

February 13, 2025

Ms. Valeriya Remezova
Division Administrator
Attn: Ms. Jasmine Champion
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Daniel Sommerville
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to two existing and one new project in the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA) and the Montgomery County Department of Transportation (MCDOT).

This action reflects the updated programmed expenditures from FY 2022 to FY 2025 for the projects listed below. This amendment has been assigned MDOT Control #22-197, and these projects are either already included in or do not affect the Air Quality Conformity Determination for Visualize 2045.

| Project Name | STIP # | Funding Source | FY22-FY25 Net Federal Change (in 000's) |
|--|--------|--------------------|---|
| Prince George's County Bus and Bus Facilities Competitive Low-No | 13566 | 5339, 5307, State | \$33,537 |
| Veirs Mill Bus Rapid Transit | 12005 | 5309, Local, State | (\$65,495) |

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

The TPB approved the amendments to its TIP on January 10, 2025, and the approval and supporting documentation are attached. 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.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is fluid and cursive, with the first name "Kari" being more prominent than the last name "Snyder".

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

Attachments

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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE TIP ACTION 23-53.2 WHICH CONSOLIDATES TWO STATE
HIGHWAY ADMINISTRATION (SHA) BRIDGE REPLACEMENT PROJECTS INTO ONE AND ADDS
FUNDING TO THE MARYLAND TRANSIT ADMINISTRATION'S (MTA) PRINCE GEORGE'S COUNTY
BUS AND BUS FACILITIES COMPETITIVE LO-NO GRANT PROJECT, AS REQUESTED BY
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.2, which dissolves the **MD 717 Western Branch Bridge Replacement project (T6654)** TIP record and deprograms its \$12,851,000 in Surface Transportation Block Grant (STBG) and state funding, and adds that project to TIP record **T6653**, now titled **MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement Project** and adds \$27,069,000 in National Highway Performance Program (NHPP) and state funding, increasing the total project cost to \$50,012,000 (+118%), while decreasing the 4-year program total from \$21,818,170 to \$2,406,000 (-89%), and changing the completion year from 2025 to 2031; and adds \$39,230,000 in FTA Urbanized Area Formula Grants (§ 5307), Grants for Buses and Bus Facilities Formula Program (§ 5339(B)), Low or No Emission Grant Program (§ 5339(C)), and local funds to MTA's **Prince George's County Bus and Bus Facilities Competitive Lo-No Grant program (T13566)**, as described in the attached materials; and

WHEREAS, the attached materials include:

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

ATTACHMENT B) Letter from MDOT dated December 20, 2024, requesting the amendment, and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-53.2 creating the 53rd amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

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

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

January 10, 2025

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

Dear Chair Henderson:

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

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

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

The Honorable Christina Henderson
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MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

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

Sincerely,

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

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

Attachment

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

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

| | | |
|---|---------------------------------|----------------|
| Lead Agency | Project Type | County |
| Maryland Department of Transportation - Maryland Transit Administration | Other - Alt Fuel Infrastructure | Prince Georges |
| From | Agency Project ID | Municipality |
| - | - | - |
| To | Completion Date | Total Cost |
| - | 2026 | \$76,539,000 |

Project Desription

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

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

| CURRENT CHANGE REASON | Schedule / Funding / Scope- Update Scope Change(s) - Cost change(s) |
|-----------------------|---|
| FUNDING CHANGES | <p>S. 5339(B)</p> <p>- Decrease funds in FY 2024 in CON from \$30,150,000 to \$0</p> <p>+ Increase funds in FY 2024 in OTHER from \$0 to \$25,000,000</p> <p>LOCAL</p> <p>- Decrease funds in FY 2024 in CON from \$7,159,000 to \$0</p> <p>+ Increase funds in FY 2024 in OTHER from \$0 to \$7,159,000</p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$5,693,000</p> <p>S. 5339 (C)</p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$25,476,000</p> <p>+ Increase funds in FY 2024 in OTHER from \$0 to \$5,150,000</p> <p>S. 5307</p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$8,061,000</p> |
| FEDERAL PROJECT COST | Increased from \$30,150,000 to \$63,687,000 (111.23%) |
| TOTAL PROJECT COST | Increased from \$37,309,000 to \$76,539,000 (105.15%) |

