																						\$ 118,000	\$ 179,000	\$ 79,000	\$ 109,000
STBG	23-44	\$ 348,000	\$ 197,000		\$ 223,000	\$ 209,800	\$ 629,800	\$ 224,800		\$ 1,034,000		\$ 1,258,800	\$ 224,800		\$ 738,000		\$ 962,800						\$ 2,851,400		\$ 3,199,400	
	23-49.2	\$ 348,000	\$ 197,000			\$ 209,800	\$ 406,800	\$ 224,800				\$ 224,800	\$ 224,800				\$ 224,800	\$ 244,000		\$ 2,243,000		\$ 2,487,000	\$ 3,343,400	\$ 568,000	\$ 4,259,400	
	DELTA				\$ (223,000)		\$ (223,000)			\$ (1,034,000)		\$ (1,034,000)			\$ (738,000)		\$ (738,000)	\$ 244,000		\$ 2,243,000		\$ 2,487,000	\$ 492,000	\$ 568,000	\$ 1,060,000	
TOTAL	23-44	\$ 1,280,000	\$ 289,000		\$ 234,000	\$ 225,000	\$ 748,000	\$ 281,000		\$ 1,086,000		\$ 1,367,000	\$ 281,000		\$ 775,000		\$ 1,056,000						\$ 3,171,000		\$ 4,451,000	
	23-49.2	\$ 1,280,000	\$ 289,000			\$ 225,000	\$ 514,000	\$ 281,000				\$ 281,000	\$ 281,000				\$ 281,000	\$ 305,000		\$ 2,361,000		\$ 2,666,000	\$ 3,742,000	\$ 598,000	\$ 5,620,000	
	DELTA				\$ (234,000)		\$ (234,000)			\$ (1,086,000)		\$ (1,086,000)			\$ (775,000)		\$ (775,000)	\$ 305,000		\$ 2,361,000		\$ 2,666,000	\$ 571,000	\$ 598,000	\$ 1,169,000	
TIP ID T6651 - I-95/I-495 MD 4 Bridges Replacement																										
DC/STATE	23-44	\$ 63,000	\$ 9,000				\$ 9,000	\$ 277,000			\$ 300,000	\$ 577,000	\$ 1,000		\$ 1,371,000	\$ 100,000	\$ 1,472,000			\$ 2,439,000		\$ 2,439,000	\$ 4,497,000	\$ 3,429,000	\$ 7,989,000	
	23-49.2	\$ 63,000	\$ 9,000				\$ 9,000	\$ 277,000			\$ 300,000	\$ 577,000	\$ 1,000	\$ 53,000		\$ 100,000	\$ 154,000		\$ 70,000	\$ 462,000		\$ 532,000	\$ 1,272,000	\$ 2,510,000	\$ 3,845,000	
	DELTA													\$ 53,000	\$ (1,371,000)		\$ (1,318,000)		\$ 70,000	\$ (1,977,000)		\$ (1,907,000)	\$ (3,225,000)	\$ (919,000)	\$ (4,144,000)	
NHPP	23-44	\$ 325,000	\$ 397,000				\$ 397,000	\$ 2,995,000			\$ 1,200,000	\$ 4,195,000	\$ 1,289,000		\$ 5,486,000	\$ 400,000	\$ 7,175,000	\$ 644,000		\$ 9,758,000		\$ 10,402,000	\$ 22,169,000	\$ 13,718,000	\$ 36,212,000	
	23-49.2	\$ 325,000	\$ 397,000				\$ 397,000	\$ 2,995,000			\$ 1,200,000	\$ 4,195,000	\$ 1,289,000	\$ 185,000		\$ 400,000	\$ 1,874,000	\$ 644,000	\$ 247,000	\$ 8,782,000		\$ 9,673,000	\$ 16,139,000	\$ 44,250,000	\$ 60,714,000	
	DELTA																									



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

October 25, 2024

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

Dear Chair Henderson:

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

This action updates SHA's programmed project expenditures and project schedule in FY 2023-2026 and beyond including changes to the federal funding sources. These projects are already included in the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5420	MD 97 at Montgomery Hills Highway Reconstruction	(\$4,341)	Adds new preliminary engineering, utilities, and construction funds and decreases right-of-way funds.
6651	I-95/I-495 MD 4 Bridges Replacement	\$20,358	Adds right-of-way funds and construction funds.
6689	MD 225, Hawthorne Road, Bridge Replacement	\$1,169	Adds new preliminary engineering and construction funds.
11615	MD 6 La Plata Safety and Accessibility Improvements Project	(\$7,000)	Decreases construction funds.
13601	National Electric Vehicle Infrastructure (NEVI) Program	\$1,783	Adds new preliminary engineering and construction funds.

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

The Honorable Christina Henderson  
Page Two

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

## MEMORANDUM

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

**ATTN:** OPPPD REGIONAL PLANNER KARI SNYDER

**FROM:** OFFICE OF PLANNING AND PRELIMINARY ENGINEERING (OPPE)  
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)  
CHIEF TARA PENDERS

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

**DATE:** OCTOBER 24, 2024

**RESPONSE**

**REQUESTED BY:** N/A

*TJP* 10/24/2024

### 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 amendment of the FY 2023-2026 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
T5420	MD 97 at Montgomery Hills Highway Reconstruction	PE	\$2,387,000
		RW	(\$7,915,000)
		UT	\$526,000
		CO	\$661,000
T6651	I-95/I-495 MD 4 Bridges Replacement	RW	\$1,559,000
		CO	\$18,799,000
T6689	MD 225, Hawthorne Road, Bridge Replacement	PE	\$305,000
		CO	\$864,000
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	PE	N/A
		RW	N/A
		CO	(\$7,000,000)
T13601	National Electric Vehicle Infrastructure (NEVI) Program	PE	\$166,000
		CO	\$1,617,000

## **ANALYSIS**

*MD 97 at Montgomery Hills Highway Reconstruction (T5420)* – This requested amendment reflects the addition of \$2,387,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T5420 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the reduction of \$7,915,000 in funds for the right-of-way phase, an addition of \$526,000 for utilities, and an addition of \$661,000 for the construction phase. This action reflects the conversion of \$12,864,000 in federal NHPP to federal HSIP funds, the conversion of \$2,229,000 of future funds to HSIP, and the addition of \$572,000 of federal HSIP funds. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is decreasing from \$57,080,000 to \$52,739,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

*I-95/I-495 MD 4 Bridges Replacement (T6651)* – This requested amendment reflects the addition of \$1,559,000 in FY 2023-2026 TPB TIP funding for the right-of-way phase for T6651 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$31,047,000 in funds and the reduction of \$12,248,000 in funds for the construction phase, which constitutes a net increase of \$18,799,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$44,201,000 to \$64,559,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

*MD 225, Hawthorne Road, Bridge Replacement (T6689)* – This requested amendment reflects the addition of \$305,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T6689 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$2,959,000 in funds and the reduction of \$2,095,000 in funds for the construction phase, which constitutes a net increase of \$864,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$4,451,000 to \$5,620,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

*MD 6 La Plata Safety and Accessibility Improvements Project (T11615)* – This requested amendment reflects the conversion of \$923,000 in federal STBG funding to federal HSIP funding for the preliminary engineering phase for T11615 in the FY 2023-2026 TPB TIP to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment reflects the conversion of \$450,000 in federal STBG funds to federal HSIP funds for the right-of-way phase. This amendment also reflects the reduction of \$7,000,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is decreasing from \$13,499,000 to \$6,499,000, which includes funding programmed in years beyond the FY 2023-2026 TPB TIP.

