



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** April 9, 2025

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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:** April 9, 2025

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At its meeting on Friday, April 4 the TPB Steering Committee reviewed and adopted three resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) requested by the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail & Public Transportation (DRPT), as detailed below. The committee also reviewed and approved the agenda for the TPB's April 15, 2025 meeting.

The committee approved the following resolutions amending projects and programs in the FY 2023-2026 TIP. Unless otherwise stated, the amended projects and programs are exempt from the air quality conformity requirement. All additional funding had previously been accounted for in the financial analysis of the 2022 Update of Visualize 2045 and the FY 2023-2026 TIP.

- TPB SR37-2025: MDOT added a net total of \$135.7 million in Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG), and state funding to the Areawide Resurfacing and Rehabilitation project grouping (T3082).
- TPB SR38-2025; VDOT made the following changes:
  - Created a new TIP record (T13689) with \$800,000 in Regional Surface Transportation Program (RSTP) and state funding for a new study on the Seven Corners Ring Road IAR.
  - Created a new TIP record (T13695) with \$3.3 million in revenue sharing (REVSH) and state funds for the planning phase for the VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road project. Additional funding from VDOT's FY 2024-2027 Statewide TIP (STIP) for further planning and engineering and acquiring rights-of-way is shown beyond the 2026 horizon year under "Future Funding" which will bring the total cost of those combined phases to \$31 million. Funding for the construction of this project and its record including it in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP are filed under long-range plan record CE3442.
  - Released \$308.6 million in NVTAF funding and added \$245.2 million in RSTP, state, and local funding for the Richmond Highway Corridor Improvements Phase 2 project, decreasing the total project cost by approximately \$63.4 million. This project is included in the conformity analysis of the approved plan and TIP of record.
- TPB SR39-2025: DRPT made the following changes:
  - Release a net total of \$31.52 million from the L'Enfant Station and Fourth Track project by releasing \$71.59 million in §5337-SGR, state, and local funding and adding \$40.07 million in §5307 and state funding to the four-year program total. An additional \$78.73 million from DRPT's STIP is shown under Future Funding, bringing the total project cost to \$131.8 million, This project is included in the conformity analysis of the approved plan and TIP of record.

- Added a net total of approximately \$7.1 million in §5337-SGR, state, and local funding to the four-year program total for the VRE Rolling Stock Modifications and Overhauls ongoing program, increasing the FY 2023-2026 program total cost to \$29.95 million,
- Created a new TIP record with \$68.9 million in FTA §5337-SGR, NVTA, state, and local funding for the VRE Crystal City Station Improvements project.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” All proposed amendments are reviewed to ensure they are consistent with the air quality conformity determination of the Plan and TIP of record. Federal-aid program funding amounts are reviewed in total for each agency against their projected federal revenue streams. The director’s report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

#### **ATTACHMENTS:**

- April 4, 2025, TPB Steering Committee Attendance (Members and Alternates only)
- Adopted resolution SR37-2025 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR38-2025 approving an amendment to the TIP, as requested by VDOT
- Adopted resolution SR39-2025 approving an amendment to the TIP, as requested by DRPT

**TPB STEERING COMMITTEE ATTENDANCE – APRIL 4, 2025:**

(Only voting members and alternates listed)

|                         |                              |
|-------------------------|------------------------------|
| TPB Chair/VA Rep.:      | James Walkinshaw             |
| TPB Vice Chair/MD Rep.: | Neil Harris                  |
| TPB Vice Chair/DC Rep.: | Matt Frumin                  |
| Prior TPB Chair:        | Christina Henderson          |
| Tech. Committee Chair:  | Victor Weissberg             |
| DDOT:                   | Naomi Cohen-Shields          |
| MDOT:                   | Kari Snyder                  |
| VDOT:                   | Regina Moore<br>Maria Sinner |
| WMATA:                  | Mark Phillips                |

**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 23-59.2 WHICH ADDS FUNDING FOR  
AREAWIDE RESURFACING AND REHABILITATION PROJECT GROUPING,  
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**, Maryland Department of Transportation (MDOT) has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-59.2 which adds \$13.9 million in Highway Safety Improvement Program (HSIP), \$46.5 million in National Highway Performance Program (NHPP), \$48.16 million in Surface Transportation Block Grant (STBG), and \$27.14 million in state funding for the **Areawide Resurfacing and Rehabilitation** project grouping (**T3082**), 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 23-59.2 creating the 59<sup>th</sup> 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](http://www.mwcog.org/TIP/FY23-26/Amendments); and

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

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

**WHEREAS**, the attached materials include:

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

**ATTACHMENT B)** Program Summary by Fund report demonstrates that the TIP is fiscally constrained,

**ATTACHMENT C)** Letter from MDOT dated March 26, 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 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 23-59.2 which adds \$13.9 million in HSIP, \$46.5 million in NHPP, \$48.16 million in STBG, and \$27.14 million in state funding for the **Areawide Resurfacing and Rehabilitation** project grouping (**T3082**), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 4, 2025.**

**T3082 - Areawide Resurfacing and Rehabilitation**

|  |   |  |
|--|---|--|
| <p>Lead Agency<br/>         Maryland Department of<br/>         Transportation - State Highway<br/>         Administration</p> | <p>Project Type<br/>         Road -<br/>         Recons/Rehab/Maintenance/Resurface</p> | <p>County<br/>         Charles, Frederick, Montgomery,<br/>         Prince Georges</p>   |
| <p>From<br/>         -</p>   | <p>Agency Project ID<br/>         AWRR</p>  | <p>Municipality<br/>         Bowie, City of Gaithersburg, City of<br/>         Manassas, City of Rockville, City of<br/>         Seat Pleasant, College Park, Forest<br/>         Heights, Greenbelt, Hyattsville,<br/>         Landover Hills, Laurel, Morningside,<br/>         Riverdale Park, Suburban MD, Town<br/>         of Capitol Heights, Town of La Plata,<br/>         Upper Marlboro</p> |
| <p>To<br/>         -</p>   | <p>Completion Date<br/>         7.2026</p>  | <p>Total Cost<br/>         \$792,028,000</p>   |

Project Description  
 Ongoing program to provide periodic resurfacing and upgrading or auxiliary features on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated MDOT SHA roadways. Other improvements, including ADA improvements and guardrails, may be included where incidental to other resurfacing improvements.

| PHASE                                | FUND SOURCE | PRIOR | FY2023               | FY2024               | FY2025               | FY2026               | FUTURE | TOTAL                |
|--------------------------------------|-------------|-------|----------------------|----------------------|----------------------|----------------------|--------|----------------------|
| Preliminary Engineering              | DC/STATE    | -     | \$995,000            | \$1,248,000          | \$2,393,600          | \$1,364,000          | -      | \$6,000,600          |
| Preliminary Engineering              | HSIP        | -     | \$291,000            | \$247,000            | \$51,000             | \$87,000             | -      | \$676,000            |
| Preliminary Engineering              | NHPP        | -     | \$3,244,000          | \$3,932,000          | \$5,000,200          | \$3,449,800          | -      | \$15,626,000         |
| Preliminary Engineering              | STBG        | -     | \$5,201,000          | \$3,348,000          | \$7,138,200          | \$5,190,200          | -      | \$20,877,400         |
| <b>Total Preliminary Engineering</b> |             | -     | <b>\$9,731,000</b>   | <b>\$8,775,000</b>   | <b>\$14,583,000</b>  | <b>\$10,091,000</b>  | -      | <b>\$43,180,000</b>  |
| Right of Way                         | DC/STATE    | -     | \$21,000             | \$21,000             | \$10,080             | \$10,080             | -      | \$62,160             |
| Right of Way                         | HSIP        | -     | \$19,000             | \$19,000             | \$9,520              | \$9,520              | -      | \$57,040             |
| Right of Way                         | NHPP        | -     | \$190,000            | \$190,000            | \$95,200             | \$95,200             | -      | \$570,400            |
| Right of Way                         | STBG        | -     | \$190,000            | \$190,000            | \$95,200             | \$95,200             | -      | \$570,400            |
| <b>Total Right of Way</b>            |             | -     | <b>\$420,000</b>     | <b>\$420,000</b>     | <b>\$210,000</b>     | <b>\$210,000</b>     | -      | <b>\$1,260,000</b>   |
| Construction                         | DC/STATE    | -     | \$9,461,000          | \$17,513,000         | \$15,347,000         | \$26,848,400         | -      | \$69,169,400         |
| Construction                         | HSIP        | -     | \$5,876,000          | \$7,013,000          | \$11,745,000         | \$16,337,600         | -      | \$40,971,600         |
| Construction                         | NHPP        | -     | \$112,090,000        | \$105,969,000        | \$59,012,000         | \$82,220,800         | -      | \$359,291,800        |
| Construction                         | STBG        | -     | \$69,666,000         | \$95,393,000         | \$48,408,000         | \$64,688,200         | -      | \$278,155,200        |
| <b>Total Construction</b>            |             | -     | <b>\$197,093,000</b> | <b>\$225,888,000</b> | <b>\$134,512,000</b> | <b>\$190,095,000</b> | -      | <b>\$747,588,000</b> |
| <b>Total Programmed</b>              |             | -     | <b>\$207,244,000</b> | <b>\$235,083,000</b> | <b>\$149,305,000</b> | <b>\$200,396,000</b> | -      | <b>\$792,028,000</b> |



