



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: July 10, 2025

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: July 2, 2025

At its meeting on Wednesday, July 2 the TPB Steering Committee reviewed and adopted four resolutions that amended the FY 2026 Unified Planning Work Program (UPWP) to revise the budget to match available and confirmed federal and state funding, approved projects recommended for funding in Maryland under the Transportation Alternatives Set-Aside Program (TAP) in FY 2026, and made amendments to the FY 2023-2026 Transportation Improvement Program (TIP) that meet or are exempt from the air quality conformity requirement, as requested by the District Department of Transportation (DDOT) and the Maryland Department of Transportation (MDOT). The committee also reviewed and approved the agenda for the July 16, 2025 TPB meeting.

The FY 2026 UPWP was approved by the TPB in March 2025 and by USDOT in June 2025. After the TPB's approval of the FY 2026 UPWP, The Virginia Department of Rail & Public Transportation (VDRPT) submitted revisions to its available funding information, and the Federal Transit Administration (FTA) provided updated and approved indirect and overhead cost rates. These revisions added \$42,118 to the FY 2026 budget, bringing the new UPWP total to \$27,239,549. The TPB Steering Committee approved the FY 2026 UPWP amendment by adopting resolution SR1-2026.

Next, the Steering Committee was briefed on two projects in suburban Maryland that had been selected by a regional panel to receive TAP funding in FY 2026. The panel had recommended that the Connect Waldorf - Leonardtown Road Corridor Bicycle & Pedestrian Improvement Feasibility Study in Charles County be awarded \$102,000, and the Prince George's County Safe Routes to School - Coordinator Position be awarded \$231,005 from the set-aside program. The Steering Committee approved these recommendations with the adoption of SR2-2026.

The committee adopted two more resolutions approving amendments to the FY 2023-2026 TIP as requested by DDOT and MDOT. The proposed revisions described below were either exempt from the air quality conformity requirement or were of no consequence to the implementation of projects already included in the Air Quality Conformity Analysis of the 2022 Update of Visualize 2045 and the FY 2023-2026 TIP.

- SR3-2026: DDOT proposed revisions to add approximately \$2.5 million in federal and District matching funds for the Rehabilitation of Mall Tunnel (TN #1142) project, and an additional \$5.5 million in funding for implementation of the Citywide Large Sign Maintenance program.
- SR4-2026: MDOT proposed revisions to add a net total of \$90.25 million in federal and state matching funds to the following two roadway projects and two areawide project groupings:
 - \$34.6 million for the I-95/I-495 at Greenbelt Metro Station Interchange project
 - \$11.4 million for the US 1 Highway Reconstruction project
 - \$26.6 million for the Areawide Transportation Alternatives program
 - \$17.6 million for the Areawide Environmental Projects program

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director’s report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

Attachments:

- July 2, 2025, TPB Steering Committee Attendance (Members and Alternates only)
- Adopted resolution SR1-2026 approving an amendment to the FY 2026 UPWP
- Adopted resolution SR2-2026 approving projects recommended to receive TAP funding in suburban Maryland
- Adopted resolution SR3-2026 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR4-2026 approving an amendment to the TIP, as requested by MDOT

TPB Steering Committee Attendance – July 2, 2025
(only voting members and alternates listed)

TPB Vice Chair/MD Rep.:	Neil Harris
TPB Vice Chair/DC Rep.:	Leigh Catherine Miles
Tech. Committee Chair:	Victor Weissberg
DDOT:	Sam Brooks
MDOT:	Kari Snyder
VDOT:	Regina Moore

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

RESOLUTION TO AMEND THE FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP)
TO REVISE THE BUDGET

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 Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2026 UPWP for the Washington Metropolitan Area was approved by the TPB on March 19, 2025 and was approved by USDOT on June 17, 2025; and

WHEREAS, revised available funding information was provided by the Virginia Department of Rail and Public Transportation after the TPB approved the FY 2026 UPWP, and

WHEREAS, the preliminary indirect and overhead cost rates assumed in the FY 2026 UPWP approved by the TPB were subsequently updated and approved by FTA, and

WHEREAS, staff revised the total UPWP budget and activities accordingly.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026 UPWP to increase the total budget/activities by \$42,118, as described in the attachment.

Adopted by the TPB Steering Committee on Wednesday, July 2, 2025.