*National Electric Vehicle Infrastructure (NEVI) Program (T13601)* – This requested amendment reflects the addition of \$166,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T13601 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$1,617,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$25,916,000 to \$27,699,000, which includes funding programmed in years beyond the FY 2023-2026 TPB TIP.

Ms. Michelle Martin  
Page Three

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 OPPE, RIPD Regional Planner, Mr. David Rodgers, at 410-545-5670 or [drodgers1@mdot.maryland.gov](mailto:drodgers1@mdot.maryland.gov).

## **ATTACHMENTS**

- FY 2023-2026 TPB TIP project T5420 report
- FY 2022-2025 Maryland STIP project TPB T5420 report
- FY 2023-2026 TPB TIP project T6651 report
- FY 2022-2025 Maryland STIP project TPB 6651 report
- FY 2023-2026 TPB TIP project T6689 report
- FY 2022-2025 Maryland STIP project TPB 6689 report
- FY 2023-2026 TPB TIP project T11615 report
- FY 2022-2025 Maryland STIP project TPB 11615 report
- FY 2023-2026 TPB TIP project T13601 report
- FY 2022-2025 Maryland STIP project TPB 13601 report

cc: Maurice Agostino, P.E., Director, Office of Structures (OOS), SHA  
Mr. Timothy Briner, Team Leader, Project Management, OOS, SHA  
Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, SHA  
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HDD), Office of Highway Development (OHD), SHA  
Mr. Sean Boyle, Transportation Design Engineer, HDD, OHD, SHA  
Jeff Davis, P.E., AICP, Deputy Director, OHD, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, OPPE, SHA  
Erich Florence, P.E., Deputy District Engineer, District 3, SHA  
Ms. Marie-France Guiteau, Transportation Engineering Manager, HDD, OHD, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Mr. John Narer, P.E., Team Leader, Project Management, OOS, SHA  
Ms. Kelly Nash, P.E., Deputy Director, OOS, SHA  
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA  
Mr. David Schlie, Regional Planner, RIPD, OPPE, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA  
Kimberly Tran, P.E., District Engineer, District 5, SHA

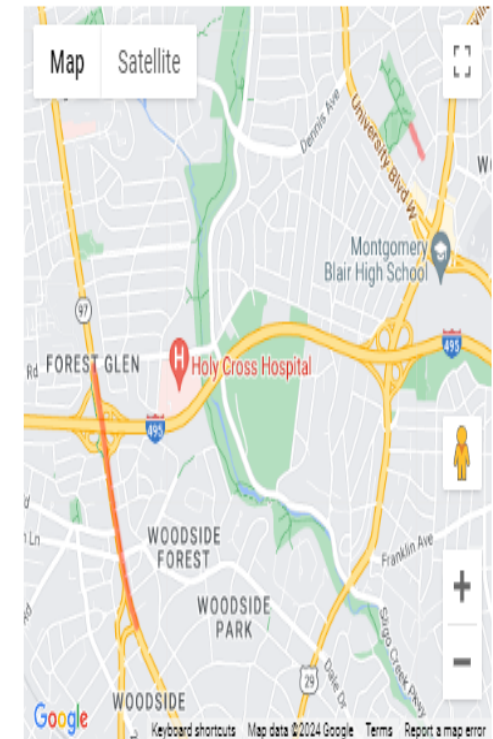


**TIP ID** T5420  
**Project Name** MD 97 at Montgomery Hills Highway Reconstruction  
**Project Limits** MD 390 to MD 192  
**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Montgomery  
**Municipality**  
**Agency Project ID** M02241

**Project Type** Road - Add Capacity/Widening  
**Total Cost** \$52,739,000  
**Completion Date** 2029

**Description** A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HSIP	-	-	-	\$665,000	\$607,000	\$1,214,000	\$1,272,000	\$2,486,000
PE		NHPP	\$988,000	\$1,235,000	\$984,000	\$240,000	-	-	\$2,459,000	\$3,447,000
PE		DC/STATE	\$3,306,000	\$309,000	\$246,000	\$95,000	\$32,000	\$64,000	\$682,000	\$4,052,000
<b>Total PE</b>			\$4,294,000	\$1,544,000	\$1,230,000	\$1,000,000	\$639,000	\$1,278,000	\$4,413,000	\$9,985,000
ROW		HSIP	-	-	-	\$4,809,000	\$4,465,000	\$737,000	\$9,274,000	\$10,011,000
ROW		NHPP	-	\$87,000	\$2,920,000	\$1,135,000	-	-	\$4,142,000	\$4,142,000
ROW		DC/STATE	-	\$21,000	\$730,000	\$1,107,000	\$235,000	\$39,000	\$2,093,000	\$2,132,000
<b>Total ROW</b>			-	\$108,000	\$3,650,000	\$7,051,000	\$4,700,000	\$776,000	\$15,509,000	\$16,285,000
CON		TBD	-	-	-	-	-	\$18,000,000	-	\$18,000,000
<b>Total CON</b>			-	-	-	-	-	\$18,000,000	-	\$18,000,000
UT		HSIP	-	-	-	\$760,000	\$1,235,000	\$3,159,000	\$1,995,000	\$5,154,000
UT		DC/STATE	-	-	-	\$40,000	\$65,000	\$166,000	\$105,000	\$271,000
<b>Total UT</b>			-	-	-	\$800,000	\$1,300,000	\$3,325,000	\$2,100,000	\$5,425,000
PLANNING		LOCAL	\$3,044,000	-	-	-	-	-	-	\$3,044,000
<b>Total PLANNING</b>			\$3,044,000	-	-	-	-	-	-	\$3,044,000
<b>Total Programmed</b>			\$7,338,000	\$1,652,000	\$4,880,000	\$8,851,000	\$6,639,000	\$23,379,000	\$22,022,000	\$52,739,000



#### Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-07.2	Amendment 2023-2026	11/16/2022	Pending	N/A
23-49.2	Amendment 2023-2026	Pending	Pending	N/A

#### Current Change Reason

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

#### Funding Change(s):

Total project cost decreased from \$57,080,000 to \$52,739,000

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 5420


## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 97 at Montgomery Hills Highway Reconstruction	B	Nonattainment	CE (2019)	\$ 25,702	\$ 2,670	\$ 28,372
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MDOT SHA	TPB	SHA-M-3	\$ (12,143)	\$ 59	\$ (12,084)

Description	Safety and accessibility improvements to MD 97 in Montgomery Hills between MD 192 and MD 390
-------------	--

Justification	Project will address safety and accessibility for vulnerable users
---------------	--

## 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	<div> MARYLAND DEPARTMENT OF TRANSPORTATION</div>	Current (000s)	<b>Total</b>	\$ 481	\$ 6,250	\$ 10,100	\$ 11,541	\$ 28,372
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change			Federal	\$ 458	\$ 5,687	\$ 9,130	\$ 10,427	\$ 25,702
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP			State/Local	\$ 23	\$ 563	\$ 970	\$ 1,114	\$ 2,670
<input type="checkbox"/> D) Other		Proposed (000s)	<b>Total</b>	\$ 905	\$ 1,652	\$ 4,880	\$ 8,851	\$ 16,288
Federal			\$ 724	\$ 1,322	\$ 3,904	\$ 7,609	\$ 13,559	
State/Local			\$ 181	\$ 330	\$ 976	\$ 1,242	\$ 2,729	
Change (000s)		<b>Total</b>	\$ 424	\$ (4,598)	\$ (5,220)	\$ (2,690)	\$ (12,084)	
		Federal	\$ 266	\$ (4,365)	\$ (5,226)	\$ (2,818)	\$ (12,143)	
		State/Local	\$ 158	\$ (233)	\$ 6	\$ 128	\$ 59	