|                              |   |
|------------------------------|---|
| <b>CURRENT CHANGE REASON</b> | Schedule / Funding / Scope- Update Cost change(s), Adding funds to the project. due to Adding \$135,700,000 in funds to the project for preliminary engineering and construction.   |
| <b>PROJECT CHANGES</b>       | <p>Plan Revision Name changed from "23-52 (ALL)" to "23-59.2 (MD)"</p> <p>Project Type changed from "Road - Resurface" to "Road - Recons/Rehab/Maintenance/Resurface"</p>   |
| <b>FUNDING CHANGES</b>       | <p><b>HSIP</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in CON from \$6,945,000 to \$11,745,000</li> <li>+ Increase funds in FY 2026 in CON from \$7,236,000 to \$16,337,600</li> </ul> <p><b>NHPP</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in PE from \$2,653,000 to \$5,000,200</li> <li>+ Increase funds in FY 2025 in CON from \$41,412,000 to \$59,012,000</li> <li>+ Increase funds in FY 2026 in PE from \$1,713,000 to \$3,449,800</li> <li>+ Increase funds in FY 2026 in CON from \$57,400,000 to \$82,220,800</li> </ul> <p><b>STBG</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in PE from \$3,839,000 to \$7,138,200</li> <li>+ Increase funds in FY 2025 in CON from \$27,608,000 to \$48,408,000</li> <li>+ Increase funds in FY 2026 in PE from \$2,295,000 to \$5,190,200</li> <li>+ Increase funds in FY 2026 in CON from \$43,529,000 to \$64,688,200</li> </ul> <p><b>DC/STATE</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in PE from \$364,000 to \$950,800</li> <li>+ Increase funds in FY 2025 in CON from \$2,088,000 to \$6,488,000</li> <li>+ Increase funds in FY 2025 in PE from \$615,000 to \$1,439,800</li> <li>+ Increase funds in FY 2025 in CON from \$1,392,000 to \$6,592,000</li> <li>+ Increase funds in FY 2025 in CON from \$1,067,000 to \$2,267,000</li> <li>+ Increase funds in FY 2026 in PE from \$86,000 to \$520,200</li> <li>+ Increase funds in FY 2026 in CON from \$7,706,000 to \$13,911,200</li> <li>+ Increase funds in FY 2026 in PE from \$116,000 to \$839,800</li> <li>+ Increase funds in FY 2026 in CON from \$4,488,000 to \$9,777,800</li> <li>+ Increase funds in FY 2026 in CON from \$884,000 to \$3,159,400</li> </ul> |
| <b>FEDERAL PROJECT COST</b>  | Increased from \$608,235,840 to \$716,795,840 (17.85%)  |
| <b>TOTAL PROJECT COST</b>    | Increased from \$656,328,000 to \$792,028,000 (20.68%)  |

Attachment B: Programmed Summary by Fund (MDOT SHA)  
TIP Action 23.59.2

| Fund Type               | 2023                 | 2024                 | 2025                 | 2026                 | Total                |
|-------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| HSIP                    | \$6,186,000          | \$7,279,000          | \$11,805,520         | \$16,434,120         | \$41,704,640         |
| NHPP                    | \$115,524,000        | \$110,091,000        | \$64,107,400         | \$85,765,800         | \$375,488,200        |
| STBG                    | \$75,057,000         | \$98,931,000         | \$55,641,400         | \$69,973,600         | \$299,603,000        |
| <b>Federal Subtotal</b> | <b>\$196,767,000</b> | <b>\$216,301,000</b> | <b>\$131,554,320</b> | <b>\$172,173,520</b> | <b>\$716,795,840</b> |
| DC/STATE                | \$10,477,000         | \$18,782,000         | \$17,750,680         | \$28,222,480         | \$75,232,160         |
| <b>State Subtotal</b>   | <b>\$10,477,000</b>  | <b>\$18,782,000</b>  | <b>\$17,750,680</b>  | <b>\$28,222,480</b>  | <b>\$75,232,160</b>  |
| <b>Grand Total</b>      | <b>\$207,244,000</b> | <b>\$235,083,000</b> | <b>\$149,305,000</b> | <b>\$200,396,000</b> | <b>\$792,028,000</b> |



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

March 26, 2025

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

Dear Chair Walkinshaw:

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

This action updates the programmed expenditures and schedule in FY 2023-2026 for the Areawide Resurfacing and Rehabilitation project, and this action does not affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

| TIP ID | Project                                 | Amount of New Funding (In 000s) | Comment  |
|--------|---|---------------------------------|--|
| 3082   | Areawide Resurfacing and Rehabilitation | \$ 135,700                      | Adds new preliminary engineering and construction funds. |

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

The Honorable James Walkinshaw  
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. 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 style with a large, prominent "K" and "S".

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

Attachment

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

**MEMORANDUM**

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

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

**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)  
CHIEF TARA PENDERS *TP* 3/18/2025

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

**DATE:** MARCH 18, 2025

**RESPONSE  
REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

To request the MDOT OPPPD approve and forward to TPB for its approval the following TIP amendment.

**SUMMARY**

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

| TIP   | PROJECT                                 | PHASE | NEW FUNDING   |
|-------|---|-------|---------------|
| T3082 | Areawide Resurfacing and Rehabilitation | PE    | \$12,848,000  |
|       |   | CO    | \$122,852,000 |

## **ANALYSIS**

*Areawide Resurfacing and Rehabilitation (TPB 3082)* – This amendment reflects the addition of \$12,848,000 in FY 2023-2026 TPB TIP preliminary engineering funding and \$122,852,000 in funds for construction to accommodate SHA updated programmed project expenditures and project schedules in FY 2023-2026. The project’s total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$656,328,000 to \$792,028,000.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies’ latest economic estimates. The MDOT published funding details in the FY 2025-2030 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

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

## **ATTACHMENTS**

- FY 2023-2026 TPB TIP project T3082 report
- FY 2022-2025 Maryland STIP project TPB 3082 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Erich Florence, P.E., Deputy District Engineer, District 3, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Mr. David Rodgers, Regional Planner, RIPD, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA  
Mr. David Schlie, Regional Planner, RIPD, SHA

### T3082 - Areawide Resurfacing and Rehabilitation

|  |  |  |
|--|--|--|
| Lead Agency<br>Maryland Department of Transportation -<br>State Highway Administration | Project Type<br>Road -<br>Recons/Rehab/Maintenance/Resurface | County<br>Charles, Frederick, Montgomery, Prince<br>Georges  |
| From<br>-  | Agency Project ID<br>AWRR                                    | Municipality<br>Bowie, City of Gaithersburg, City of<br>Manassas, City of Rockville, City of Seat<br>Pleasant, College Park, Forest Heights,<br>Greenbelt, Hyattsville, Landover Hills,<br>Laurel, Morningside, Riverdale Park,<br>Suburban MD, Town of Capitol Heights,<br>Town of La Plata, Upper Marlboro |
| To<br>-  | Completion Date<br>7.2026                                    | Total Cost<br>\$792,028,000  |

**Project Description**

Ongoing program to provide periodic resurfacing and upgrading or auxiliary features on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated MDOT SHA roadways. Other improvements, including ADA improvements and guardrails, may be included where incidental to other resurfacing improvements.

| PHASE                                | FUND SOURCE | PRIOR | FY2023               | FY2024               | FY2025               | FY2026               | FUTURE | TOTAL                |
|--------------------------------------|-------------|-------|----------------------|----------------------|----------------------|----------------------|--------|----------------------|
| Preliminary Engineering              | DC/STATE    | -     | \$995,000            | \$1,248,000          | \$2,393,600          | \$1,364,000          | -      | \$6,000,600          |
| Preliminary Engineering              | HSIP        | -     | \$291,000            | \$247,000            | \$51,000             | \$87,000             | -      | \$676,000            |
| Preliminary Engineering              | NHPP        | -     | \$3,244,000          | \$3,932,000          | \$5,000,200          | \$3,449,800          | -      | \$15,626,000         |
| Preliminary Engineering              | STBG        | -     | \$5,201,000          | \$3,348,000          | \$7,138,200          | \$5,190,200          | -      | \$20,877,400         |
| <b>Total Preliminary Engineering</b> |             | -     | <b>\$9,731,000</b>   | <b>\$8,775,000</b>   | <b>\$14,583,000</b>  | <b>\$10,091,000</b>  | -      | <b>\$43,180,000</b>  |
| Right of Way                         | DC/STATE    | -     | \$21,000             | \$21,000             | \$10,080             | \$10,080             | -      | \$62,160             |
| Right of Way                         | HSIP        | -     | \$19,000             | \$19,000             | \$9,520              | \$9,520              | -      | \$57,040             |
| Right of Way                         | NHPP        | -     | \$190,000            | \$190,000            | \$95,200             | \$95,200             | -      | \$570,400            |
| Right of Way                         | STBG        | -     | \$190,000            | \$190,000            | \$95,200             | \$95,200             | -      | \$570,400            |
| <b>Total Right of Way</b>            |             | -     | <b>\$420,000</b>     | <b>\$420,000</b>     | <b>\$210,000</b>     | <b>\$210,000</b>     | -      | <b>\$1,260,000</b>   |
| Construction                         | DC/STATE    | -     | \$9,461,000          | \$17,513,000         | \$15,347,000         | \$26,848,400         | -      | \$69,169,400         |
| Construction                         | HSIP        | -     | \$5,876,000          | \$7,013,000          | \$11,745,000         | \$16,337,600         | -      | \$40,971,600         |
| Construction                         | NHPP        | -     | \$112,090,000        | \$105,969,000        | \$59,012,000         | \$82,220,800         | -      | \$359,291,800        |
| Construction                         | STBG        | -     | \$69,666,000         | \$95,393,000         | \$48,408,000         | \$64,688,200         | -      | \$278,155,200        |
| <b>Total Construction</b>            |             | -     | <b>\$197,093,000</b> | <b>\$225,888,000</b> | <b>\$134,512,000</b> | <b>\$190,095,000</b> | -      | <b>\$747,588,000</b> |
| <b>Total Programmed</b>              |             | -     | <b>\$207,244,000</b> | <b>\$235,083,000</b> | <b>\$149,305,000</b> | <b>\$200,396,000</b> | -      | <b>\$792,028,000</b> |

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 3082


## SUMMARY TABLE

| Project  | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) |             |            |
|--|--------------------|-------------------|----------------------|------------------------------|-------------|------------|
|  |                    |                   |                      | Federal                      | State/Local | Total      |
| Areawide Resurfacing and Rehabilitation (AWRR) | B                  | Exempt            | n/a                  | \$ 495,776                   | \$ 34,798   | \$ 530,574 |
|  |                    |                   |                      | Net Funding Change (000s)    |             |            |
|  | Administration     | Area/MPO          | CTP Page             | Federal                      | State/Local | Total      |
|  | SHA                | TPB               | A-13 FY 2025         | \$ 48,846                    | \$ 12,212   | \$ 61,058  |

**Description:** Ongoing program to provide periodic resurfacing and upgrading or auxiliary features on SHA highways. These are non-capacity improvements that may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated SHA roadways. Other improvements, including ADA improvements and guardrails, may be included where incidental to other resurfacing improvements.