UNIFIED PLANNING WORK PROGRAM

FY 2026

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2026

Approved March 2025

DRAFT TO BE AMENDED JULY 2025

Table 1: Revenue - FY 2026 TPB Proposed Funding by Federal, State, and Local Sources
(July 1, 2025, to June 30, 2026)

	FTA SECT 5303	FHWA PL FUNDS	FHWA PL FUNDS	OTHER CASP & SPR	
	80% FED & 20% STATE/ LOCAL	80% FED & 20% STATE/ LOCAL	SAFE & ACCESSIBLE TRANSP. OPTIONS SET-ASIDE ¹	CASP 90% FAA & 10% LOCAL SPR 80% FHWA & 20% LOCAL	TOTALS
DDOT ALLOCATIONS					
NEW FY 2026	\$873,312	\$3,028,279	\$77,648		\$3,979,239
PRIOR UNEXPENDED	\$267,234	\$1,037,742	\$0		\$1,304,976
CARRYOVER FY 2025	\$80,418	\$309,340	\$0		\$389,758
SUBTOTAL - DC	\$1,220,964	\$4,375,361	\$77,648		\$5,673,973
MDOT ALLOCATIONS					
NEW FY 2026	\$1,936,376	\$5,378,304	\$137,689		\$7,452,369
PRIOR UNEXPENDED	\$798,561	\$1,876,058	\$0		\$2,674,619
CARRYOVER FY 2025	\$204,326	\$560,093	\$0		\$764,419
SUBTOTAL - MD	\$2,939,263	\$7,814,455	\$137,689		\$10,891,407
VDRPT & VDOT ALLOCATIONS					
NEW FY 2026	\$1,815,860	\$4,734,884	\$121,407		\$6,672,151
PRIOR UNEXPENDED	\$679,118	\$1,844,285	\$0		\$2,523,403
CARRYOVER FY 2025	\$180,192	\$465,632	\$0		\$645,823
SUBTOTAL - VA	\$2,675,170	\$7,044,800	\$121,407		\$9,841,377
TOTAL FHWA/FTA FUNDING ALLOCATIONS					
NEW FY 2026	\$4,625,548	\$13,141,466	\$336,744		\$18,103,759
PRIOR UNEXPENDED	\$1,744,913	\$4,758,085	\$0		\$6,502,998
CARRYOVER FY 2025	\$464,936	\$1,335,064	\$0		\$1,800,000
SUBTOTAL - FHWA-FTA	\$6,835,397	\$19,234,616	\$336,744		\$26,406,756
TOTAL BASIC UPWP	\$6,835,397	\$19,234,616	\$336,744		\$26,406,756
FAA - CASP PROGRAM				\$584,793	\$584,793
State Planning & Research (SPR)				\$248,000	\$248,000
GRAND TOTAL UPWP	\$6,835,397	\$19,234,616		\$832,793	\$27,239,549

1. The November 15, 2021 Infrastructure Investment and Jobs Act (a.k.a. Bipartisan Infrastructure Law) requires each MPO to use at least 2.5% of its PL funds (under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.
2. "New FY2026" funding amounts are yet to be confirmed by the DOTs and are likely to change.
3. "Prior Unexpended" funding amounts are from FY 2024 UPWP and are yet to be confirmed by funding agencies and may change.
4. "Carryover FY2025 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2025 UPWP are not anticipated to be spent in FY 2025. As such, these funds will be carried over to the FY 2026 UPWP and used to perform Core program and Technical Assistance activities.

Table 2: FY 2026 UPWP Expenditures

WORK ACTIVITY	FY 2026 TOTAL COST ESTIMATE
CORE PROGRAMS	
1. Long-Range Transportation Planning	\$1,921,628
2. Transportation Improvement Program	\$723,377
3. Multimodal Planning	\$3,625,639
4. Public Participation	\$748,137
5. Travel Forecasting	\$3,781,835
6. Mobile Emissions and Emissions Reduction Planning	\$3,348,133
7. Transportation Research and Data Programs	\$7,000,947
8. Regional Land Use and Transportation Planning Coordination	\$1,205,181
9. Mobility and Enhancement Programs (EM, TLC, TAP, RSP)	\$807,498
10. TPB Management and Support	\$1,652,699
Sub-total: Core Program	\$24,815,077
TECHNICAL ASSISTANCE	
A. District of Columbia	\$302,828
B. Maryland	\$537,830
C. Virginia	\$473,488
D. Public Transportation (D.C./MD/VA Combined)	\$277,533
Sub-total: Technical Assistance Program	\$1,591,680
Total - Basic UPWP	\$26,406,756
OTHER TPB PROGRAMS	
1. Continuous Airport System Planning (CASP) ¹	\$584,793
2. State Planning & Research Program (For DDOT) ²	\$248,000
Sub-total: CASP and SPR	\$832,793
GRAND TOTAL UPWP	\$27,239,549
<ol style="list-style-type: none"> 1. CASP work activities are based on anticipated FAA grants to conduct airport ground access planning as part of the CASP program. 2. SPR program activities are funded through a separate grant from the District of Columbia's Department of Transportation to assist in DDOT's HPMS program. 	