TPB TIP FY 2023-2026


MDOT TIP ID: T13566

SUMMARY TABLE

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

INDIVIDUAL REQUEST FORM

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



MARYLAND DEPARTMENT OF TRANSPORTATION

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

PHASE DETAIL

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

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

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

TOTAL PROJECT COST

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

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T13566

SUMMARY TABLE

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

INDIVIDUAL REQUEST FORM

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



MARYLAND DEPARTMENT OF TRANSPORTATION

PHASE DETAIL

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

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

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

TOTAL PROJECT COST

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

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

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

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

DATE: DECEMBER 18, 2024

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

PURPOSE OF MEMORANDUM

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

SUMMARY

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

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

ANALYSIS

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

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

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

ATTACHMENTS

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

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

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-53.2 WHICH ADDS FUNDING FOR THE VEIRS MILL BUS RAPID TRANSIT, AS REQUESTED BY THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)

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

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

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

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

WHEREAS, the attached materials include:

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

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

WHEREAS, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-53.2, creating the 53rd amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-53.2 which revises and adds \$87,357,000 in § 5309, state, and local funding totaling \$169,035,000 for the **Veirs Mill Bus Rapid Transit project** and changes the project ID from CE3103 to **T12005**, as described in the attached materials.

ATTACHMENT A

T12005 - Veirs Mill Bus Rapid Transit

Lead Agency

Montgomery County

Project Type

Bus/BRT - Capital/Expansion

County

Montgomery

From

Wheaton Metrorail Station

Agency Project ID

-

Municipality

-

To

Montgomery College, Rockville

Completion Date

2030

Total Cost

\$169,035,000

Project Description

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

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

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

FUNDING
CHANGES

DC/STATE

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

8. 5309

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

FEDERAL
PROJECT COST

Increased from \$37,360,000 to \$132,321,636 (254.18%)

TOTAL
PROJECT COST

Increased from \$81,678,000 to \$169,035,000 (106.95%)

CONFORMITY
INFORMATION
CHANGES

485

Conformity Route has changed from None to MD 586

Conformity Implementation Status has changed from None to Active

RSAQ has changed from None to Yes-RSAQ

MARYLAND STATEWIDE TIP FY 2022-2025

TIP ID 12005

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|------------------------------|---|--|----------------------|------------------------------|-------------|-------------|
| Veirs Mill Bus Rapid Transit | B | Regionally Significant for Air Quality | Under preparation | Federal | State/Local | Total |
| | | | | \$ 73,629 | \$ 17,697 | \$ 91,326 |
| | Administration | Area/MPO | | Net Funding Change (000s) | | |
| | Montgomery County | TPB | | Federal | State/Local | Total |
| | | | | \$ (65,495) | \$ 2,203 | \$ (63,292) |
| Description | This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. | | | | | |
| Justification | Updating the programmatic and federal funding schedule, in particular revising Sec. 5309 funding through the Capital Investment Grant. Overall project costs have been revised from \$81,678,000 to \$169,035,000 to reflect the increase in federal, state and local funding secured for the project through FY2027. | | | | | |

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | | Funding | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total |
|---|--------------------|-------------|------------|----------|----------|-------------|-------------|
| <div><input type="checkbox"/> A) Adds new individual projects to the current STIP</div> <div><input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change</div> <div><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP</div> <div><input type="checkbox"/> D) Other</div> | Current (000s) | Total | \$ 2,705 | \$ 3,500 | \$ 4,022 | \$ 85,804 | \$ 96,031 |
| | | Federal | \$ - | \$ - | \$ - | \$ 73,629 | \$ 73,629 |
| | | State/Local | \$ 2,705 | \$ 3,500 | \$ 4,022 | \$ 12,175 | \$ 22,402 |
| | Proposed (000s) | Total | \$ 500 | \$ 4,413 | \$ 8,081 | \$ 19,745 | \$ 32,739 |
| | | Federal | \$ - | \$ - | \$ - | \$ 8,134 | \$ 8,134 |
| | | State/Local | \$ 500 | \$ 4,413 | \$ 8,081 | \$ 11,611 | \$ 24,605 |
| | Change (000s) | Total | \$ (2,205) | \$ 913 | \$ 4,059 | \$ (66,059) | \$ (63,292) |
| | | Federal | \$ - | \$ - | \$ - | \$ (65,495) | \$ (65,495) |
| | | State/Local | \$ (2,205) | \$ 913 | \$ 4,059 | \$ (564) | \$ 2,203 |