**Justification:** Areawide project funding flows by major federal funding program included in the FY2023-2026 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with HSIP, NHPP, and STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.

## INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria   | Current (000s) | Funding  | FY 2023      | FY 2024    | FY 2025    | FY 2026    | Total     |
|---|----------------|--|--------------|------------|------------|------------|-----------|
|   |                | <input type="checkbox"/> A) Adds new individual projects to the current STIP | <b>Total</b> | \$ -       | \$ 207,244 | \$ 235,083 | \$ 88,247 |
| <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change             | Federal        | \$ -   | \$ 196,767   | \$ 216,301 | \$ 82,708  | \$ 495,776 |           |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP                              | State/Local    | \$ -   | \$ 10,477    | \$ 18,782  | \$ 5,539   | \$ 34,798  |           |
| <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding] | <b>Total</b>   | \$ -   | \$ 207,244   | \$ 235,083 | \$ 149,305 | \$ 591,632 |           |
|                                    | Federal        | \$ -   | \$ 196,767   | \$ 216,301 | \$ 131,554 | \$ 544,622 |           |
|   | State/Local    | \$ -   | \$ 10,477    | \$ 18,782  | \$ 17,751  | \$ 47,010  |           |
|   | <b>Total</b>   | \$ -   | \$ -         | \$ -       | \$ 61,058  | \$ 61,058  |           |
|   | Federal        | \$ -   | \$ -         | \$ -       | \$ 48,846  | \$ 48,846  |           |
|   | State/Local    | \$ -   | \$ -         | \$ -       | \$ 12,212  | \$ 12,212  |           |

## PHASE DETAIL

| Current      |            | FY 2022 |             | FY 2023    |             | FY 2024    |             | FY 2025   |             | TOTAL      |             |            |
|--------------|------------|---------|-------------|------------|-------------|------------|-------------|-----------|-------------|------------|-------------|------------|
| Phase        | Funding    | Federal | State/Local | Federal    | State/Local | Federal    | State/Local | Federal   | State/Local | Federal    | State/Local | Total      |
| PE           | HSIP/State | \$ -    | \$ -        | \$ 291     | \$ 26       | \$ 247     | \$ 23       | \$ 51     | \$ 3        | \$ 589     | \$ 52       | \$ 641     |
|              | NHPP/State | \$ -    | \$ -        | \$ 3,244   | \$ 164      | \$ 3,932   | \$ 577      | \$ 2,653  | \$ 364      | \$ 9,829   | \$ 1,105    | \$ 10,934  |
|              | STBG/State | \$ -    | \$ -        | \$ 5,201   | \$ 805      | \$ 3,348   | \$ 648      | \$ 3,839  | \$ 615      | \$ 12,388  | \$ 2,068    | \$ 14,456  |
| RW           | HSIP/State | \$ -    | \$ -        | \$ 19      | \$ 1        | \$ 19      | \$ 1        | \$ 10     | \$ -        | \$ 48      | \$ 2        | \$ 50      |
|              | NHPP/State | \$ -    | \$ -        | \$ 190     | \$ 10       | \$ 190     | \$ 10       | \$ 95     | \$ 5        | \$ 475     | \$ 25       | \$ 500     |
|              | STBG/State | \$ -    | \$ -        | \$ 190     | \$ 10       | \$ 190     | \$ 10       | \$ 95     | \$ 5        | \$ 475     | \$ 25       | \$ 500     |
| CO           | HSIP/State | \$ -    | \$ -        | \$ 5,876   | \$ 296      | \$ 7,013   | \$ 927      | \$ 6,945  | \$ 1,067    | \$ 19,834  | \$ 2,290    | \$ 22,124  |
|              | NHPP/State | \$ -    | \$ -        | \$ 112,090 | \$ 5,652    | \$ 105,969 | \$ 5,343    | \$ 41,412 | \$ 2,088    | \$ 259,471 | \$ 13,083   | \$ 272,554 |
|              | STBG/State | \$ -    | \$ -        | \$ 69,666  | \$ 3,513    | \$ 95,393  | \$ 11,243   | \$ 27,608 | \$ 1,392    | \$ 192,667 | \$ 16,148   | \$ 208,815 |
| <b>Total</b> |            | \$ -    | \$ -        | \$ 196,767 | \$ 10,477   | \$ 216,301 | \$ 18,782   | \$ 82,708 | \$ 5,539    | \$ 495,776 | \$ 34,798   | \$ 530,574 |

| Proposed     |            | FY 2022 |             | FY 2023    |             | FY 2024    |             | FY 2025    |             | TOTAL      |             |            |
|--------------|------------|---------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|
| Phase        | Funding    | Federal | State/Local | Federal    | State/Local | Federal    | State/Local | Federal    | State/Local | Federal    | State/Local | Total      |
| PE           | HSIP/State | \$ -    | \$ -        | \$ 291     | \$ 26       | \$ 247     | \$ 23       | \$ 51      | \$ 3        | \$ 589     | \$ 52       | \$ 641     |
|              | NHPP/State | \$ -    | \$ -        | \$ 3,244   | \$ 164      | \$ 3,932   | \$ 577      | \$ 5,000   | \$ 951      | \$ 12,176  | \$ 1,692    | \$ 13,868  |
|              | STBG/State | \$ -    | \$ -        | \$ 5,201   | \$ 805      | \$ 3,348   | \$ 648      | \$ 7,138   | \$ 1,440    | \$ 15,687  | \$ 2,893    | \$ 18,580  |
| RW           | HSIP/State | \$ -    | \$ -        | \$ 19      | \$ 1        | \$ 19      | \$ 1        | \$ 10      | \$ -        | \$ 48      | \$ 2        | \$ 50      |
|              | NHPP/State | \$ -    | \$ -        | \$ 190     | \$ 10       | \$ 190     | \$ 10       | \$ 95      | \$ 5        | \$ 475     | \$ 25       | \$ 500     |
|              | STBG/State | \$ -    | \$ -        | \$ 190     | \$ 10       | \$ 190     | \$ 10       | \$ 95      | \$ 5        | \$ 475     | \$ 25       | \$ 500     |
| CO           | HSIP/State | \$ -    | \$ -        | \$ 5,876   | \$ 296      | \$ 7,013   | \$ 927      | \$ 11,745  | \$ 2,267    | \$ 24,634  | \$ 3,490    | \$ 28,124  |
|              | NHPP/State | \$ -    | \$ -        | \$ 112,090 | \$ 5,652    | \$ 105,969 | \$ 5,343    | \$ 59,012  | \$ 6,488    | \$ 277,071 | \$ 17,483   | \$ 294,554 |
|              | STBG/State | \$ -    | \$ -        | \$ 69,666  | \$ 3,513    | \$ 95,393  | \$ 11,243   | \$ 48,408  | \$ 6,592    | \$ 213,467 | \$ 21,348   | \$ 234,815 |
| <b>Total</b> |            | \$ -    | \$ -        | \$ 196,767 | \$ 10,477   | \$ 216,301 | \$ 18,782   | \$ 131,554 | \$ 17,751   | \$ 544,622 | \$ 47,010   | \$ 591,632 |