Table 3: TPB FY 2026 Work Program by Funding Sources

UPWP - Work Activity	COG Labor Cost		Total	COG Labor	Supplemental		Total Labor	Total	Direct Costs (Implementation)			Total Prgrm.	Grand
	DTP	Other	COG	Fringe	Labor		& Fringe	Indirect	Computers, Data	Studies Programs	Other Costs	(Implmntn.) Direct Cost	Total Cost
	Staff	Staff	Staff	Cost	Interns	Temps	Cost	Cost					
CORE PROGRAMS													
1. Long-Range Transportation Planning	\$697,472	\$0	\$697,472	\$181,622	\$0	\$0	\$879,094	\$471,634	\$5,000	\$539,000	\$26,900	\$570,900	\$1,921,628
2. Transportation Improvement Program	\$231,011	\$0	\$231,011	\$60,155	\$0	\$0	\$291,166	\$156,211	\$255,000	\$0	\$21,000	\$276,000	\$723,377
3. Multimodal Planning	\$1,199,582	\$40,055	\$1,239,638	\$322,802	\$0	\$0	\$1,562,439	\$838,249	\$7,500	\$1,100,585	\$116,866	\$1,224,951	\$3,625,639
4. Public Participation	\$209,716	\$0	\$209,716	\$54,610	\$0	\$0	\$264,326	\$141,811	\$2,000	\$220,000	\$120,000	\$342,000	\$748,137
5. Travel Forecasting	\$1,256,237	\$0	\$1,256,237	\$327,124	\$0	\$0	\$1,583,362	\$849,474	\$536,000	\$650,000	\$163,000	\$1,349,000	\$3,781,835
6. Mobile Emissions	\$1,256,142	\$115,400	\$1,371,541	\$357,149	\$0	\$0	\$1,728,690	\$927,442	\$142,000	\$390,000	\$160,000	\$692,000	\$3,348,133
7. Transportation Research and Data Programs	\$1,288,826	\$0	\$1,288,826	\$335,610	\$0	\$0	\$1,624,436	\$871,510	\$1,315,000	\$3,125,000	\$65,000	\$4,505,000	\$7,000,947
8. Regional Land Use and Transportation Planning Coordination	\$126,875	\$304,386	\$431,261	\$112,300	\$0	\$0	\$543,561	\$291,620	\$75,000	\$200,000	\$95,000	\$370,000	\$1,205,181
9. Mobility Enhancement Programs	\$141,107	\$0	\$141,107	\$36,744	\$20,000	\$0	\$197,851	\$106,147	\$1,000	\$480,000	\$22,500	\$503,500	\$807,498
10. TPB Support and Management	\$526,574	\$0	\$526,574	\$137,120	\$20,000	\$0	\$683,694	\$366,802	\$2,500	\$350,936	\$248,767	\$602,203	\$1,652,699
UPWP Core Program Total	\$6,933,543	\$459,840	\$7,393,383	\$1,925,237	\$40,000	\$0	\$9,358,620	\$5,020,900	\$2,341,000	\$7,055,521	\$1,039,033	\$10,435,554	\$24,815,077
TECHNICAL ASSISTANCE PROGRAM													
A. District of Columbia	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$262,828	\$302,828	\$302,828
B. Maryland	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$495,000	\$42,830	\$537,830	\$537,830
C. Virginia	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370,000	\$103,488	\$473,488	\$473,488
D. Public Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$27,533	\$277,533	\$277,533
Technical Assistance Program Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,155,000	\$436,680	\$1,591,680	\$1,591,680
Total Basic Program	\$6,933,543	\$459,840	\$7,393,383	\$1,925,237	\$40,000	\$0	\$9,358,620	\$5,020,900	\$2,341,000	\$8,210,521	\$1,475,713	\$12,027,234	\$26,406,756
OTHER PROGRAMS													
Continuous Air Systems Planning	\$141,809	\$0	\$141,809	\$36,927	\$0	\$0	\$178,736	\$95,892	\$0	\$300,000	\$10,165	\$310,165	\$584,793
State Planning & Research Program (DC)	\$81,349	\$0	\$81,349	\$21,183	\$0	\$0	\$102,532	\$55,009	\$0	\$90,459	\$0	\$90,459	\$248,000
GRAND TOTAL	\$7,156,701	\$459,840	\$7,616,541	\$1,983,347	\$40,000	\$0	\$9,639,888	\$5,171,800	\$2,341,000	\$8,600,980	\$1,485,878	\$12,427,857	\$27,239,549