## 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 458	\$ -	\$ 1,187	\$ -	\$ 490	\$ -	\$ 490	\$ -	\$ 2,625	\$ -	\$ 2,625
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 20	\$ 20
	State	\$ -	\$ 23	\$ -	\$ 63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86	\$ 86
ROW	NHPP	\$ -	\$ -	\$ 4,500	\$ -	\$ 8,640	\$ -	\$ 8,640	\$ -	\$ 21,780	\$ -	\$ 21,780
	HSIP	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 960	\$ -	\$ 960	\$ -	\$ 2,420	\$ 2,420
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,297	\$ -	\$ 1,297	\$ -	\$ 1,297
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144	\$ 144
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 458	\$ 23	\$ 5,687	\$ 563	\$ 9,130	\$ 970	\$ 10,427	\$ 1,114	\$ 25,702	\$ 2,670	\$ 28,372

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 724	\$ -	\$ 1,235	\$ -	\$ 984	\$ -	\$ 240	\$ -	\$ 3,183	\$ -	\$ 3,183
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 665	\$ -	\$ 665	\$ -	\$ 665
	State	\$ -	\$ 181	\$ -	\$ 309	\$ -	\$ 246	\$ -	\$ 95	\$ -	\$ 831	\$ 831
ROW	NHPP	\$ -	\$ -	\$ 87	\$ -	\$ 2,920	\$ -	\$ 1,135	\$ -	\$ 4,142	\$ -	\$ 4,142
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,809	\$ -	\$ 4,809	\$ -	\$ 4,809
	State	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 730	\$ -	\$ 1,107	\$ -	\$ 1,858	\$ 1,858
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760	\$ -	\$ 760	\$ -	\$ 760
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 40	\$ 40
Total		\$ 724	\$ 181	\$ 1,322	\$ 330	\$ 3,904	\$ 976	\$ 7,609	\$ 1,242	\$ 13,559	\$ 2,729	\$ 16,288

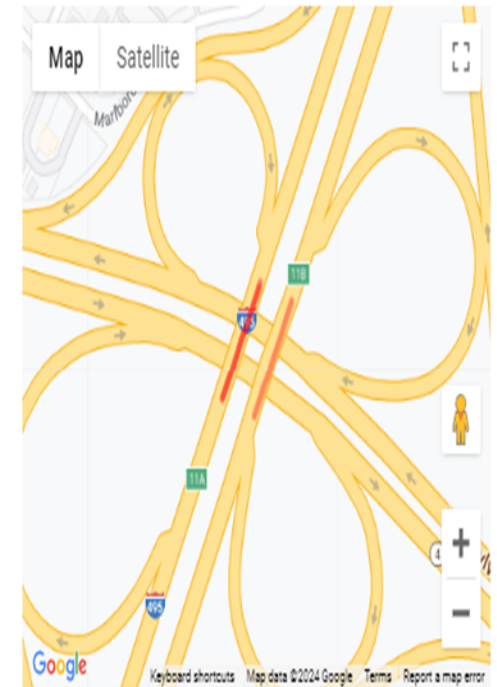
Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 266	\$ -	\$ 48	\$ -	\$ 494	\$ -	\$ (250)	\$ -	\$ 558	\$ -	\$ 558
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (10)	\$ 665	\$ (10)	\$ 665	\$ (20)	\$ 645
	State	\$ -	\$ 158	\$ -	\$ 246	\$ -	\$ 246	\$ -	\$ 95	\$ -	\$ 745	\$ 745
ROW	NHPP	\$ -	\$ -	\$ (4,413)	\$ -	\$ (5,720)	\$ -	\$ (7,505)	\$ -	\$ (17,638)	\$ -	\$ (17,638)
	HSIP	\$ -	\$ -	\$ -	\$ (500)	\$ -	\$ (960)	\$ 4,809	\$ (960)	\$ 4,809	\$ (2,420)	\$ 2,389
	State	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 730	\$ (1,297)	\$ 1,107	\$ (1,297)	\$ 1,858	\$ 561
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (144)	\$ -	\$ (144)	\$ (144)
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760	\$ -	\$ 760	\$ -	\$ 760
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 40	\$ 40
Total		\$ 266	\$ 158	\$ (4,365)	\$ (233)	\$ (5,226)	\$ 6	\$ (2,818)	\$ 128	\$ (12,143)	\$ 59	\$ (12,084)
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)			Total Project Cost		
Federal			\$ 264				\$ 13,559			\$ 25,817		
State/Local			\$ 6,169				\$ 2,729			\$ 4,201		
Total			\$ 6,433				\$ 16,288			\$ 30,018		
			Total							Total		
										\$ 39,640		
										\$ 13,099		
										\$ 52,739		

**TIP ID** T6651  
**Project Name** I-95/I-495 MD 4 Bridges Replacement  
**Project Limits**  
**Description** Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Prince Georges  
**Municipality**  
**Agency Project ID** PG0191

**Project Type** Bridge - Replace  
**Total Cost** \$64,559,000  
**Completion Date** 2029

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$325,000	\$397,000	\$2,995,000	\$1,289,000	\$644,000	-	\$5,325,000	\$5,650,000
PE		DC/STATE	\$63,000	\$9,000	\$277,000	\$1,000	-	-	\$287,000	\$350,000
<b>Total PE</b>			\$388,000	\$406,000	\$3,272,000	\$1,290,000	\$644,000	-	\$5,612,000	\$6,000,000
ROW		NHPP	-	-	-	\$185,000	\$247,000	\$782,000	\$432,000	\$1,214,000
ROW		DC/STATE	-	-	-	\$53,000	\$70,000	\$222,000	\$123,000	\$345,000
<b>Total ROW</b>			-	-	-	\$238,000	\$317,000	\$1,004,000	\$555,000	\$1,559,000
CON		NHPP	-	-	-	-	\$8,782,000	\$43,468,000	\$8,782,000	\$52,250,000
CON		DC/STATE	-	-	-	-	\$462,000	\$2,288,000	\$462,000	\$2,750,000
<b>Total CON</b>			-	-	-	-	\$9,244,000	\$45,756,000	\$9,244,000	\$55,000,000
UT		NHPP	-	-	\$1,200,000	\$400,000	-	-	\$1,600,000	\$1,600,000
UT		DC/STATE	-	-	\$300,000	\$100,000	-	-	\$400,000	\$400,000
<b>Total UT</b>			-	-	\$1,500,000	\$500,000	-	-	\$2,000,000	\$2,000,000
<b>Total Programmed</b>			\$388,000	\$406,000	\$4,772,000	\$2,028,000	\$10,205,000	\$46,760,000	\$17,411,000	\$64,559,000



#### Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-09.2	Amendment 2023-2026	01/18/2023	2/8/2024	2/8/2024
23-44	Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2	Amendment 2023-2026	Pending	Pending	N/A

#### Current Change Reason

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

#### Funding Change(s):

Total project cost increased from \$44,201,000 to \$64,559,000

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6651 MC# 22-162 Approved 6/11/2024

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-95/I-495 at MD 4 Bridges Replacement (PG0191)	B	Nonattainment	PCE anticipated (td)	\$ 11,826	\$ 2,064	\$ 13,890
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-PG-2 FY 2024	\$ (5,301)	\$ (1,318)	\$ (6,619)
Description	Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.					
Justification	The existing structures, built in 1963, 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 <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	\$ 65	\$ 406	\$ 4,772	\$ 8,647	\$ 13,890
		Federal	\$ 59	\$ 397	\$ 4,195	\$ 7,175	\$ 11,826
		State/Local	\$ 6	\$ 9	\$ 577	\$ 1,472	\$ 2,064
	Proposed (000s)	Total	\$ 65	\$ 406	\$ 4,772	\$ 2,028	\$ 7,271
		Federal	\$ 59	\$ 397	\$ 4,195	\$ 1,874	\$ 6,525
		State/Local	\$ 6	\$ 9	\$ 577	\$ 154	\$ 746
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ (6,619)	\$ (6,619)
		Federal	\$ -	\$ -	\$ -	\$ (5,301)	\$ (5,301)
		State/Local	\$ -	\$ -	\$ -	\$ (1,318)	\$ (1,318)