| Change                    |            | FY 2022     |                         | FY 2023      |             | FY 2024           |                                 | FY 2025          |                  | TOTAL              |                  |                  |                   |
|---------------------------|------------|-------------|-------------------------|--------------|-------------|-------------------|---------------------------------|------------------|------------------|--------------------|------------------|------------------|-------------------|
| Phase                     | Funding    | Federal     | State/Local             | Federal      | State/Local | Federal           | State/Local                     | Federal          | State/Local      | Federal            | State/Local      | Total            |                   |
| PE                        | HSIP/State | \$ -        | \$ -                    | \$ -         | \$ -        | \$ -              | \$ -                            | \$ -             | \$ -             | \$ -               | \$ -             | \$ -             |                   |
|                           | NHPP/State | \$ -        | \$ -                    | \$ -         | \$ -        | \$ -              | \$ -                            | \$ 2,347         | \$ 587           | \$ 2,347           | \$ 587           | \$ 2,934         |                   |
|                           | STBG/State | \$ -        | \$ -                    | \$ -         | \$ -        | \$ -              | \$ -                            | \$ 3,299         | \$ 825           | \$ 3,299           | \$ 825           | \$ 4,124         |                   |
| RW                        | HSIP/State | \$ -        | \$ -                    | \$ -         | \$ -        | \$ -              | \$ -                            | \$ -             | \$ -             | \$ -               | \$ -             | \$ -             |                   |
|                           | NHPP/State | \$ -        | \$ -                    | \$ -         | \$ -        | \$ -              | \$ -                            | \$ -             | \$ -             | \$ -               | \$ -             | \$ -             |                   |
|                           | STBG/State | \$ -        | \$ -                    | \$ -         | \$ -        | \$ -              | \$ -                            | \$ -             | \$ -             | \$ -               | \$ -             | \$ -             |                   |
| CO                        | HSIP/State | \$ -        | \$ -                    | \$ -         | \$ -        | \$ -              | \$ -                            | \$ 4,800         | \$ 1,200         | \$ 4,800           | \$ 1,200         | \$ 6,000         |                   |
|                           | NHPP/State | \$ -        | \$ -                    | \$ -         | \$ -        | \$ -              | \$ -                            | \$ 17,600        | \$ 4,400         | \$ 17,600          | \$ 4,400         | \$ 22,000        |                   |
|                           | STBG/State | \$ -        | \$ -                    | \$ -         | \$ -        | \$ -              | \$ -                            | \$ 20,800        | \$ 5,200         | \$ 20,800          | \$ 5,200         | \$ 26,000        |                   |
| <b>Total</b>              |            | <b>\$ -</b> | <b>\$ -</b>             | <b>\$ -</b>  | <b>\$ -</b> | <b>\$ -</b>       | <b>\$ -</b>                     | <b>\$ 48,846</b> | <b>\$ 12,212</b> | <b>\$ 48,846</b>   | <b>\$ 12,212</b> | <b>\$ 61,058</b> |                   |
| <b>TOTAL PROJECT COST</b> |            |             |                         |              |             |                   |                                 |                  |                  |                    |                  |                  |                   |
| Prior Cost (≤ FY 2022)    |            |             | TIP Cost (FY 2023-2026) |              |             |                   | Balance to Complete (> FY 2026) |                  |                  | Total Project Cost |                  |                  |                   |
| Federal                   |            | \$ -        |                         | Federal      |             | \$ 544,622        |                                 | Federal          |                  | \$ 172,174         |                  | Federal          | \$ 716,796        |
| State/Local               |            | \$ -        |                         | State/Local  |             | \$ 47,010         |                                 | State/Local      |                  | \$ 28,222          |                  | State/Local      | \$ 75,232         |
| <b>Total</b>              |            | <b>\$ -</b> |                         | <b>Total</b> |             | <b>\$ 591,632</b> |                                 | <b>Total</b>     |                  | <b>\$ 200,396</b>  |                  | <b>Total</b>     | <b>\$ 792,028</b> |

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM OR MEETS THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-59.3 WHICH ADDS FUNDING FOR A STUDY ON THE SEVEN CORNERS RING ROAD; FOR CONSTRUCTION OF THE SHIRLEY GATE ROAD EXTENSION AND REPROGRAMS FUNDING FOR THE US 1 RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS PROJECT, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION**

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

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

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

**WHEREAS**, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-59.3, which adds \$800,000 in Regional Surface Transportation Program (RSTP) and state funds for the **Seven Corners Ring Road IAR Study (T13689)**; adds \$3.3 million in revenue sharing (REV SH) and state funds for the planning phase of the new project to **Construct VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road (T13695)** project (additional funding is planned beyond the horizon year of the TIP, bringing the total project cost to \$31 million), and releases \$308.6 million in Northern Virginia Transportation Authority (NVTA) funds and adds \$245.2 million in RSTP, state and local funding (\$53.4 million in FY 2025, \$3 million prior to, and \$143.5 million beyond the horizon year of the current TIP) for the, **Richmond Highway Corridor Improvements, PH 2 (T11602)** project – decreasing the project's total cost from \$308.6 million to \$245.2 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 23-59.3 creating the 59th 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](http://www.mwcog.org/TIP/FY23-26/Amendments); and

**WHEREAS**, the **Construct VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road (T13695)** project was included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and the other two projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012; and

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

**WHEREAS**, the attached materials include:

ATTACHMENT A) Amendment Overview reports showing how the amended project and program records will appear in the TIP following approval, along with a complete listing of all changes made for the most recently approved record version(s),

ATTACHMENT B) Financial Constraint Summary Table that demonstrates the TIP is fiscally constrained.

ATTACHMENT C) Letter from VDOT dated March 27, 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 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 23-59.3 which adds \$800,000 in RSTP and state funds for the **Seven Corners Ring Road IAR Study (T13689)**; adds \$3.3 million in REV SH and state funds for the planning phase of the new project to **Construct VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road (T13695)** project (additional funding is planned beyond the horizon year of the TIP, bringing the total project cost to \$31 million), and releases \$308.6 million in NVTAF funds and adds \$245.2 million in RSTP, state and local funding (\$53.4 million in FY 2025, \$3 million prior to, and \$143.5 million beyond the horizon year of the current TIP) for the, **Richmond Highway Corridor Improvements, PH 2 (T11602)** project – decreasing the project’s total cost from \$308.6 million to \$245.2 million, as described in the attached materials.

| TIP ID        | TITLE   | COST BEFORE   | COST AFTER    | COST CHANGE   |
|---------------|---|---------------|---------------|---------------|
| <b>T13689</b> | Seven Corners Ring Road IAR Study   | \$0           | \$800,000     | \$800,000     |
| <b>T13695</b> | Construct VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road | \$0           | \$31,002,055  | \$31,002,055  |
| <b>T11602</b> | Richmond Highway Corridor Improvements, PH 2                                    | \$308,595,000 | \$245,180,800 | -\$63,414,200 |

**Adopted by the TPB Steering Committee at its meeting on Friday, April 4, 2025.**

## T13689 - Seven Corners Ring Road IAR Study

|   |   |                         |
|---|---|-------------------------|
| Lead Agency<br>Virginia Department of<br>Transportation | Project Type<br>Study/Planning/Research | County<br>Fairfax       |
| From<br>-   | Agency Project ID<br>127003             | Municipality<br>-       |
| To<br>-   | Completion Date<br>2028                 | Total Cost<br>\$800,000 |

Project Description

Preliminary Engineering for IAR and NEPA documentation to identify environmental concerns and evaluate the long term operational and safety alternatives for the Seven Corners Ring Road outlined in the Seven Corners Street Network as noted in the Fairfax Comprehensive Plan.

| PHASE                   | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025           | FY2026 | FUTURE | TOTAL            |
|-------------------------|-------------|-------|--------|--------|------------------|--------|--------|------------------|
| Study                   | DC/STATE    | -     | -      | -      | \$160,000        | -      | -      | \$160,000        |
| Study                   | RSTP        | -     | -      | -      | \$640,000        | -      | -      | \$640,000        |
| Total Study             |             | -     | -      | -      | \$800,000        | -      | -      | \$800,000        |
| <b>Total Programmed</b> |             | -     | -      | -      | <b>\$800,000</b> | -      | -      | <b>\$800,000</b> |

|                              |                          |
|------------------------------|--------------------------|
| <b>CURRENT CHANGE REASON</b> | New Project              |
| <b>FEDERAL PROJECT COST</b>  | Stays the same \$640,000 |
| <b>TOTAL PROJECT COST</b>    | Stays the same \$800,000 |

## T13695 - Construct VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road

Lead Agency  
Virginia Department of  
Transportation

Project Type  
Road - Add Capacity/Widening

County  
Fairfax

From  
VA 286 Fairfax County  
Parkway

Agency Project ID  
-

Municipality  
-

To  
VA 620 Braddock Road

Completion Date  
2030

Total Cost  
\$31,002,055

Project Description

Construct VA 655 Shirley Gate Road as a four-lane facility from Fairfax County Parkway to Braddock Road.

| PHASE                                | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025             | FY2026 | FUTURE              | TOTAL               |
|--------------------------------------|-------------|-------|--------|--------|--------------------|--------|---------------------|---------------------|
| Planning                             | DC/STATE    | -     | -      | -      | \$3,063,000        | -      | -                   | \$3,063,000         |
| Planning                             | REVSH       | -     | -      | -      | \$250,000          | -      | -                   | \$250,000           |
| <b>Total Planning</b>                |             | -     | -      | -      | <b>\$3,313,000</b> | -      | -                   | <b>\$3,313,000</b>  |
| Preliminary Engineering              | DC/STATE    | -     | -      | -      | -                  | -      | \$4,368,000         | \$4,368,000         |
| Preliminary Engineering              | REVSH       | -     | -      | -      | -                  | -      | \$4,368,000         | \$4,368,000         |
| <b>Total Preliminary Engineering</b> |             | -     | -      | -      | -                  | -      | <b>\$8,736,000</b>  | <b>\$8,736,000</b>  |
| Right of Way                         | DC/STATE    | -     | -      | -      | -                  | -      | \$9,476,528         | \$9,476,528         |
| Right of Way                         | REVSH       | -     | -      | -      | -                  | -      | \$9,476,527         | \$9,476,527         |
| <b>Total Right of Way</b>            |             | -     | -      | -      | -                  | -      | <b>\$18,953,055</b> | <b>\$18,953,055</b> |
| <b>Total Future Costs</b>            |             | -     | -      | -      | -                  | -      | <b>\$27,689,055</b> | <b>\$27,689,055</b> |
| <b>Total Programmed</b>              |             | -     | -      | -      | <b>\$3,313,000</b> | -      | <b>\$27,689,055</b> | <b>\$31,002,055</b> |

|                              |                             |
|------------------------------|-----------------------------|
| <b>CURRENT CHANGE REASON</b> | New Project                 |
| <b>FEDERAL PROJECT COST</b>  | Stays the same \$0          |
| <b>TOTAL PROJECT COST</b>    | Stays the same \$31,002,055 |

## T11602 - RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2

Lead Agency  
**Virginia Department of Transportation**  
 Facility  
**US 1 Richmond Highway**  
 From  
**Frye Road**  
 To  
**Sherwood Hall Road**

Project Type  
**Road - Add Capacity/Widening**  
 Completion Date  
**2032**  
 Total Cost  
**\$245,180,800**