MEMORANDUM

TO: TPB Steering Committee
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: FY 2026 UPWP Amendment to Adjust the Budget to Match Available/Confirmed Federal and State Funding and Newly Approved Indirect Rate
DATE: July 2, 2025

The Transportation Planning Board (TPB) approved the FY 2026 Unified Planning Work Program (UPWP) on March 19, 2025. USDOT approved the FY 2026 UPWP on May 28, 2025. Since the TPB approved the UPWP, the Virginia Department of Rail and Public Transportation (DRPT) provided new available funding information and has asked that the UPWP be amended to reflect the available funding. In addition, the Federal Transit Agency approved new indirect overhead and cost rates and the budget was updated accordingly. The total UPWP budget will be increased by \$42,118 and the new total budget is \$27,239,549.

BACKGROUND

UPWP funding comes from federal, state, and local sources. With the TPB, 80 percent of the funding is made up of Federal FHWA PL funds and FTA Section 5303 funds, with each state providing a 10 percent match, and local government members providing (through COG) another 10 percent match. In Virginia, DRPT is the direct recipient of the Virginia FTA 5310 funding and is responsible for giving TPB the final budget amounts for all funding. DRPT has provided the final, corrected budget numbers after the UPWP was approved by the TPB in March and has asked that the FY 2026 UPWP total budget be updated.

In addition, the Federal Transit Agency approved new indirect overhead and cost rates and the budget was updated accordingly with no net change to the total UPWP funding.

Tables 1, 2, and 3 have been adjusted and are attached for approval. DRPT has identified a total amount that is \$42,118 higher than what was originally provided. The total UPWP budget will be increased by \$42,118 and the new total budget is \$27,239,549. Overall, this amendment will not alter any UPWP projects that are currently underway or that have been presented to the TPB.

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

**RESOLUTION TO APPROVE PROJECTS IN MARYLAND FOR TRANSPORTATION
ALTERNATIVES SET-ASIDE PROGRAM FUNDING UNDER THE SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2026**

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 FAST Act's Transportation Alternatives Set-Aside (TA Set-Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

WHEREAS, the TA Set-Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

WHEREAS, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

WHEREAS, the TA Set-Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan, in the Equity Emphasis Areas, and related to the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail Network; and

WHEREAS, a solicitation for TA Set-Aside applications for FY 2026 was conducted by the Maryland Department of Transportation between April 1 and April 30, 2025; and

WHEREAS, the TPB's TA Set-Aside Selection Panel for Maryland met on June 24, 2025 and recommended funding for two applications based on project readiness for construction and the projects' ability to meet regional selection criteria; and

WHEREAS, on July 2, 2025, the TPB Technical Committee was briefed on the recommended projects.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board Steering Committee approves the projects for federal funding under the Transportation Alternatives Set-Aside Program for FY 2026 in Maryland, as listed below:

- \$102,000 Connect Waldorf - Leonardtown Road Corridor Bicycle & Pedestrian Improvement Feasibility Study, Charles County
- \$231,005 Prince George's County Safe Routes to School – Coordinator Position, Prince George's County

Adopted by the TPB Steering Committee at its meeting on Wednesday, July 2, 2025.



MEMORANDUM

TO: TPB Technical Committee
FROM: Victoria Caudullo, TPB Transportation Planner
SUBJECT: Projects recommended for funding in FY 2026 in Maryland under the Transportation Alternatives Set-Aside Program
DATE: July 2, 2025

SUMMARY

Under the federal Transportation Alternatives Set-Aside (TA Set-Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. The TA Set-Aside, which is part of the Surface Transportation Block Grant Program, was originally established as the Transportation Alternatives Program (TAP) and is still often referred to by the name, TAP.

For FY 2026 in Maryland, a total of \$2,000,000 in federal TAP funding was available for TPB decision-making. The TPB's selection panel has recommended funding for two projects, totaling \$333,005.

The projects are listed below and described later in this memorandum. The TPB Steering Committee will be asked to approve the recommendation at its meeting on July 2, 2025.