## 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	\$ 59	\$ -	\$ 397	\$ -	\$ 2,995	\$ -	\$ 1,289	\$ -	\$ 4,740	\$ -	\$ 4,740
	State	\$ -	\$ 6	\$ -	\$ 9	\$ -	\$ 277	\$ -	\$ 1	\$ -	\$ 293	\$ 293
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ 400	\$ -	\$ 1,600	\$ -	\$ 1,600
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ 100	\$ -	\$ 400	\$ 400
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,486	\$ -	\$ 5,486	\$ -	\$ 5,486
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,371	\$ -	\$ 1,371	\$ 1,371
Total		\$ 59	\$ 6	\$ 397	\$ 9	\$ 4,195	\$ 577	\$ 7,175	\$ 1,472	\$ 11,826	\$ 2,064	\$ 13,890
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	\$ 59	\$ -	\$ 397	\$ -	\$ 2,995	\$ -	\$ 1,289	\$ -	\$ 4,740	\$ -	\$ 4,740
	State	\$ -	\$ 6	\$ -	\$ 9	\$ -	\$ 277	\$ -	\$ 1	\$ -	\$ 293	\$ 293
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185	\$ -	\$ 185	\$ -	\$ 185
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 53	\$ 53
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ 400	\$ -	\$ 1,600	\$ -	\$ 1,600
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ 100	\$ -	\$ 400	\$ 400
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 59	\$ 6	\$ 397	\$ 9	\$ 4,195	\$ 577	\$ 1,874	\$ 154	\$ 6,525	\$ 746	\$ 7,271

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185	\$ -	\$ 185	\$ -	\$ 185
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 53	\$ 53
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,486)	\$ -	\$ (5,486)	\$ -	\$ (5,486)
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,371)	\$ -	\$ (1,371)	\$ (1,371)
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,301)	\$ (1,318)	\$ (5,301)	\$ (1,318)	\$ (6,619)
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)			Balance to Complete (≥ FY 2026)			Total Project Cost			
Federal			\$ 57	Federal			\$ 6,525	Federal			\$ 53,923	\$ 60,505
State/Local			\$ 266	State/Local			\$ 746	State/Local			\$ 3,042	\$ 4,054
Total			\$ 323	Total			\$ 7,271	Total			\$ 56,965	\$ 64,559

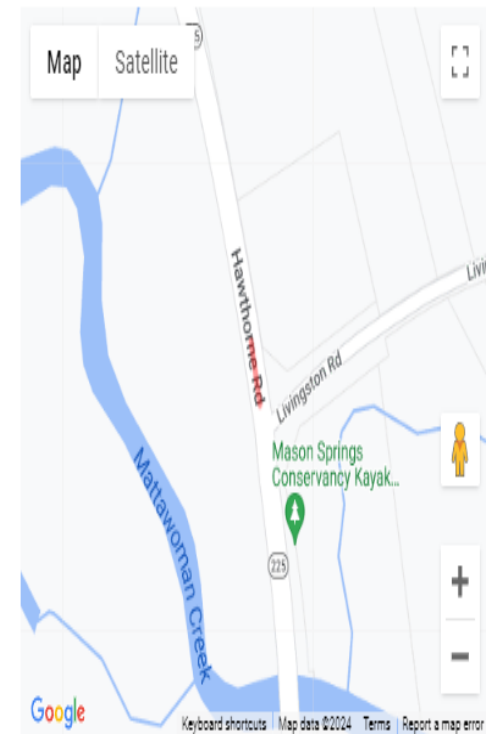


**TIP ID** T6689  
**Project Name** MD 225, Hawthorne Road, Bridge Replacement  
**Project Limits**  
**Description** Replacement of MD 5 Bridge 08021 over Mattawoman Creek

**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Charles  
**Municipality** City of Frederick, City of Rockville  
**Agency Project ID** CH1681

**Project Type** Bridge - Replace  
**Total Cost** \$5,620,000  
**Completion Date** 2027

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	\$921,000	\$92,000	\$56,200	\$56,200	\$61,000	-	\$265,400	\$1,186,400
PE		STBG	\$146,000	\$197,000	\$224,800	\$224,800	\$244,000	-	\$890,600	\$1,036,600
<b>Total PE</b>			<b>\$1,067,000</b>	<b>\$289,000</b>	<b>\$281,000</b>	<b>\$281,000</b>	<b>\$305,000</b>	<b>-</b>	<b>\$1,156,000</b>	<b>\$2,223,000</b>
CON		DC/STATE	-	-	-	-	\$118,000	\$30,000	\$118,000	\$148,000
CON		STBG	-	-	-	-	\$2,243,000	\$568,000	\$2,243,000	\$2,811,000
<b>Total CON</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$2,361,000</b>	<b>\$598,000</b>	<b>\$2,361,000</b>	<b>\$2,959,000</b>
UT		DC/STATE	\$11,000	\$15,200	-	-	-	-	\$15,200	\$26,200
UT		STBG	\$202,000	\$209,800	-	-	-	-	\$209,800	\$411,800
<b>Total UT</b>			<b>\$213,000</b>	<b>\$225,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$225,000</b>	<b>\$438,000</b>
<b>Total Programmed</b>			<b>\$1,280,000</b>	<b>\$514,000</b>	<b>\$281,000</b>	<b>\$281,000</b>	<b>\$2,666,000</b>	<b>\$598,000</b>	<b>\$3,742,000</b>	<b>\$5,620,000</b>



#### Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-14	Amendment 2023-2026	03/17/2023	N/A	N/A
23-44	Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2	Amendment 2023-2026	Pending	Pending	N/A

#### Current Change Reason

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

#### Funding Change(s):

Total project cost increased from \$4,451,000 to \$5,620,000


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6689 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 225 Hawthorne Road Bridges Replacement (TPB 6689)	B	Nonattainment	PCE Approved 2021	\$ 3,188	\$ 391	\$ 3,579
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-CH-1 FY 2024	\$ (1,995)	\$ (100)	\$ (2,095)
Description	Replacement of MD 225 Bridge 08021 over Mattawoman Creek.					
Justification	The existing structure, built in 1951, 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 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	\$ 408	\$ 748	\$ 1,367	\$ 1,056	\$ 3,579
		Federal	\$ 336	\$ 630	\$ 1,259	\$ 963	\$ 3,188
		State/Local	\$ 72	\$ 118	\$ 108	\$ 93	\$ 391
	Proposed (000s)	Total	\$ 408	\$ 514	\$ 281	\$ 281	\$ 1,484
		Federal	\$ 336	\$ 407	\$ 225	\$ 225	\$ 1,193
		State/Local	\$ 72	\$ 107	\$ 56	\$ 56	\$ 291
	Change (000s)	Total	\$ -	\$ (234)	\$ (1,086)	\$ (775)	\$ (2,095)
		Federal	\$ -	\$ (223)	\$ (1,034)	\$ (738)	\$ (1,995)
		State/Local	\$ -	\$ (11)	\$ (52)	\$ (37)	\$ (100)
							