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 | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ROW | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CON | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 34,156 | \$ - | \$ 34,156 | \$ - | \$ 34,156 |
| UT | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 39,473 | \$ - | \$ 39,473 | \$ - | \$ 39,473 |
| PE | Local | \$ - | \$ 2,705 | \$ - | \$ 2,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ROW | Local | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 674 | \$ - | \$ 922 | \$ - | \$ 1,596 | \$ 1,596 |
| PE | State | \$ - | \$ - | \$ - | \$ 1,500 | \$ - | \$ 3,348 | \$ - | \$ 4,240 | \$ - | \$ 9,088 | \$ 9,088 |
| ROW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,761 | \$ - | \$ 6,761 | \$ 6,761 |
| CON | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 252 | \$ - | \$ 252 | \$ 252 |
| UT | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ 2,705 | \$ - | \$ 3,500 | \$ - | \$ 4,022 | \$ 73,629 | \$ 12,175 | \$ 73,629 | \$ 17,697 | \$ 91,326 |

| 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 | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,134 | \$ - | \$ 8,134 | \$ - | \$ 8,134 |
| ROW | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CON | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| UT | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE | Local | \$ - | \$ 500 | \$ - | \$ 3,763 | \$ - | \$ 1,266 | \$ - | \$ 922 | \$ - | \$ 6,451 | \$ 6,451 |
| ROW | Local | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 645 | \$ - | \$ - | \$ - | \$ 645 | \$ 645 |
| PE | State | \$ - | \$ - | \$ - | \$ 650 | \$ - | \$ 6,170 | \$ - | \$ 3,950 | \$ - | \$ 10,770 | \$ 10,770 |
| ROW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,000 | \$ - | \$ 3,000 | \$ 3,000 |
| CON | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,739 | \$ - | \$ 1,739 | \$ 1,739 |
| UT | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,000 | \$ - | \$ 2,000 | \$ 2,000 |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ 500 | \$ - | \$ 4,413 | \$ - | \$ 8,081 | \$ 8,134 | \$ 11,611 | \$ 8,134 | \$ 24,605 | \$ 32,739 |

| 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 | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,134 | \$ - | \$ 8,134 | \$ - | \$ 8,134 |
| ROW | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CON | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (34,156) | \$ - | \$ (34,156) | \$ - | \$ (34,156) |
| UT | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | S.5309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (39,473) | \$ - | \$ (39,473) | \$ - | \$ (39,473) |
| PE | Local | \$ - | \$ (2,205) | \$ - | \$ 1,763 | \$ - | \$ 1,266 | \$ - | \$ 922 | \$ - | \$ 1,746 | \$ 1,746 |
| ROW | Local | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (29) | \$ - | \$ (922) | \$ - | \$ (951) | \$ (951) |
| PE | State | \$ - | \$ - | \$ - | \$ (850) | \$ - | \$ 2,822 | \$ - | \$ (290) | \$ - | \$ 1,682 | \$ 1,682 |
| ROW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (3,761) | \$ - | \$ (3,761) | \$ (3,761) |
| CON | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,487 | \$ - | \$ 1,487 | \$ 1,487 |
| UT | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,000 | \$ - | \$ 2,000 | \$ 2,000 |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ (2,205) | \$ - | \$ 913 | \$ - | \$ 4,059 | \$ (65,495) | \$ (564) | \$ (65,495) | \$ 2,203 | \$ (63,292) |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | STIP Cost (FY 2022-2025) | Balance to Complete (≥ FY 2026) | Total Project Cost |
|------------------------|--------------------------|---------------------------------|--------------------|
| Federal | \$ - | \$ 8,134 | \$ 132,321 |
| State/Local | \$ - | \$ 24,605 | \$ 36,714 |
| Total | \$ - | \$ 32,739 | \$ 169,035 |



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

January 3, 2024

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

Dear Chair Walkinshaw:

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

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

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

Sincerely,

Haley Peckett

Deputy Director of Transportation Policy

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

Office of the Director

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

www.montgomerycountymd.gov/mcdot

Located one block west of the Rockville Metro Station