Agency Project ID  
**120800**

Project Description  
**Widen from 4 to 6 lanes and add bike and ped facilities from 0.13 miles north of Frye Road to Sherwood Hall Lane.**

| PHASE                     | SOURCE   | PRIOR              | FY2023 | FY2024 | FY2025              | FY2026 | FUTURE               | TOTAL                |
|---------------------------|----------|--------------------|--------|--------|---------------------|--------|----------------------|----------------------|
| PE                        | DC/STATE | \$610,000          |        |        | \$882,525           |        |                      | \$1,492,525          |
| PE                        | RSTP     | \$2,440,000        |        |        | \$3,530,100         |        |                      | \$5,970,100          |
| <b>Total PE</b>           |          | <b>\$3,050,000</b> |        |        | <b>\$4,412,625</b>  |        |                      | <b>\$7,462,625</b>   |
| ROW                       | DC/STATE |                    |        |        | \$18,841,709        |        |                      | \$18,841,709         |
| ROW                       | RSTP     |                    |        |        | \$75,366,834        |        |                      | \$75,366,834         |
| <b>Total ROW</b>          |          |                    |        |        | <b>\$94,208,543</b> |        |                      | <b>\$94,208,543</b>  |
| CON                       | LOCAL    |                    |        |        |                     |        | \$143,509,632        | \$143,509,632        |
| <b>Total CON</b>          |          |                    |        |        |                     |        | <b>\$143,509,632</b> | <b>\$143,509,632</b> |
| <b>Total Prior Costs</b>  |          | <b>\$3,050,000</b> |        |        |                     |        |                      | <b>\$3,050,000</b>   |
| <b>Total Future Costs</b> |          |                    |        |        |                     |        | <b>\$143,509,632</b> | <b>\$143,509,632</b> |
| <b>Total Programmed</b>   |          | <b>\$3,050,000</b> |        |        | <b>\$98,621,168</b> |        | <b>\$143,509,632</b> | <b>\$245,180,800</b> |

**CURRENT CHANGE REASON**

Schedule / Funding / Scope- Update Cost change(s)

**FUNDING CHANGES**

- NVTA**
- Decrease funds in FY 2022 in PE from \$2,700,000 to \$0
  - Decrease funds in FY 2022 in ROW from \$111,788,038 to \$0
  - Decrease funds in FY 2023 in CON from \$194,106,962 to \$0
- RSTP**
- + Increase funds in FY 2022 in PE from \$0 to \$1,680,000
  - + Increase funds in FY 2025 in PE from \$0 to \$3,530,100
  - + Increase funds in FY 2022 in PE from \$0 to \$760,000
  - + Increase funds in FY 2025 in ROW from \$0 to \$39,207,164
  - + Increase funds in FY 2025 in ROW from \$0 to \$36,159,670
  - + Increase funds in FY 2027 in ROW from \$0 to \$16,000,000

**DC/STATE**

- + Increase funds in FY 2022 in PE from \$0 to \$420,000
- + Increase funds in FY 2025 in PE from \$0 to \$882,525
- + Increase funds in FY 2022 in PE from \$0 to \$190,000
- + Increase funds in FY 2025 in ROW from \$0 to \$9,801,791
- + Increase funds in FY 2025 in ROW from \$0 to \$9,039,918
- + Increase funds in FY 2027 in ROW from \$0 to \$4,000,000

**LOCAL**

- + Increase funds in FY 2028 in CON from \$0 to \$143,509,632

**FEDERAL PROJECT COST** Increased from \$0 to \$81,336,934 (0%)

**TOTAL PROJECT COST** Decreased from \$308,595,000 to \$245,180,800 (-20.55%)



**ATTACHMENT B  
PROGRAMMED SUMMARY BY FUND**

| <b>Fund Type</b>   | <b>Prior</b>           | <b>2023</b>          | <b>2024</b>            | <b>2025</b>         | <b>2026</b>         | <b>Future</b>       | <b>Total</b>           |
|--------------------|------------------------|----------------------|------------------------|---------------------|---------------------|---------------------|------------------------|
| <b>FEDERAL</b>     |                        |                      |                        |                     |                     |                     |                        |
| RSTP               | \$326,219,992          | \$21,735,812         | \$115,826,615          | \$16,820,594        | \$14,837,819        | \$6,487,158         | \$501,927,990          |
| Federal Subtotal   | \$326,219,992          | \$21,735,812         | \$115,826,615          | \$16,820,594        | \$14,837,819        | \$6,487,158         | \$501,927,990          |
| <b>STATE</b>       |                        |                      |                        |                     |                     |                     |                        |
| DC/STATE           | \$1,648,246,226        | \$107,381,406        | \$959,109,195          | \$15,445,189        | \$65,153,525        | \$49,682,888        | \$2,845,018,429        |
| State Subtotal     | \$1,648,246,226        | \$107,381,406        | \$959,109,195          | \$15,445,189        | \$65,153,525        | \$49,682,888        | \$2,845,018,429        |
| <b>OTHER</b>       |                        |                      |                        |                     |                     |                     |                        |
| REVSH              | \$52,088,000           | \$31,647,148         | \$8,350,321            | \$11,628,965        | \$0                 | \$17,344,527        | \$121,058,961          |
| Other Subtotal     | \$52,088,000           | \$31,647,148         | \$8,350,321            | \$11,628,965        | \$0                 | \$17,344,527        | \$121,058,961          |
| <b>Grand Total</b> | <b>\$2,026,554,218</b> | <b>\$160,764,366</b> | <b>\$1,083,286,131</b> | <b>\$43,894,748</b> | <b>\$79,991,344</b> | <b>\$73,514,573</b> | <b>\$3,468,005,380</b> |



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

March 27, 2025

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

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

1. Richmond Highway Corridor Improvements, Phase 2 (TIP ID 11602 / UPC 120800)
2. Seven Corners Ring Road IAR Study Only (TIP ID 13689 / UPC 127003)
3. Shirley Gate Road Extension (TIP ID 13695 / UPC 125754)

Dear Chair Walkinshaw:

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

Richmond Highway Corridor Improvements, Phase 2 (TIP ID 11602 / 120800)

This VDOT administered project will widen about a mile and a half of Richmond Highway from four to six lanes from 0.13 miles north of Frye Road to Sherwood Hall Lane. It will add separate two-way cycle tracks, sidewalks on both sides of the road, and a median to accommodate future BRT lanes. This amendment is needed to reflect an update in the project cost to include federal funding in the PE and RW phases. It was included in the financial analysis and the air quality conformity analysis for Visualize 2045 (2022 Update) and the FY 2023-2026 TIP. The proposed amendment will:

- Add \$1,680,000 (RSTP: FAST) Prior FFY for PE Phase
- Add \$420,000 (State) Prior FFY for PE Phase
- Add \$760,000 (RSTP: IJJA) Prior FFY for PE Phase
- Add \$190,000 (State) Prior FFY for PE Phase
- Add \$3,530,100 (RSTP) FFY25 for PE Phase
- Add \$882,525 (State) FFY25 for PE Phase
- Add \$39,207,164 (RSTP) FFY25 for RW Phase
- Add \$9,801,791 (State) FFY25 for RW Phase
- Add \$36,159,670 (RSTP-AC) FFY25 for RW Phase
- Add \$9,039,918 (State-AC) FFY25 for RW Phase
- Add \$16,000,000 (RSTP-ACC) FFY27 for RW Phase
- Add \$4,000,000 (State-ACC) FFY27 for RW Phase
- Add \$143,509,632 (Local) Future FFY for CN Phase

Hon. Walkinshaw  
March 27, 2025  
Page Two

Seven Corners Ring Road IAR Study Only (TIP ID 13689 / UPC 127003)

This new project is a study that will identify environmental concerns and evaluate the long term operational and safety alternatives for Seven Corners Ring Road in Fairfax County. This amendment is needed to reflect federal funding allocated for this study in the PE phase. This Fairfax County administered project is not considered regionally significant for air quality and is exempt from air quality conformity requirements. The proposed amendment will:

- Add \$640,000 (RSTP) FFY25 for PE Phase
- Add \$160,000 (State) FFY25 for PE Phase

Shirley Gate Extension (TIP ID T13695 / UPC 125754)

This Fairfax County administered project was originally included in the Visualize 2045 (2022 Update) and the FY 2023-2026 TIP as a four-lane extension along Shirley Gate Road between Braddock Road to Fairfax County Parkway. It included a proposed 10-foot-wide shared use path (SUP) on the north side and a 6-foot-wide sidewalk on the south side. The project scope has been reduced to a two-lane facility and will be reflected in a future update to Visualize2050 Plan and air quality conformity. The proposed amendment will:

- Add \$2,813,000 (State) FFY25 for PE Phase
- Add \$250,000 (REV SH) FFY25 for PE Phase
- Add \$250,000 (State) FFY25 for PE Phase
- Add \$4,368,000 (REV SH) Future FFY for RW Phase
- Add \$4,368,000 (State) Future FFY for RW Phase
- Add \$9,476,572.50 (REV SH) Future FFY for CN Phase
- Add \$9,476,572.50 (State) Future FFY for CN Phase

VDOT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on April 4, 2025. VDOT and county representatives will be available to answer any questions about these amendment requests.

Thank you for your consideration of this matter.