## 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	\$ 134	\$ -	\$ 197	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 781	\$ -	\$ 781
	State	\$ -	\$ 61	\$ -	\$ 92	\$ -	\$ 56	\$ -	\$ 56	\$ -	\$ 265	\$ 265
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ 202	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412	\$ -	\$ 412
	State	\$ -	\$ 11	\$ -	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ 26
CO	STBG	\$ -	\$ -	\$ 223	\$ -	\$ 1,034	\$ -	\$ 738	\$ -	\$ 1,995	\$ -	\$ 1,995
	State	\$ -	\$ -	\$ -	\$ 11	\$ -	\$ 52	\$ -	\$ 37	\$ -	\$ 100	\$ 100
Total		\$ 336	\$ 72	\$ 630	\$ 118	\$ 1,259	\$ 108	\$ 963	\$ 93	\$ 3,188	\$ 391	\$ 3,579
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	\$ 134	\$ -	\$ 197	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 781	\$ -	\$ 781
	State	\$ -	\$ 61	\$ -	\$ 92	\$ -	\$ 56	\$ -	\$ 56	\$ -	\$ 265	\$ 265
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ 202	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412	\$ -	\$ 412
	State	\$ -	\$ 11	\$ -	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ 26
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 336	\$ 72	\$ 407	\$ 107	\$ 225	\$ 56	\$ 225	\$ 56	\$ 1,193	\$ 291	\$ 1,484



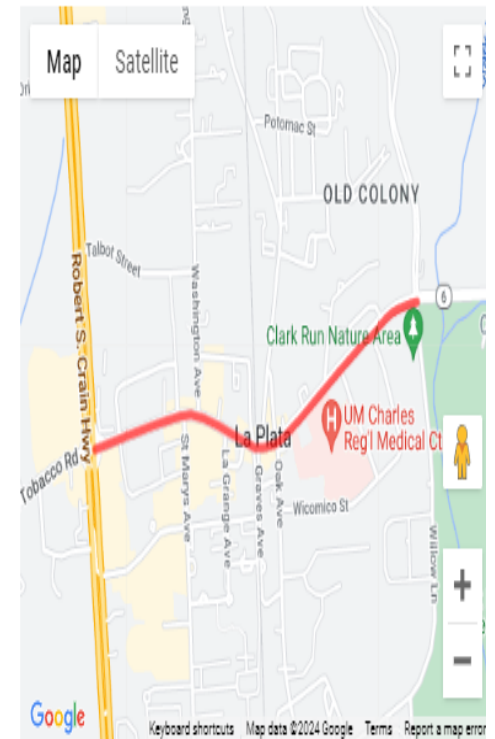
Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ (223)	\$ -	\$ (1,034)	\$ -	\$ (738)	\$ -	\$ (1,995)	\$ -	\$ (1,995)
	State	\$ -	\$ -	\$ -	\$ (11)	\$ -	\$ (52)	\$ -	\$ (37)	\$ -	\$ (100)	\$ (100)
Total		\$ -	\$ -	\$ (223)	\$ (11)	\$ (1,034)	\$ (52)	\$ (738)	\$ (37)	\$ (1,995)	\$ (100)	\$ (2,095)
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)			Total Project Cost		
Federal			\$ 12	Federal				\$ 1,193	Federal			\$ 4,260
State/Local			\$ 860	State/Local				\$ 291	State/Local			\$ 1,360
Total			\$ 872	Total				\$ 1,484	Total			\$ 5,620

**TIP ID** T11615  
**Project Name** MD 6 La Plata Safety and Accessibility Improvements Project  
**Project Limits** US 301 to Willow Lane  
**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Charles  
**Municipality**  
**Agency Project ID**

**Project Type** Bicycle/Pedestrian - Bike/Ped  
**Total Cost** \$6,499,000  
**Completion Date** 2029

**Description** The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HSIP	-	-	-	\$351,000	\$351,000	\$221,000	\$702,000	\$923,000
PE		DC/STATE	-	\$101,000	\$120,000	\$117,000	\$117,000	\$74,000	\$455,000	\$529,000
PE		STBG	-	\$566,000	\$661,000	\$312,000	\$312,000	\$197,000	\$1,851,000	\$2,048,000
<b>Total PE</b>			-	\$667,000	\$781,000	\$780,000	\$780,000	\$492,000	\$3,008,000	\$3,500,000
ROW		HSIP	-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
ROW		DC/STATE	-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
<b>Total ROW</b>			-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
UT		HSIP	-	-	-	-	\$662,000	\$1,588,000	\$662,000	\$2,250,000
UT		DC/STATE	-	-	-	-	\$73,000	\$176,000	\$73,000	\$249,000
<b>Total UT</b>			-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
<b>Total Programmed</b>			-	\$667,000	\$781,000	\$1,030,000	\$1,765,000	\$2,256,000	\$4,243,000	\$6,499,000



#### Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-07.2	Amendment 2023-2026	11/16/2022	Pending	N/A
23-40	Amendment 2023-2026	05/20/2024	N/A	N/A
23-49.2	Amendment 2023-2026	Pending	Pending	N/A

#### Current Change Reason

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

#### Funding Change(s):

Total project cost decreased from \$13,499,000 to \$6,499,000


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11615 MC# 22-136 Appvd. 6/7/2024

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 6 La Plata Safety and Accessibility Improvements Project (CH2481)	B	Exempt	PCE (TBD)	\$ 2,112	\$ 366	\$ 2,478
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-CH-4 FY 2024	\$ 3	\$ (3)	\$ -
Description	The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.					
Justification	This project will improve safety and accessibility for vulnerable users along MD 6 and provide streetscape treatments to create a sense of place in La Plata.					

## 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 [Administrative modification to add and shift federal/state construction funding]	Current (000s)	Total	\$ -	\$ 667	\$ 781	\$ 1,030	\$ 2,478
		Federal	\$ -	\$ 566	\$ 661	\$ 885	\$ 2,112
		State/Local	\$ -	\$ 101	\$ 120	\$ 145	\$ 366
	Proposed (000s)	Total	\$ -	\$ 667	\$ 781	\$ 1,030	\$ 2,478
		Federal	\$ -	\$ 566	\$ 661	\$ 888	\$ 2,115
		State/Local	\$ -	\$ 101	\$ 120	\$ 142	\$ 363
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ 3	\$ 3
		State/Local	\$ -	\$ -	\$ -	\$ (3)	\$ (3)

## 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/State	\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 660	\$ 120	\$ 1,887	\$ 341	\$ 2,228
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ 25	\$ 225	\$ 25	\$ 250
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 885	\$ 145	\$ 2,112	\$ 366	\$ 2,478

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	\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 312	\$ 78	\$ 1,539	\$ 299	\$ 1,838
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ 39	\$ 351	\$ 39	\$ 390
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ 25	\$ 225	\$ 25	\$ 250
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 888	\$ 142	\$ 2,115	\$ 363	\$ 2,478

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/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (348)	\$ (42)	\$ (348)	\$ (42)	\$ (390)
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ 39	\$ 351	\$ 39	\$ 390
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3</b>	<b>\$ (3)</b>	<b>\$ 3</b>	<b>\$ (3)</b>	<b>\$ -</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		\$ 2,115	Federal		\$ 3,556	Federal		\$ 5,671
State/Local			\$ -	State/Local		\$ 363	State/Local		\$ 465	State/Local		\$ 828
<b>Total</b>			<b>\$ -</b>	<b>Total</b>		<b>\$ 2,478</b>	<b>Total</b>		<b>\$ 4,021</b>	<b>Total</b>		<b>\$ 6,499</b>

\*Future-TBD funds are funds for which a source has not been identified that are flowed beyond the years of the 2023-2026 TIP in the TPB Project Info Trak (PIT) system.

<b>TIP ID</b>	<b>T13601</b>	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Other - Alt Fuel Infrastructure
<b>Project Name</b>	National Electric Vehicle Infrastructure (NEVI) Program	<b>County</b>	Calvert, Charles, Frederick, Montgomery, Prince Georges	<b>Total Cost</b>	\$27,699,000
<b>Project Limits</b>		<b>Municipality</b>		<b>Completion Date</b>	2030
		<b>Agency Project ID</b>	AZ3401		
<b>Description</b>	Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Marylands designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.				