Project Title	Sponsor	Recommended TAP Funding
Connect Waldorf - Leonardtown Road Corridor Bicycle & Pedestrian Improvement Feasibility Study	Charles County	\$102,000
Prince George's County Safe Routes to School – Coordinator Position	Prince George's County	\$231,005

BACKGROUND

The Transportation Alternatives Set-Aside (TA Set-Aside) Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS), community improvements, historic preservation, and environmental mitigation. MAP-21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program the Transportation Alternatives Set-Aside (TA Set-Aside) Program. The Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), enacted in 2021, reaffirmed the federal commitment to the program and increased funding for it. Information on the TA Set-Aside is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

The program provides sub-allocated funding for large metropolitan planning organizations (MPOs) like the TPB (those MPOs classified as “Transportation Management Areas”) to fund local projects. In addition to these sub-allocated funds, a portion of the TA Set-Aside funding is reserved for statewide project selection, which is conducted by the state departments of transportation.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region’s TA Set-Aside is framed as a complementary component of the TPB’s local technical assistance programs, including the Transportation Land Use Connections (TLC) Program, the Regional Roadway Safety Program, and the Transit Within Reach Program.

The TA Set-Aside offers the region the ability to fund projects that support regional priorities and goals based on Visualize 2045 and the TPB’s other policy documents. Applicants from the National Capital Region are asked to show how their projects will serve these priorities when they seek TA Set-Aside funds. The priorities also provide the basis for the selection criteria that the TPB’s selection panel uses when it reviews TA Set-Aside applications and recommends projects for funding.

Since the establishment of this program in 2012, the TPB has combined its solicitations with the state departments of transportation in the District of Columbia, Maryland, and Virginia. As part of this process, TPB staff works with the DOTs to conduct the selection processes.

FY 2026 SOLICITATION FOR MARYLAND

Maryland conducts its solicitation on an annual basis. This year’s solicitation period opened on April 1 and closed on April 30, 2025. For jurisdictions in the National Capital Region, the MDOT application included a supplementary form requesting information about how proposed projects responded to the TPB’s regional priorities related to roadway safety, Activity Centers, transit station access, the National Capital Trail Network, low income areas, and multimodal transportation options.

For the portion of Maryland in the TPB’s planning area, MDOT received 2 applications representing a total of \$333,005 in requested funding.

PROJECT SELECTION PROCESS

Consistent with past practice, TPB staff convened a selection panel to determine funding recommendations for Maryland’s TA Set-Aside funds. TPB staff invited representatives from state DOTs in our region, along with representatives from COG/TPB staff, to participate on this panel.

This year’s selection panel participants included:

- Brittany Voll, Virginia Department of Transportation
- Naomi Cohen-Shields, District Department of Transportation
- John Swanson, retired COG/TPB Staff – facilitator
- Janie Nham, COG/TPB Staff
- Michael Farrell, COG/TPB Staff
- Victoria Caudullo, COG/TPB Staff

Prior to the panel meetings, individual panelists reviewed and scored applications for a maximum of 160 points. The total score for each project combined each reviewer's professional assessment (80 points) and regional selection criteria (80 points). The professional assessment is based on each panel member's transportation planning expertise, knowledge of transportation planning in the region, evaluation of the project budget, and project management experience. The regional criteria are rooted in TPB policies and programs, with the understanding that some projects would not meet all criteria.

The regional selection criteria are listed below:

- *Improve roadway safety (Max 10 points):* Does the application make a compelling case that the project will reduce fatal and serious crashes on the region's roadways? Does the project have a focus on reducing pedestrian fatalities?
- *Expand transportation options (Max 10 points):* Will the project significantly increase transportation options for pedestrians, bicyclists and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- *Support for Regional Activity Centers (Max 10 points):* Does the project enhance walkability and accessibility within or between the region's 141 Activity Centers? Regional Activity Centers are places where jobs and housing are concentrated and it should be easy to walk, bike, or take transit.
- *Access to high-capacity transit and, in particular, in Transit Access Focus Areas (TAFAs) (Max 10 points):* Does the project improve pedestrian and bicycle access in high-capacity transit station areas, and in particular, in Transit Access Focus Areas? Nearly 300 high-capacity transit stations are anticipated in the region by 2045. The TAFAs are a subset of that list. The TAFAs comprise 49 high-capacity station areas that the TPB has prioritized as opportune locations for improving pedestrian/bike access.
- *Access for low-income communities (Max 10 points):* COG staff is currently re-evaluating the Equity Emphasis Areas (EEA) tool. For the time being, and for the purposes of this review and project selection process, we are referencing census tracts where the concentration of low-income individuals at 1.5 times the federal poverty level per American Community Survey (2019-2023). Panel members are asked to refer to the Regional Analysis by COG staff assessment of whether projects are in, near, or would impact these low-income areas.
- *Support the National Capital Trail Network (Max 10 pts):* The project supports connections to and completion of the National Capital Trail Network, which is a regional trail network that the TPB approved in 2020.
- *Safe access to schools (10 points):* Does the project enhance safe pedestrian/bike access to schools? (If you believe the project improves access to schools, you may still allocate points under this criterion, even if it is not specifically submitted as an SRTS project.)
- *Increased access for people with disabilities (10 points):* Does the project promote accessibility for people with disabilities?



