

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 NORTH CAPITOL STREET, N.E.
WASHINGTON, D.C. 20002

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE TIP ACTION 23-57.2 WHICH ADDS A NEW PROJECT FOR THE
NORTH BETHESDA METRO STATION IMPROVEMENTS, AS REQUESTED BY
THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)

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

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

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

WHEREAS, MCDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-57.2 which adds a new project, **North Bethesda Metro Station Improvements (T13666)**, with \$29.8 million programmed for construction in the 4-year TIP program, with additional funding planned for years beyond 2026 will bring the total project cost to \$37.9 million, as described in the attached materials; and

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

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-57.2 creating the 57th amended version of the FY 2023-2026 TIP, and the draft amendments were posted on the TPB's Steering Committee meeting page seven days in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY23-26/Amendments; and

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

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

WHEREAS, the attached materials include:

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-57.2 which adds a new project, **North Bethesda Metro Station Improvements (T13666)**, with \$29.8 million programmed for construction in the 4-year TIP program, with additional funding planned for years beyond 2026 will bring the total project cost to \$37.9 million, as described in the attached materials.

ATTACHMENT A

T13666 - North Bethesda Metro Station Improvements

| | | |
|----------------------------------|---|----------------------------|
| Lead Agency Montgomery County | Project Type Rail/Fixed Guideways - Metrorail/Commuter Rail | County - |
| From - | Agency Project ID - | Municipality - |
| To - | Completion Date 2030 | Total Cost \$37,915,000 |

Project Description

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

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

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

| | |
|------------------------------|-----------------------------|
| CURRENT CHANGE REASON | New Project |
| FEDERAL PROJECT COST | Stays the same \$24,800,000 |
| TOTAL PROJECT COST | Stays the same \$37,915,000 |



Attachment B: Financial Constraint - Maryland Agencies

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



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

February 21, 2025

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

Dear Chair Walkinshaw:

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

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

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

Office of the Director

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

www.montgomerycountymd.gov/mcdot

Located one block west of the Rockville Metro Station

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

Sincerely,

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

Haley Peckett
Deputy Director of Transportation Policy

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