Sincerely,



Bill Cuttler, P.E.  
Northern Virginia District Engineer

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM OR MEETS THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-59.3 WHICH ADDS FUNDS TO VIRGINIA RAILWAY EXPRESS (VRE) PROJECTS AND PROGRAMS TO INCLUDE L'ENFANT STATION AND TRACK EXPANSION, ONGOING VRE FLEET IMPROVEMENTS, AND ADDS A NEW PROJECT FOR THE EXPANSION AND RELOCATION OF THE VRE CRYSTAL CITY STATION AS REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL & PUBLIC TRANSPORTATION (DRPT)**

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

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

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

**WHEREAS**, VDRPT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-59.3, which makes the adjustments described below and in the attached materials for the following three projects or programs:

- **L'Enfant Station and Fourth Track project (T11581)** release a net total of \$31.52 million from the FY 2023-2026 program by releasing \$71.59 million in §5337-SGR, state, and local funding and adding \$40.07 million in §5307 and state funding to the four-year program total, and showing \$78.73 million projected beyond the horizon year of the TIP, bringing the total project cost to \$131.8 million,
- **VRE Rolling Stock Modifications and Overhauls (T4818)** add a net total of approximately \$7.1 million in §5337-SGR, state, and local funding to the four-year program total for the ongoing program, increasing the FY 2023-2026 program total cost to \$29.95 million,
- **VRE Crystal City Station Improvements (T13624)**, adds funding for a new project with a total project cost of \$68.9 million, using FTA §5337-SGR, NVTA, state, and local sources; 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 23-59.3 creating the 59th 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](http://www.mwcog.org/TIP/FY23-26/Amendments); and

**WHEREAS**, the **L'Enfant Station and Fourth Track project (T11581)** project was included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and the other two projects and programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

**WHEREAS**, the attached materials include:

ATTACHMENT A) Amendment Overview reports showing how the amended project and program records will appear in the TIP following approval, along with a complete listing of all changes made for the most recently approved record version(s),

ATTACHMENT B) Financial Constraint Summary Table demonstrating that the TIP is fiscally constrained.

ATTACHMENT C) Letter from VDRPT dated March 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 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 23-59.3 which makes the adjustments described below and in the attached materials for the following three projects or programs:

- **L'Enfant Station and Fourth Track project (T11581)**: release a net total of \$31.52 million from the FY 2023-2026 program by releasing \$71.59 million in §5337-SGR, state, and local funding and adding a \$40.07 million in §5307 and state funding to the four-year program total, and showing \$78.73 million projected beyond the horizon year of the TIP, bringing the total project cost to \$131.8 million,
- **VRE Rolling Stock Modifications and Overhauls (T4818)**: add a net total of approximately \$7.1 million in §5337-SGR, state, and local funding to the four-year program total for the ongoing program, increasing the FY 2023-2026 program total cost to \$29.95 million,
- **VRE Crystal City Station Improvements (T13624)**: add funding for a new project with a total project cost of \$68.9 million, using FTA §5337-SGR, NVTA, state, and local sources.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 4, 2025.**

## T11581 - L'Enfant Station and Fourth Track

Lead Agency  
VRE

Project Type  
Rail/Fixed Guideways -  
Metrorail/Commuter Rail

County  
Washington

From  
L'Enfante (LE) Interlocking

Agency Project ID  
-

Municipality  
District of Columbia

To  
Virginia (VA) Interlocking

Completion Date  
2028

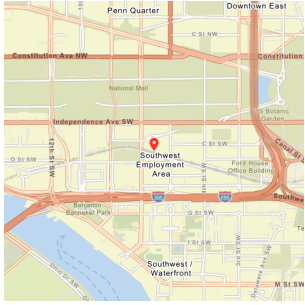
Total Cost  
\$131,800,303

### Project Description

This project includes planning, design, permitting, and construction for an expanded VRE L'Enfant Station and an additional mainline track between L'Enfant (LE) and Virginia (VA) interlockings in Washington DC.

| PHASE                                | FUND SOURCE | PRIOR | FY2023             | FY2024 | FY2025              | FY2026              | FUTURE              | TOTAL                |
|--------------------------------------|-------------|-------|--------------------|--------|---------------------|---------------------|---------------------|----------------------|
| Preliminary Engineering              | LOCAL       | -     | \$1,000,000        | -      | -                   | -                   | -                   | \$1,000,000          |
| Preliminary Engineering              | State (NM)  | -     | \$2,526,000        | -      | \$2,100,000         | \$18,200,000        | \$32,300,000        | \$55,126,000         |
| <b>Total Preliminary Engineering</b> |             | -     | <b>\$3,526,000</b> | -      | <b>\$2,100,000</b>  | <b>\$18,200,000</b> | <b>\$32,300,000</b> | <b>\$56,126,000</b>  |
| Construction                         | DC/STATE    | -     | -                  | -      | \$4,678,356         | -                   | \$4,160,000         | \$8,838,356          |
| Construction                         | LOCAL       | -     | -                  | -      | \$1,169,589         | -                   | \$1,040,000         | \$2,209,589          |
| Construction                         | S. 5307     | -     | -                  | -      | \$23,391,777        | -                   | \$20,800,000        | \$44,191,777         |
| Construction                         | TBD         | -     | -                  | -      | -                   | -                   | \$20,434,581        | \$20,434,581         |
| <b>Total Construction</b>            |             | -     | -                  | -      | <b>\$29,239,722</b> | -                   | <b>\$46,434,581</b> | <b>\$75,674,303</b>  |
| <b>Total Future Costs</b>            |             | -     | -                  | -      | -                   | -                   | <b>\$78,734,581</b> | <b>\$78,734,581</b>  |
| <b>Total Programmed</b>              |             | -     | <b>\$3,526,000</b> | -      | <b>\$31,339,722</b> | <b>\$18,200,000</b> | <b>\$78,734,581</b> | <b>\$131,800,303</b> |

|                              |  |
|------------------------------|--|
| <b>CURRENT CHANGE REASON</b> | Schedule / Funding / Scope- Update Cost change(s) - Programming Update   |
| <b>PROJECT CHANGES</b>       | <p>Lead Agency changed from "Virginia Department of Transportation" to "VRE"</p> <p>Plan Revision Name changed from "23-00" to "23-59.3 (VA)"</p> <p>Source Document Page/Record Link changed from "None" to "<a href="http://www.vre.org">www.vre.org</a>"</p> <p>Source Document changed from "None" to "VRE FY26-31 CIP"</p> <p>Secondary Agency changed from "VRE" to "None"</p>   |
| <b>FUNDING CHANGES</b>       | <p><b>S. 5337-SGR</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2023 in CON from \$11,209,053 to \$0</li> <li>- Decrease funds in FY 2024 in CON from \$6,033,941 to \$0</li> </ul> <p><b>S. 5307</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2023 in CON from \$3,284,386 to \$0</li> <li>- Decrease funds in FY 2024 in CON from \$2,864,398 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$23,391,777</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$10,400,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$10,400,000</li> </ul> <p><b>LOCAL</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2023 in PE from \$4,000,000 to \$1,000,000</li> <li>- Decrease funds in FY 2023 in CON from \$27,000,000 to \$0</li> <li>- Decrease funds in FY 2023 in CON from \$164,219 to \$0</li> <li>- Decrease funds in FY 2023 in CON from \$560,453 to \$0</li> <li>- Decrease funds in FY 2024 in CON from \$143,220 to \$0</li> <li>- Decrease funds in FY 2024 in CON from \$301,697 to \$0</li> </ul> |



+ Increase funds in FY 2025 in CON from \$0 to \$1,169,589

+ Increase funds in FY 2027 in CON from \$0 to \$520,000

+ Increase funds in FY 2028 in CON from \$0 to \$520,000

**State (NM)**

+ Increase funds in FY 2023 in PE from \$0 to \$2,526,000

+ Increase funds in FY 2025 in PE from \$0 to \$2,100,000

+ Increase funds in FY 2026 in PE from \$0 to \$18,200,000

+ Increase funds in FY 2027 in PE from \$0 to \$18,200,000

+ Increase funds in FY 2028 in PE from \$0 to \$14,100,000

**DC/STATE**

- Decrease funds in FY 2023 in PE from \$2,226,000 to \$0

- Decrease funds in FY 2023 in CON from \$22,124,277 to \$0

- Decrease funds in FY 2023 in CON from \$2,241,811 to \$0

- Decrease funds in FY 2023 in CON from \$656,877 to \$0

- Decrease funds in FY 2024 in CON from \$572,880 to \$0

- Decrease funds in FY 2024 in CON from \$1,206,788 to \$0

+ Increase funds in FY 2025 in CON from \$0 to \$4,678,356

+ Increase funds in FY 2027 in CON from \$0 to \$2,080,000

+ Increase funds in FY 2028 in CON from \$0 to \$2,080,000

**TBD**

+ Increase funds in FY 2028 in CON from \$0 to \$20,434,581

**FEDERAL PROJECT COST**

Increased from \$23,391,778 to \$44,191,777 (88.92%)

**TOTAL PROJECT COST**

Increased from \$84,590,000 to \$131,800,303 (55.81%)



## T13624 - VRE Crystal City Station Improvements

|                    |   |                            |
|--------------------|---|----------------------------|
| Lead Agency<br>VRE | Project Type<br>Rail/Fixed Guideways -<br>Capital/SGR | County<br>-                |
| From<br>-          | Agency Project ID<br>-                                | Municipality<br>-          |
| To<br>-            | Completion Date<br>2029                               | Total Cost<br>\$68,900,900 |

### Project Description

This project includes the planning, design, permitting, and construction for an expanded and relocated station and platform for the VRE Crystal City Station and related track modifications. The project will construct an island platform to enable simultaneous boarding of two trains and accommodate 8 car VRE trains and the planned fourth track in and around the station. The project will be delivered in two phases: Phase 1 will design and construct the north entrance and station platform. Phase 2 will design and construct the south entrance. This project is being coordinated with T6673, the Alexandria fourth track between AF and RO interlockings, and T6727, Long Bridge Project, by VPRA, T6681, CC2DCA pedestrian bridge connection to Ronald Reagan National Airport by Arlington County, and proposed Amtrak Crystal City station/platform.