MDOT staff member Susan Solo provided MDOT input on the two applications prior to the panel meeting. The selection panel met on June 24. To provide a basis for discussion, each panel member provided their scores in advance of the meeting. Staff developed average scores for each project and determined a “high”, “medium”, or “low” recommendation for the project overall.

FUNDING RECOMMENDATIONS

The selection panel is recommending two projects for funding, totaling \$333,005. The total recommended funding falls within the TPB's suballocation. MDOT has indicated that funding not put towards the two projects for FY26 may cover increases in costs for past approved projects.

The federally required local match of at least 20% will be provided by the applicants in addition to the federal dollar amounts recommended.

Consistency with Regional Priorities

The two recommended projects described below will serve many of the TPB's key regional policies. The Connect Waldorf-Leonardtown project will interact with an Activity Center, is near the planned National Capital Trail Network on US-301, and is adjacent to a low-income area.

The Prince George's County project has the potential to interact with all TPB's key regional policies, because it will fund a position that will identify safety projects across the County that likely will be near or interact with Activity Centers, low income areas, High Capacity Transit Stations (HCTs), Transit Access Focus Areas (TAFAs), and the National Capital Trail Network (planned and existing segments).

It should also be noted that both projects are directly or indirectly focused on safety. As a result of the work that will be funded through this program – including improvements in sidewalks, trails, and crosswalks – it is expected that fewer pedestrians and cyclists will die or get hurt on our roads. This is particularly true for children, older adults and people with disabilities.

Maryland Project Descriptions

- **Connect Waldorf - Leonardtown Road Corridor Bicycle & Pedestrian Improvement Feasibility Study**

Charles County, \$102,000 (feasibility study)

This project will complete a feasibility study to develop and analyze the 1.8 mile Leonardtown Road corridor between US-301 and St. Charles Parkway. The analysis will determine appropriate bicycle and pedestrian facilities for the corridor, identify right-of-way acquisition needs and constraints, identify improvements to intersecting streets and railroad crossings, and identify streetscape improvements to enhance safety. The project will also develop a schedule for design and construction and a cost estimate for each future project phase.

- **Prince George's County Safe Routes to School – Coordinator Position**

Prince George's County, \$231,005 (non-infrastructure)

This project will fund a full-time Safe Routes to School (SRTS) Coordinator position for Prince George's County over a three-year period. This SRTS Coordinator will establish a Safe Routes to School Program for Prince George's County, an initiative determined necessary to improving roadway safety in the Prince George's County Vision Zero Action and Implementation Plan. The SRTS Coordinator will liaise with the MDOT SRTS program and follow the MDOT toolkit to determine actions and initiatives that best fit the needs of Prince George's County Schools, such as school program support and infrastructure coordination.

NEXT STEPS

The TPB Steering Committee will be asked to approve the selection panel's recommendation at the board meeting on July 2, 2025.

Following the board's action, TPB staff will forward information regarding the approved project to MDOT for actions at the state level. Unfunded projects in our region will be eligible for funding using the statewide TA Set-Aside funds. In August, MDOT will conduct a process to select projects using the statewide TA funds.

Once all selections are finalized, MDOT staff will work with applicants to administer funding.

For more information regarding the TPB's role in these processes, please contact John Swanson (vcaudullo@mwkog.org; 202-962-3295).

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

RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-65.1 WHICH ADDS A NEW PROJECT FOR THE REHABILITATION OF MALL TUNNEL (TN #1142) AND ADDS FUNDS TO THE CITYWIDE LARGE GUIDE SIGN MAINTENANCE PROGRAM, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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

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

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

WHEREAS, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-65.1, which adds a new project for the **Rehabilitation of Mall Tunnel (TN #1142) (T13819)** into the TIP with approximately \$2.495 million in National Highway Performance Program (NHPP) and District funding for preliminary engineering (PE) phase and adds an additional \$5.5 million in NHPP and District funds to the existing program for the **Citywide Large Guide Sign Maintenance (T6610)** for the FY 2025 construction phase; and

WHEREAS, the review and processing of the amendments included in this TIP Action has 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 23-65.1 creating the 65th amended version of the FY 2023-2026 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY23-26/Amendments; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 22; 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) Amendment Overview report showing how the amended project 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 remains fiscally constrained.