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
PE		NEVI	-	-	\$297,000	\$43,000	\$436,000	-	\$776,000	\$776,000	
PE		DC/STATE	-	-	\$19,000	\$3,000	\$28,000	-	\$50,000	\$50,000	
PE		STBG	-	-	\$56,000	\$8,000	\$82,000	-	\$146,000	\$146,000	
		<b>Total PE</b>	-	-	\$372,000	\$54,000	\$546,000	-	\$972,000	\$972,000	
CON		NEVI	-	-	-	\$6,039,000	\$4,290,000	\$11,054,000	\$10,329,000	\$21,383,000	
CON		Private	-	-	-	\$1,510,000	\$1,073,000	\$2,761,000	\$2,583,000	\$5,344,000	
		<b>Total CON</b>	-	-	-	\$7,549,000	\$5,363,000	\$13,815,000	\$12,912,000	\$26,727,000	
		<b>Total Programmed</b>	-	-	\$372,000	\$7,603,000	\$5,909,000	\$13,815,000	\$13,884,000	\$27,699,000	

#### Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-33.2	Amendment 2023-2026	02/21/2024	3/7/2024
23-49.2	Amendment 2023-2026	Pending	Pending
			N/A

#### Current Change Reason

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

#### Funding Change(s):

Total project cost increased from \$25,916,000 to \$27,699,000


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 13601 MC# 22-136 Appvd. 6/7/2024

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
National Electric Vehicle Infrastructure (NEVI) Program	B	Exempt	TBD	\$ 6,412	\$ 1,530	\$ 7,942
	Administration			Net Funding Change (000s)		
	SHA	Area/MPO	CTP Page	Federal	State/Local	Total
		TPB	SHA-SW-4	\$ 31	\$ 2	\$ 33
Description	Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.					
Justification	To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2023	FY 2024	FY 2025	FY 2026	Total
<input type="checkbox"/>	A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ -	\$ -	\$ 372	\$ 7,570	\$ 7,942
<input checked="" type="checkbox"/>	B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ 353	\$ 6,059	\$ 6,412
			State/Local	\$ -	\$ -	\$ 19	\$ 1,511	\$ 1,530
<input type="checkbox"/>	C) Removes or deletes individual listed project from the STIP	Proposed (000s)	Total	\$ -	\$ -	\$ 372	\$ 7,603	\$ 7,975
<input type="checkbox"/>	D) Other [Administrative modification to add and shift federal/state construction funding]		Federal	\$ -	\$ -	\$ 353	\$ 6,090	\$ 6,443
			State/Local	\$ -	\$ -	\$ 19	\$ 1,513	\$ 1,532
<div> MARYLAND DEPARTMENT OF TRANSPORTATION</div>		Change (000s)	Total	\$ -	\$ -	\$ -	\$ 33	\$ 33
			Federal	\$ -	\$ -	\$ -	\$ 31	\$ 31
			State/Local	\$ -	\$ -	\$ -	\$ 2	\$ 2



## 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	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 17	\$ -	\$ 314	\$ -	\$ 314
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 3	\$ -	\$ 59	\$ -	\$ 59
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 1	\$ -	\$ 20	\$ 20
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
Total		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,059	\$ 1,511	\$ 6,412	\$ 1,530	\$ 7,942

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 43	\$ -	\$ 340	\$ -	\$ 340
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 8	\$ -	\$ 64	\$ -	\$ 64
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 3	\$ -	\$ 22	\$ 22
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
Total		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,090	\$ 1,513	\$ 6,443	\$ 1,532	\$ 7,975

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ -	\$ 26	\$ -	\$ 26
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5	\$ -	\$ 5	\$ -	\$ 5
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2	\$ -	\$ 2	\$ 2
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 31</b>	<b>\$ 2</b>	<b>\$ 31</b>	<b>\$ 2</b>	<b>\$ 33</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		\$ 6,443	Federal		\$ 15,862	Federal		\$ 22,305	
State/Local		\$ -	State/Local		\$ 1,532	State/Local/Private		\$ 3,862	State/Local/Private		\$ 5,394	
<b>Total</b>		<b>\$ -</b>	<b>Total</b>		<b>\$ 7,975</b>	<b>Total</b>		<b>\$ 19,724</b>	<b>Total</b>		<b>\$ 27,699</b>	

\* 20 Percent of the funds for the construction phase is private, third party contributions. In this particular case, for this STIP sheet, the private funds were added into the State/Local column, to maximize the use of limited space in the table.

**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 23-49.2 WHICH INCLUDES FUNDING FOR STUDY AND PRELIMINARY DESIGN OF THE TWINBROOK PEDESTRIAN AND BICYCLE BRIDGE, AS REQUESTED BY THE CITY OF ROCKVILLE DEPARTMENT OF PUBLIC WORKS (DPW)**

**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 Rockville DPW has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-49.2 which adds \$710,000 in Neighborhood Access and Equity (NAE) Grant Program and local funding to cover planning and 30% of the preliminary design of the Twinbrook Pedestrian and Bicycle Bridge project, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Project Overview report showing the new project record will appear in the TIP following approval, and

ATTACHMENT B) Letter from the City of Rockville DPW dated October 22, 2024, requesting the amendment; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-49.2, creating the 49<sup>th</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 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 23-49.2 which adds \$710,000 in NAE Grant Program and local funding to cover planning and 30% of the preliminary design of the Twinbrook Pedestrian and Bicycle Bridge project as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on November 1, 2024.**  
**Final approval following review by the full TPB at its meeting on November 20, 2024.**





# National Capital Region Transportation Planning Board

## ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

<b>TIP ID</b>	T13647	<b>Lead Agency</b>	Rockville Public Works Department	<b>Project Type</b>	Study/Planning/Research
<b>Project Name</b>	Twinbrook Pedestrian and Bicycle Bridge (Study/ Preliminary Design)	<b>County</b>	Montgomery	<b>Total Cost</b>	\$710,000
<b>Project Limits</b>	Lewis Avenue to Chapman Avenue and Rockville Pike (MD 355)	<b>Municipality</b>	City of Rockville	<b>Completion Date</b>	2025
<b>Agency Project ID</b>					

**Description** This project supports the City of Rockville efforts to reconnect the Twinbrook Community which was separated by the Metrorail infrastructure in the 1980s. The scope of this phase of the project includes conducting comprehensive planning activities for four potential railroad crossing locations, including feasibility analysis, public engagement, a benefit-cost analysis for each crossing location, the selection of a preferred alternative, and 30 percent preliminary design for the preferred alternative.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
PE		LOCAL	-	-	-	-	\$82,000	-	\$82,000	\$82,000	
PE		NAE	-	-	-	-	\$268,000	-	\$268,000	\$268,000	
		<b>Total PE</b>	-	-	-	-	\$350,000	-	\$350,000	\$350,000	
PLANNING		LOCAL	-	-	-	\$40,000	\$20,000	-	\$60,000	\$60,000	
PLANNING		NAE	-	-	-	\$200,000	\$100,000	-	\$300,000	\$300,000	
		<b>Total PLANNING</b>	-	-	-	\$240,000	\$120,000	-	\$360,000	\$360,000	
		<b>Total Programmed</b>	-	-	-	\$240,000	\$470,000	-	\$710,000	\$710,000	

### Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-49.2 Amendment 2023-2026	11/20/2024	Pending	N/A

### Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

October 22, 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, D.C. 20002

Dear Chair Henderson:

The City of Rockville (City) Department of Public Works (DPW) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026, Transportation Improvement Program (TIP), as identified in the attachment. This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of the amendment is to add the funding for the Twinbrook Pedestrian and Bicycle Bridge study and design project to the FY 2023-2026 TIP. This amendment is necessary for the city to obligate federally awarded funding, which requires that projects including preliminary design being included in the TIP and State Transportation Improvement Program (STIP). This project is funded from the Department of Transportation Neighborhood Access and Equity (NAE) program at an 80/20 federal/local split with the remaining funds to come from the City.