| PHASE                                | FUND SOURCE | PRIOR | FY2023       | FY2024      | FY2025       | FY2026 | FUTURE | TOTAL        |
|--------------------------------------|-------------|-------|--------------|-------------|--------------|--------|--------|--------------|
| Preliminary Engineering              | DC/STATE    | -     | \$707,000    | -           | -            | -      | -      | \$707,000    |
| Preliminary Engineering              | LOCAL       | -     | \$477,619    | -           | -            | -      | -      | \$477,619    |
| Preliminary Engineering              | LOCAL (NM)  | -     | -            | \$41,537    | -            | -      | -      | \$41,537     |
| Preliminary Engineering              | NVTA        | -     | \$4,400,000  | -           | -            | -      | -      | \$4,400,000  |
| <b>Total Preliminary Engineering</b> |             | -     | \$5,584,619  | \$41,537    | -            | -      | -      | \$5,626,156  |
| Construction                         | DC/STATE    | -     | -            | -           | \$2,190,154  | -      | -      | \$2,190,154  |
| Construction                         | LOCAL       | -     | -            | -           | \$547,539    | -      | -      | \$547,539    |
| Construction                         | LOCAL (NM)  | -     | -            | -           | \$18,786,281 | -      | -      | \$18,786,281 |
| Construction                         | NVTA        | -     | -            | \$7,900,000 | \$7,900,000  | -      | -      | \$15,800,000 |
| Construction                         | S. 5337-SGR | -     | -            | -           | \$10,950,770 | -      | -      | \$10,950,770 |
| Construction                         | State (NM)  | -     | \$15,000,000 | -           | -            | -      | -      | \$15,000,000 |
| <b>Total Construction</b>            |             | -     | \$15,000,000 | \$7,900,000 | \$40,374,744 | -      | -      | \$63,274,744 |
| <b>Total Programmed</b>              |             | -     | \$20,584,619 | \$7,941,537 | \$40,374,744 | -      | -      | \$68,900,900 |

|                              |                             |
|------------------------------|-----------------------------|
| <b>CURRENT CHANGE REASON</b> | New Project                 |
| <b>FEDERAL PROJECT COST</b>  | Stays the same \$10,950,770 |
| <b>TOTAL PROJECT COST</b>    | Stays the same \$68,900,900 |

## T4818 - VRE Rolling Stock Modifications and Overhauls

|                    |                                       |                             |
|--------------------|---------------------------------------|-----------------------------|
| Lead Agency<br>VRE | Project Type<br>Bus/BRT - Maintenance | County<br>-                 |
| From<br>-          | Agency Project ID<br>VRE0001          | Municipality<br>Suburban VA |
| To<br>-            | Completion Date<br>2045               | Total Cost<br>\$29,946,427  |

**Project Description**

Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet as well as other ongoing improvements consistent with VRE's rolling stock asset management program. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.

| PHASE                     | FUND SOURCE     | PRIOR | FY2023             | FY2024 | FY2025              | FY2026              | FUTURE | TOTAL               |
|---------------------------|-----------------|-------|--------------------|--------|---------------------|---------------------|--------|---------------------|
| Construction              | DC/STATE        | -     | \$553,828          | -      | \$2,477,600         | \$1,760,000         | -      | \$4,791,428         |
| Construction              | LOCAL           | -     | \$138,457          | -      | \$619,400           | \$440,000           | -      | \$1,197,857         |
| Construction              | S. 5337-<br>SGR | -     | \$2,769,142        | -      | \$12,388,000        | \$8,800,000         | -      | \$23,957,142        |
| <b>Total Construction</b> |                 | -     | <b>\$3,461,427</b> | -      | <b>\$15,485,000</b> | <b>\$11,000,000</b> | -      | <b>\$29,946,427</b> |
| <b>Total Programmed</b>   |                 | -     | <b>\$3,461,427</b> | -      | <b>\$15,485,000</b> | <b>\$11,000,000</b> | -      | <b>\$29,946,427</b> |

|                              |   |
|------------------------------|---|
| <b>CURRENT CHANGE REASON</b> | Schedule / Funding / Scope- Update Cost change(s) - Programming Update  |
| <b>PROJECT CHANGES</b>       | <p>Plan Revision Name changed from "23-17.3" to "23-59.3 (VA)"</p> <p>Source Document Page/Record Link changed from "None" to "<a href="http://www.vre.org">www.vre.org</a>"</p> <p>Source Document changed from "None" to "VRE FY26-31 CIP"</p> <p>Bicycle/Pedestrian Accommodations changed from "None" to "Not Applicable"</p> <p>Complete Streets changed from "None" to "Not Applicable"</p>   |
| <b>FUNDING CHANGES</b>       | <p><b>S. 5307</b></p> <p>- Decrease funds in FY 2023 in CON from \$8,290,025 to \$0</p> <p><b>S. 5337-SGR</b></p> <p>+ Increase funds in FY 2023 in CON from \$2,769,140 to \$2,769,142</p> <p>- Decrease funds in FY 2024 in CON from \$3,034,853 to \$0</p> <p>+ Increase funds in FY 2025 in CON from \$1,520,000 to \$12,388,000</p> <p>+ Increase funds in FY 2026 in CON from \$2,663,200 to \$8,800,000</p> <p><b>LOCAL</b></p> <p>- Decrease funds in FY 2023 in CON from \$414,501 to \$0</p> <p>- Decrease funds in FY 2024 in CON from \$151,743 to \$0</p> <p>+ Increase funds in FY 2025 in CON from \$228,000 to \$619,400</p> <p>+ Increase funds in FY 2026 in CON from \$399,480 to \$440,000</p> <p><b>DC/STATE</b></p> <p>- Decrease funds in FY 2023 in CON from \$1,658,005 to \$0</p> <p>- Decrease funds in FY 2024 in CON from \$606,971 to \$0</p> <p>+ Increase funds in FY 2025 in CON from \$152,000 to \$2,477,600</p> <p>+ Increase funds in FY 2026 in CON from \$266,320 to \$1,760,000</p> |
| <b>FEDERAL PROJECT COST</b>  | Increased from \$18,277,218 to \$23,957,142 (31.08%)  |
| <b>TOTAL PROJECT COST</b>    | Increased from \$22,846,523 to \$29,946,427 (31.08%)  |

**ATTACHMENT B  
PROGRAMMED SUMMARY BY FUND**

| <b>Fund Type</b>                  | <b>Prior</b>        | <b>2023</b>          | <b>2024</b>         | <b>2025</b>          | <b>2026</b>         | <b>Future</b>        | <b>FY23-FY26 Total</b> | <b>Total</b>         |
|-----------------------------------|---------------------|----------------------|---------------------|----------------------|---------------------|----------------------|------------------------|----------------------|
| <b>FEDERAL</b>                    |                     |                      |                     |                      |                     |                      |                        |                      |
| S. 5307                           | \$0                 | \$44,108,881         | \$7,598,167         | \$52,535,807         | \$1,397,801         | \$51,938,800         | \$105,640,656          | \$157,579,456        |
| S. 5337-SGR                       | \$0                 | \$79,106,811         | \$27,448,036        | \$81,482,303         | \$15,556,921        | \$31,138,800         | \$203,594,071          | \$234,732,871        |
| <b>Federal Subtotal</b>           | <b>\$0</b>          | <b>\$123,215,692</b> | <b>\$35,046,203</b> | <b>\$134,018,110</b> | <b>\$16,954,722</b> | <b>\$128,492,000</b> | <b>\$309,234,727</b>   | <b>\$392,312,327</b> |
| <b>STATE &amp; LOCAL</b>          |                     |                      |                     |                      |                     |                      |                        |                      |
| DC/STATE                          | \$0                 | \$32,719,647         | \$8,753,241         | \$45,021,553         | \$2,430,944         | \$4,160,000          | \$88,925,385           | \$93,085,385         |
| State (NM)                        | \$62,414,442        | \$39,378,452         | \$0                 | \$2,100,000          | \$18,200,000        | \$32,300,000         | \$59,678,452           | \$154,392,894        |
| LOCAL                             | \$0                 | \$23,071,914         | \$2,299,846         | \$29,648,760         | \$1,807,736         | \$6,040,000          | \$56,828,256           | \$62,868,256         |
| LOCAL (NM)                        | \$0                 | \$0                  | \$41,537            | \$18,786,281         | \$0                 | \$0                  | \$18,827,818           | \$18,827,818         |
| NVTA                              | \$0                 | \$21,800,000         | \$15,800,000        | \$15,800,000         | \$0                 | \$6,145,103          | \$53,400,000           | \$59,545,103         |
| <b>State &amp; Local Subtotal</b> | <b>\$62,414,442</b> | <b>\$116,970,013</b> | <b>\$26,894,624</b> | <b>\$111,356,594</b> | <b>\$22,438,680</b> | <b>\$48,645,103</b>  | <b>\$277,659,911</b>   | <b>\$388,719,456</b> |
| <b>OTHER</b>                      |                     |                      |                     |                      |                     |                      |                        |                      |
| TBD                               | \$0                 | \$0                  | \$0                 | \$0                  | \$0                 | \$124,594,581        | \$0                    | \$124,594,581        |
| <b>Other Subtotal</b>             | <b>\$0</b>          | <b>\$0</b>           | <b>\$0</b>          | <b>\$0</b>           | <b>\$0</b>          | <b>\$124,594,581</b> | <b>\$0</b>             | <b>\$124,594,581</b> |
| <b>Grand Total</b>                | <b>\$62,414,442</b> | <b>\$240,185,705</b> | <b>\$61,940,827</b> | <b>\$245,374,704</b> | <b>\$39,393,402</b> | <b>\$313,085,284</b> | <b>\$586,894,638</b>   | <b>\$905,626,364</b> |



# COMMONWEALTH of VIRGINIA

Tiffany P. Robinson  
Director

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

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

March 21, 2025

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

Dear Chair Walkinshaw:

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

### **VRE Rolling Stock Modifications and Overhauls (STIP ID: VRE0001, TIP ID: T4818)**

- Deducts \$8,290,025 (FTA Section 5307) FFY23 for CON Phase
- Adds \$2 (FTA Section 5337) FFY23 for CON Phase
- Deducts \$1,658,005 (DC/State) FFY23 for CON Phase
- Deducts \$414,501 (Local Match) FFY23 for CON Phase