ATTACHMENT C) Letter from DDOT dated June 18, 2025, requesting the amendments; and

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

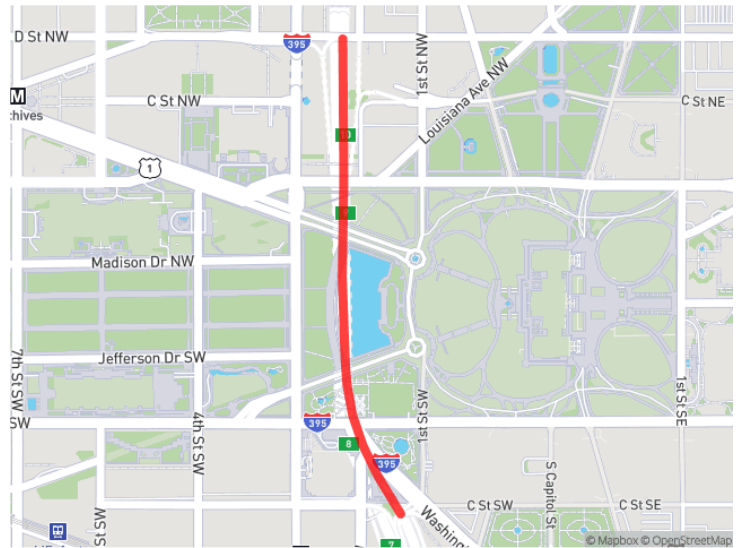
NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-65.1, which adds a new project for the **Rehabilitation of Mall Tunnel (TN #1142) (T13819)** into the TIP with approximately \$2.495 million in NHPP and District funding for PE phase and adds an additional \$5.5 million in NHPP and District funds to the existing program for the **Citywide Large Guide Sign Maintenance (T6610)** for the FY 2025 construction phase.

Adopted by the TPB Steering Committee at its meeting on Wednesday, July 2, 2025.

T13819 - Rehabilitation of Mall Tunnel (TN #1142)

Condition assessment has identified important rehabilitation efforts required for the continued State of Good Repair of the Mall Tunnel. This project will fund these rehabilitation efforts including, replacement of traffic lights and lighting systems, repair to deteriorated concrete walls and ceilings, replacement of the fire detection system, and replacement of deteriorated ceiling panels, among other items.

Lead Agency	District Department of Transportation
Project Type	Bridge - Rehab
County	-
From	-
Agency Project ID	-
Municipality	-
To	-
Completion Date	2030
Total Cost	\$2,495,500



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	-	-	-	\$249,550	-	-	\$249,550
Preliminary Engineering	NHPP	-	-	-	\$2,245,950	-	-	\$2,245,950
Total Preliminary Engineering		-	-	-	\$2,495,500	-	-	\$2,495,500
Total Programmed		-	-	-	\$2,495,500	-	-	\$2,495,500

Current Change Reason	New Project
Federal Project Cost	Stays the same \$2,245,950
Total Project Cost	Stays the same \$2,495,500

T6610 - Citywide Large Guide Sign Maintenance

Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house. a. Citywide Large Guide Sign Maintenance b. Sign Structure Upgrade and Replacement

Lead Agency	District Department of Transportation
Project Type	Transportation Operations
County	Washington
From	-
Agency Project ID	CFPID170319
Municipality	District of Columbia
To	-
Completion Date	2045
Total Cost	\$24,313,367

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	-	\$390,557	\$434,000	-	\$227,850	-	\$1,052,407
Preliminary Engineering	STBG	-	\$1,562,228	\$1,736,000	-	\$911,400	-	\$4,209,628
Total Preliminary Engineering		-	\$1,952,785	\$2,170,000	-	\$1,139,250	-	\$5,262,035
Construction	DC/STATE	-	-	\$697,653	\$2,792,583	\$320,032	-	\$3,810,268
Construction	NHPP	-	-	\$2,790,609	\$5,701,928	\$1,280,127	-	\$9,772,664
Construction	STBG	-	-	-	\$5,468,400	-	-	\$5,468,400
Total Construction		-	-	\$3,488,262	\$13,962,911	\$1,600,159	-	\$19,051,332
Total Programmed		-	\$1,952,785	\$5,658,262	\$13,962,911	\$2,739,409	-	\$24,313,367