An amount of \$710,000 will be programmed for the current TIP (FY 2023-2026). This project is to be designated "not regionally significant" and does not increase capacity therefore conformity testing is not required. These funds were not accounted for in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP. This project supports the city's efforts to reconnect the Twinbrook Community which was separated by the rail infrastructure in the 1980s. The \$710,000 will fund this project, and the scope includes conducting comprehensive planning activities for four potential railroad crossing locations, including feasibility analysis, public engagement, a benefit-cost analysis for each crossing location, the selection of a preferred alternative, and 30 percent preliminary design for the preferred alternative.

The Honorable Christina Henderson, Chair  
October 22, 2024  
Page 2

DPW requests that this amendment be approved by the TPB Steering Committee at its November 8, 2024, meeting and by the full board at its November 20, 2024, meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its STIP so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter.

If you have any questions or comments, please contact Senior Transportation Planner Faramarz Mokhtari via email at [fmokhtari@rockvillemd.gov](mailto:fmokhtari@rockvillemd.gov) or via telephone at 240-314-8509.

Sincerely,

*Craig Simoneau*

Craig L. Simoneau, P.E.  
Director of Public Works

BBW/kmc

cc: Jeff Mihelich, City Manager, City of Rockville  
Emad Elshafei, Chief of Traffic and Transportation, City of Rockville  
Faramarz Mokhtari, Senior Transportation Planner, City of Rockville  
Kanti Srikanth, Director of Transportation, MWCOG  
Lyn Erickson, Plan Development and Coordination Program Director, MWCOG  
Day file

**From:** [Lyn Erickson](#)  
**To:** ["Andra Schmitt"; Kanti Srikanth](#)  
**Cc:** [Carrie Beach](#); [Philippe Simon](#); [Andrew Austin](#)  
**Subject:** RE: Request for Technical Correction to 2025 UPWP  
**Date:** Thursday, October 24, 2024 2:32:00 PM  
**Attachments:** [FINAL - FY 2025 UPWP - Nov Technical Correction.pdf](#)

---

Dear Ms. Schmitt –

This is to acknowledge the receipt of and the processing of the City of Alexandria’s request to make a technical correction to the National Capital Region Transportation Planning Board’s (TPB) FY 2025 Unified Planning Work Program (UPWP). As requested, the planning study called “**Duke Street Corridor Plan**” has been added to Figure 4 “Transportation Planning Studies Within the National Capital Region” in the FY 2025 UPWP. The updated Figure 4 is attached and the project name is highlighted.

This UPWP Technical Correction has been placed on the November 1, 2024 Steering Committee agenda to inform the members the UPWP language has been updated. This information will also be reported at the November 20, 2024 TPB meeting as part of the Director’s Report. Should you have any questions on the matter, please contact Lyn Erickson at 202-962-3319 or [lerickson@mwco.org](mailto:lerickson@mwco.org).

Sincerely,  
Kanti Srikanth  
Director – MWCOG, Department of Transportation Planning  
Staff Director – Transportation Planning Board  
202-962-3257 (Direct)

Sent on behalf of Kanti Srikanth by:  
Lyn Erickson

\*\*\*\*\*

*Lyn Erickson, AICP*  
Metropolitan Washington Council of Governments  
Plan Development and Coordination Program Director  
777 North Capitol Street NE Suite 300  
Washington, DC 20002  
Cell 703-587-7935  
Work 202-962-3319

---

**From:** Andra Schmitt <[andra.schmitt@alexandriava.gov](mailto:andra.schmitt@alexandriava.gov)>  
**Sent:** Wednesday, October 16, 2024 3:34 PM  
**To:** Kanti Srikanth <[ksrikanth@mwco.org](mailto:ksrikanth@mwco.org)>; Lyn Erickson <[lerickson@mwco.org](mailto:lerickson@mwco.org)>  
**Cc:** Carrie Beach <[Carrie.Beach@alexandriava.gov](mailto:Carrie.Beach@alexandriava.gov)>; Philippe Simon <[philippe.simon@alexandriava.gov](mailto:philippe.simon@alexandriava.gov)>; Andrew Austin <[aaustin@mwco.org](mailto:aaustin@mwco.org)>  
**Subject:** Request for Technical Correction to 2025 UPWP

To TPB Director Kanti Srikanth and Chief Program Director Lyn Erickson -

The City of Alexandria would kindly request assistance to modify the FY2025 UPWP for a Technical Correction. We would like to add a planning study related to the award of Federal Transit Administration (FTA) funds for “Duke Street Corridor Plan” to **Figure 4: Transportation Planning Studies within the National Capital Region, 2025** located on page 14 of the *FY2025 UPWP (Sept Amendment)*.

Please see below for what the proposed additional line item to the table would include under the Commonwealth of Virginia portion:

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
Duke Street Corridor Plan	City of Alexandria	2025/2026	Planning

The City of Alexandria was one of twenty (20) municipalities awarded funding under FTA’s FY23 Transit-Oriented Development Planning Pilot Program for communities to incorporate TOD best practices around developing or expanding mass transit systems. For the City, the upcoming Duke Street Bus Rapid Transit (BRT) infrastructure project, also known as Duke Street in Motion, serves as the focal point for a new land use plan containing communities adjacent to the Duke Street corridor, which FTA TOD grant funds of \$550,000 will be utilized to create, refine, and adopt through a robust planning process.

This new land use plan, titled the Duke Street Corridor Plan, will incorporate land use, housing, open space, sustainability, transportation, and extensive community engagement to prioritize enhanced connectivity and accessibility, mixed-use development opportunities, community-serving retail, diverse housing options, and land use patterns that promote transit-oriented development in an area long dominated by auto-centric uses.

The Duke Street Corridor planning process is expected to begin first quarter of 2025.

Please contact Carrie Beach, Division Chief of Neighborhood Planning & Community Development,

or myself if you have any additional questions.

Thank you kindly for your assistance!

Andra Roventa Schmitt (She/Her)

Urban Planner II

City of Alexandria, Virginia |

Neighborhood Planning and Community Development (NPCD) Division |

Department of Planning & Zoning (P&Z) |

t: (703) 746-3819

[alexandriava.gov](http://alexandriava.gov)

In-Person: Tuesdays, Wednesdays, and Fridays



***The City of Alexandria's 275<sup>th</sup> Anniversary***

**From:** [Lyn Erickson](#)  
**To:** [Brooks, Samuel M. \(DDOT\)](#); [Kanti Srikanth](#)  
**Cc:** [Andrew Austin](#); [Rawlings, Mark \(DDOT\)](#); [Hampton, Ben \(DDOT\)](#)  
**Subject:** RE: Request for Technical Correction to FY 2025 UPWP  
**Date:** Thursday, October 24, 2024 2:32:00 PM  
**Attachments:** [FINAL - FY 2025 UPWP - Nov Technical Correction.pdf](#)  
[image001.png](#)

---

Dear Mr. Brooks,

This is to acknowledge the receipt of and the processing of DDOT's request to make a technical correction to the National Capital Region Transportation Planning Board's (TPB) FY 2025 Unified Planning Work Program (UPWP). As requested, the planning study called "**Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation**" has been added to Figure 4 "Transportation Planning Studies Within the National Capital Region" in the FY 2025 UPWP. The updated Figure 4 is attached and the project name is highlighted.