*Total funding for Previous Funding reduces by \$6,217,521*

- Deducts \$3,034,853 (FTA Section 5337) FFY24 for CON Phase
- Deducts \$606,971 (DC/State) FFY24 for CON Phase
- Deducts \$151,743 (Local Match) FFY24 for CON Phase
- Adds \$10,868,000 (FTA Section 5337) FFY25 for CON Phase
- Adds \$2,325,600 (DC/State) FFY25 for CON Phase
- Adds \$391,400 (Local Match) FFY25 for CON Phase
- Adds \$6,136,800 (FTA Section 5337) FFY26 for CON Phase
- Adds \$1,493,680 (DC/State) FFY26 for CON Phase
- Adds \$40,520 (Local Match) FFY26 for CON Phase
- Adds \$8,500,000 (FTA Section 5337) FFY27 for CON Phase
- Adds \$1,700,000 (DC/State) FFY27 for CON Phase



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- Adds \$425,000 (Local Match) FFY27 for CON Phase
- Total funding for FY24-27 increases by \$21,950,633*

**Total project cost= \$86,714,427**

## **L’Enfant Station and Fourth Track (STIP ID: VRE0015, TIP ID: 11581)**

- Deducts \$3,284,386 (FTA Section 5307) FFY23 for CON Phase
  - Deducts \$11,209,053 (FTA Section 5337) FFV23 for CON Phase
  - Deducts \$25,022,965 (DC/State) FFY23 for CON Phase
  - Deducts \$27,724,672 (Local Match) FFY23 for CON Phase
  - Deducts \$2,226,000 (DC/State) FFV23 for PE Phase
  - Adds \$2,526,000 (State NM) FFY23 for PE Phase
  - Deducts \$3,000,000 (Local Match) FFY23 for PE Phase
- Total funding for Previous Funding reduces by \$69,941,076*

- Deducts \$2,864,398 (FTA Section 5307) FFY24 for CON Phase
  - Deducts \$6,033,941 (FTA Section 5337) FFY24 for CON Phase
  - Deducts \$1,779,668 (DC/State) FFY24 for CON Phase
  - Deducts \$444,917 (Local Match) FFY24 for CON Phase
  - Adds \$23,391,777(FTA Section 5307) FFV25 for CON Phase
  - Adds \$4,678,356 (DC/State) FFY25 for CON Phase
  - Adds \$1,169,589 (Local Match) FFV25 for CON Phase
  - Adds \$2,100,000 (State NM) FFY25 for PE Phase
  - Adds \$18,200,000 (State NM) FFY26 for PE Phase
  - Adds \$10,400,000(FTA Section 5307) FFY27 for CON Phase
  - Adds \$2,080,000 (DC/State) FFY27 for CON Phase
  - Adds \$520,000 (Local Match) FFY27 for CON Phase
  - Adds \$18,200,000 (State NM) FFY27 for PE Phase
- Total funding for FY24-27 funding increases by \$71,396,466*

**Total project cost = \$131,800,303**

## **NEW PROJECT - VRE Crystal City Station Improvements (TIP ID: 13624)**



# COMMONWEALTH of VIRGINIA

Tiffany P. Robinson  
Director

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- Add \$15,000,000 (State (NM)) FFY23 for CON Phase
- Add \$477,619 (Local) FFY23 for PE Phase
- Add \$707,000 (DC/State) FFY23 for PE Phase
- Add \$4,400,000 (NVTA) FFY23 for PE Phase
- Add \$7,900,000 (NVTA) FFY24 for CON Phase
- Add \$41,537 (Local/Match) FFY24 for PE Phase
- Add \$10,950,770 (FTA Section 5337) FFY25 for CON Phase
- Add \$2,190,154 (DC/State) FFY25 for CON Phase
- Add \$547,539 (Local) FFY25 for CON Phase
- \$18,786,281 FFY25 (Local NM) FFY25 for CON Phase
- \$7,900,000 (NVTA) FFY25 for CON Phase

**Total project cost = \$68,900,900**

DRPT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on April 4, 2025. I will be present and available to answer any questions about this amendment request. Upon formal adoption from the Transportation Planning Board, the DRPT FY24-27 STIP will be updated to reflect the amended project.

Thank you for your assistance in facilitating this amendment action. Should you have any questions, please reach out to me at (703) 253-3334 or at [amy.garbarini@drpt.virginia.gov](mailto:amy.garbarini@drpt.virginia.gov).

Sincerely,

DocuSigned by:  
  
D9F082F8A983456...

Amy Garbarini  
Northern Virginia Manager of Transit Planning

CC: Cynthia Porter-Johnson  
Maria Sinner  
Andrew Austin  
Leonardo Pineda  
Regina Moore  
Brittany Sumpter





# COMMONWEALTH *of* VIRGINIA

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800-828-1120 (TDD)

Philip Parella  
Bhupendra Kantha  
Mark Schofield  
Christine Hoeffner



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** April 9, 2025

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



National Capital Region  
**Transportation Planning Board**

March 12, 2025

The Honorable Steny Hoyer  
United States House of Representatives  
1705 Longworth House Office Building  
Washington, D.C. 20515

Re: Congressionally Directed Funding for Charles County, VanGO Transit Facility Project

Dear Congressman Steny Hoyer:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Charles County, Maryland for federal funding through Congressionally Directed Spending appropriations for the VanGO Transit Facility Project.

The Project will support the construction of a dedicated transit operations and maintenance facility for Charles County's public transit system, VanGO. Construction of a County-owned facility will support improvements to its fleet maintenance program, improve competition when the contracted service is put out to bid, provide improved facilities for drivers and operational personnel, and support other fleet goals. This Project will allow the County to better serve its citizens' transportation needs.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2045. The TPB has long-supported investment in transportation to support improvements in the region's bus systems. Improvements in the region's bus systems will provide benefits to the region's residents and visitors through higher quality transportation options. The support and promotion of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in blue ink that reads "James W." followed by a stylized flourish.

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Jeffry Barnett, Transit Division Chief, Charles County



National Capital Region  
**Transportation Planning Board**

March 12, 2025

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

Re: Congressionally Directed Funding for Charles County, VanGO Transit Facility Project

Dear Senator Alsobrooks:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Charles County, Maryland for federal funding through Congressionally Directed Spending appropriations for the VanGO Transit Facility Project.

The Project will support the construction of a dedicated transit operations and maintenance facility for Charles County's public transit system, VanGO. Construction of a County-owned facility will support improvements to its fleet maintenance program, improve competition when the contracted service is put out to bid, provide improved facilities for drivers and operational personnel, and support other fleet goals. This Project will allow the County to better serve its citizens' transportation needs.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "James W.".

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Jeffry Barnett, Transit Division Chief, Charles County



National Capital Region  
**Transportation Planning Board**

March 12, 2025

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

Re: Congressionally Directed Funding for Charles County, VanGO Transit Facility Project

Dear Senator Van Hollen:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Charles County, Maryland for federal funding through Congressionally Directed Spending appropriations for the VanGO Transit Facility Project.

The Project will support the construction of a dedicated transit operations and maintenance facility for Charles County's public transit system, VanGO. Construction of a County-owned facility will support improvements to its fleet maintenance program, improve competition when the contracted service is put out to bid, provide improved facilities for drivers and operational personnel, and support other fleet goals. This Project will allow the County to better serve its citizens' transportation needs.

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Sincerely,

A handwritten signature in blue ink that reads "James W." followed by a stylized flourish.

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Jeffry Barnett, Transit Division Chief, Charles County



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** April 9, 2025

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Victoria Caudullo, Transportation Planner  
**SUBJECT:** Upcoming Solicitations for Applications for the Transportation Alternatives Set-Aside Program  
**DATE:** April 9, 2025

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The next application period in Maryland for the Transportation Alternatives Set-Aside (TA Set-Aside or TAP) Program is currently open and will close on April 30, 2025. Applications in Maryland must be submitted through the Maryland Department of Transportation (MDOT), which is also responsible for selecting projects using a statewide TA Set-Aside allocation. See [www.mdot.maryland.gov](http://www.mdot.maryland.gov) for more information.

The pre-application period in Virginia for the Transportation Alternatives Set-Aside (TA Set-Aside or TAP) Program is currently open and will close on May 30, 2025. Full applications are due on September 15, 2025. Pre-applications are a requirement of the Virginia TA Set-Aside process. Applications in Virginia must be submitted through the Virginia Department of Transportation (VDOT). See [www.vdot.virginia.gov](http://www.vdot.virginia.gov) for more information.

## BACKGROUND

The TA Set-Aside, also known as TAP, is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting projects for our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve funding for the next round of Maryland projects in July 2025 and Virginia projects in February of 2026. Virginia and the District of Columbia conduct their solicitations on a two-year cycle. The District of Columbia's next application period will be conducted in 2026.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program are encouraged to consider seeking funding for capital improvements through the TA Set-Aside Program. The TPB also encourages TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan. The TPB's selection criteria, which are expected to be used this year, include:

- Focus on expanding nonmotorized transportation options;
- Enhancing roadway safety for walkers and bicyclists;
- Support for Regional Activity Centers;
- Access to high-capacity transit, especially in Transit Access Focus Areas (TAFAs);

- Support for the National Capital Trail Network;
- Access in Equity Emphasis Areas; and
- Increased access for people with disabilities.

For more information about the TPB's role in this program, please contact Victoria Caudullo [vcaudullo@mwkog.org](mailto:vcaudullo@mwkog.org) or 202-962-3200. For information about the Maryland application process, contact Britney Jackson at [bjackson3@mdot.maryland.gov](mailto:bjackson3@mdot.maryland.gov). For information about the Virginia application process, contact Brittany Voll at [brittany.voll@vdot.virginia.gov](mailto:brittany.voll@vdot.virginia.gov).