This UPWP Technical Correction has been placed on the November 1, 2024 Steering Committee agenda to inform the members the UPWP language has been updated. This information will also be reported at the November 20, 2024 TPB meeting as part of the Director's Report. Should you have any questions on the matter, please contact Lyn Erickson at 202-962-3319 or [lerickson@mwco.org](mailto:lerickson@mwco.org).

Sincerely,  
Kanti Srikanth  
Director – MWCOG, Department of Transportation Planning  
Staff Director – Transportation Planning Board  
202-962-3257 (Direct)

Sent on behalf of Kanti Srikanth by:  
Lyn Erickson

\*\*\*\*\*

*Lyn Erickson, AICP*  
Metropolitan Washington Council of Governments  
Plan Development and Coordination Program Director  
777 North Capitol Street NE Suite 300  
Washington, DC 20002  
Cell 703-587-7935  
Work 202-962-3319

---

**From:** Brooks, Samuel M. (DDOT) <SamuelM.Brooks@dc.gov>  
**Sent:** Friday, October 18, 2024 4:59 PM  
**To:** Kanti Srikanth <ksrikanth@mwco.org>; Lyn Erickson <lerickson@mwco.org>  
**Cc:** Andrew Austin <aaustin@mwco.org>; Rawlings, Mark (DDOT) <mark.rawlings@dc.gov>; Hampton, Ben (DDOT) <ben.hampton@dc.gov>  
**Subject:** Request for Technical Correction to FY 2025 UPWP

Dear Kanti and Lyn:

The District Department of Transportation (DDOT) requests your assistance to modify the FY 2025 Unified Planning Work Program (UPWP) with a Technical Correction. We are seeking to add a planning study related to the award of Federal Highway Administration (FHWA) grant funds for the "**Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation**" to Figure 4 "Transportation Planning Studies within the National Capital Region, 2025."

Please see the proposed revised page attached.

DDOT was awarded funding under FHWA's Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program, which provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. DDOT is planning improvements to the Nannie Helen Burroughs Ave. NE underpass of DC-295, which has experienced several flooding events in recent years.

Please contact me should you have questions or need additional information.

Thank you in advance for your assistance with this request.

Sam

--

**Samuel M. Brooks** (he/him)

*State Resource Planning Branch Manager*

Resource Allocation Division  
District Department of Transportation  
250 M Street SE, 7<sup>th</sup> Floor

Washington, DC 20003

m. 202.830.5099

e. [samuelm.brooks@dc.gov](mailto:samuelm.brooks@dc.gov)



# UNIFIED PLANNING WORK PROGRAM

## FY 2025

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2025

March 2024

As Modified November 20, 2024

**Figure 1: Transportation Planning Studies within the National Capital Region, 2025**

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
<b>DISTRICT OF COLUMBIA</b>			
New York Avenue NE/NW	DDOT	2024	Design
Oxon Run Trail Phase 2	DDOT	2024	Study/Design
Martin Luther King Jr. Avenue/Good Hope Road SE	DDOT	2024	Concept Development/Plan
Black Lives Matter Plaza Phase II	DDOT	2024	Study/Design
Tenleytown Multimodal	DDOT	2024	Concept Design
Suitland Parkway Trail	DDOT	2024	Study/Design
North Capitol Street Corridor Mobility and Safety Improvements	DDOT	2024	Planning
I-295 Reconnecting Communities Feasibility Study	DDOT	2024	Study
Bladensburg Road Multimodal Safety and Access Study	DDOT	2024	Design
Bikeways Strategic Plan	DDOT	2024/2025	Study
Anacostia River Trail – Arboretum Bridge to Maryland Ave	DDOT	2024	Study
Oxon Run Trail Phase II – Neighborhood Connections	DDOT	2024	Study
Metropolitan Branch Trail – First Pl to Oglethorpe St NW	DDOT	2024/2025	Study
East Capitol St to Anacostia River Trail Connection	DDOT	2024/2025	Study
Eastern Avenue Corridor Safety Project	DDOT	2024/2025	Planning
Southern Avenue Corridor Safety Project	DDOT	2024/2025	Planning/Concept
<b>Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation</b>	<b>DDOT</b>	<b>2025/2026</b>	<b>Planning</b>

**Figure 1: Transportation Planning Studies within the National Capital Region, 2025**

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
<b>VIRGINIA</b>			
NoVA Bike and Pedestrian Planning Study	VDOT	2024	Study
Route 120 (Glebe Rd) from Route 244 (Columbia Pike) to N Piedmont St	VDOT	2024	Study
Route 606 (Old Ox Rd) from Route 267 (Dulles Greenway) Ramps to Route 28 (Sully Rd)	VDOT	2024	Study
Route 789 (Commerce St) from Franconia Rd to Backlick Rd	VDOT	2024	Study
Route 644 (Franconia Rd) from Backlick Rd to Commerce St/Loisdale Rd	VDOT	2024	Study
Dale Blvd from I-95 Ramps to Potomac Center Blvd/Neabsco Mills Rd	VDOT	2024	Study
Eisenhower Ave from Van Dorn Street to Holland Lane	VDOT		Study
Arlington Blvd./Washington Blvd. interchange improvements	VDOT		Study
Cascades Parkway Shared Use Path improvements	VDOT	2024	Study
I-395/Shirlington Rotary operations and safety improvements	VDOT	2024	Study
Leesburg Bypass/Edwards Ferry Road Interchange	VDOT		Study
Bike/Ped data collection and Eco-Counter QA/QC	VDOT		Study
<b>Duke Street Corridor Plan</b>	<b>City of Alexandria</b>	<b>2025/2026</b>	<b>Planning</b>



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** November 14, 2024

---

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

# Naylor Road Press Event





# Naylor Road Press Event





# Naylor Road Press Event





# Naylor Road Press Event



# “Life Ahead”





# “Life Ahead”





**Celebrating 25 years!**  
**November 20, 2024**

Today is the 25<sup>th</sup> anniversary of GIS Day. Part of Geography Awareness Week, GIS Day is dedicated to showing, teaching, and inspiring others through the power of geospatial technology and geographic information systems. In fact, the first GIS Day ever was held right here in Washington, DC. On November 19, TPB staff hosted an all-COG event to showcase some of the products and datasets staff have produced using GIS that have been used to analyze, report, and inform TPB programs and policies.

Over the years, TPB staff have been committed to utilizing GIS to inform decision making and better serve its members and make useful geographic information open and easily available to the public as a platform for innovation. Through products such as the TPB Resources and Applications Page (TRAP) and the Regional Transportation Data Clearinghouse (RTDC), staff from our member jurisdictions and agencies, as well as members of the public, can access TPB data and products and explore mapping applications and data visualizations created to support TPB programs.

TPB staff recognizes that an understanding, use, and application of geospatial technology can play a prominent role operating and evaluating our transportation infrastructure, sustaining and stimulating planned regional growth and prosperity, and benefiting the general welfare of the metropolitan Washington region.



National Capital Region  
**Transportation Planning Board**



## American Planning Association recognizes Transportation Land-Use Connections Program

On October 11, COG Principal Transportation Planner John Swanson and Transportation Planning Board Vice Chair and Fairfax County Supervisor James Walkinshaw accepted an award for the Transportation Land-Use Connections (TLC) Program from the National Capital Area Chapter of the American Planning Association (APA). This TPB program, nearly two decades old, offers consultant assistance of up to \$80,000 for planning projects and up to \$100,000 for design or preliminary engineering projects. TLC has funded 186 planning projects, totaling almost \$9 million, and helping make the region more livable, walkable, and multimodal. Congratulations to John, who helped the TPB stand up TLC in 2007 and has managed it through the years, on this honor!