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s), Cost increase at award due to Cost increase at award
Project Changes	Plan Revision Name changed from "23-47.1" to "23-65.1 (DC)" Complete Streets changed from "None" to "Not Applicable" Bicycle/Pedestrian Accommodations changed from "None" to "Not Applicable"
Funding Changes	+ Increase funds in FY 2025 in CON from \$1,280,127 to \$5,701,928 + Increase funds in FY 2025 in CON from \$320,032 to \$1,367,100 + Increase funds in FY 2025 in CON from \$1,367,100 to \$1,425,483
Federal Project Cost	Increased from \$15,028,891 to \$19,450,692 (29.42%)
Total Project Cost	Increased from \$18,786,115 to \$24,313,367 (29.42%)

**ATTACHMENT B
PROGRAMMED SUMMARY BY FUND**

Fund Type	Prior	2023	2024	2025	2026	Future	Total
FEDERAL							
NHPP	\$0	\$0	\$2,790,609	\$7,947,878	\$1,280,127	\$0	\$12,018,614
STBG	\$0	\$1,562,228	\$1,736,000	\$5,468,400	\$911,400	\$0	\$9,678,028
Federal Subtotal	\$0	\$1,562,228	\$4,526,609	\$13,416,278	\$2,191,527	\$0	\$21,696,642
STATE							
DC/STATE	\$0	\$390,557	\$1,131,653	\$3,042,133	\$547,882	\$0	\$5,112,225
State Subtotal	\$0	\$390,557	\$1,131,653	\$3,042,133	\$547,882	\$0	\$5,112,225
Grand Total	\$0	\$1,952,785	\$5,658,262	\$16,458,411	\$2,739,409	\$0	\$26,808,867

Government of the District of Columbia

Department of Transportation



June 18, 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 20002-4290

Dear Chair Walkinshaw,

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

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes	Revision Classification Reason
Large Guide Sign Maintenance (Overhead)	Formula/NHPP	T6610	Construction	\$5,527,252	2025	80/20	Increase Formula/NHPP funding for Construction by \$5,527,252 in FY 2025	Project cost increase over 20%
Rehabilitation of Mall Tunnel (TN #1142)	Formula/NHPP	T13819	PE	\$2,495,000	2025	90/10	Create new project and Increase Formula/NHPP funding for PE by \$2,495,000 in FY 2025	New Project

The amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve the amendment at its June 6th meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Samuel Brooks at (202) 830-5099 or by e-mail at SamuelM.Brooks@dc.gov. Of course, please feel free to contact me directly.

Sincerely,

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

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

RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT MEET OR ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-65.2 WHICH ADDS FUNDING TO TWO ROADWAY PROJECTS AND TWO AREA WIDE PROJECT GROUPINGS, 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 23-65.2 which adds a net total of \$90.25 million in National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG), and state funding for the two roadway projects and two areawide project grouping records, listed below and described in the attached materials; and

TIP ID	TITLE	Fiscal Years	NHPP	STBG	STATE	TOTAL
T2894	I-95/I-495 at Greenbelt Metro Station Interchange	2023-2026	\$8,225,000	\$0	\$26,421,000	\$34,646,000
T3108	US 1 Highway Reconstruction	2023-2026	\$4,603,000	\$0	\$7,967,000	\$11,394,000
T2710	Areawide Transportation Alternatives	2025, 2026	\$0	\$20,347,000	\$6,250,000	\$26,597,000
T3038	Areawide Environmental Projects	2025, 2026	\$6,801,000	\$5,647,000	\$5,166,000	\$17,614,000
						\$90,251,000

WHEREAS, the review and processing of the amendments included in this TIP Action has 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 23-65.2 creating the 65th amended version of the FY 2023-2026 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY23-26/Amendments; and

WHEREAS, both roadway projects are included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and both areawide project groupings 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) Amendment Overview report showing how the amended project 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 remains fiscally constrained.

ATTACHMENT C) Letter from MDOT dated June 20, 2025, requesting the amendments; and

WHEREAS, this resolution and the amendments to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review 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 23-65.2 which adds a net total of \$90.25 million in NHPP, STBG, and state funding for the two roadway projects and two areawide project grouping records, listed below and described in the attached materials.

TIP ID	TITLE	Fiscal Years	NHPP	STBG	STATE	TOTAL
T2894	I-95/I-495 at Greenbelt Metro Station Interchange	2023-2026	\$8,225,000	\$0	\$26,421,000	\$34,646,000
T3108	US 1 Highway Reconstruction	2023-2026	\$4,603,000	\$0	\$7,967,000	\$11,394,000
T2710	Areawide Transportation Alternatives	2025, 2026	\$0	\$20,347,000	\$6,250,000	\$26,597,000
T3038	Areawide Environmental Projects	2025, 2026	\$6,801,000	\$5,647,000	\$5,166,000	\$17,614,000
						\$90,251,000

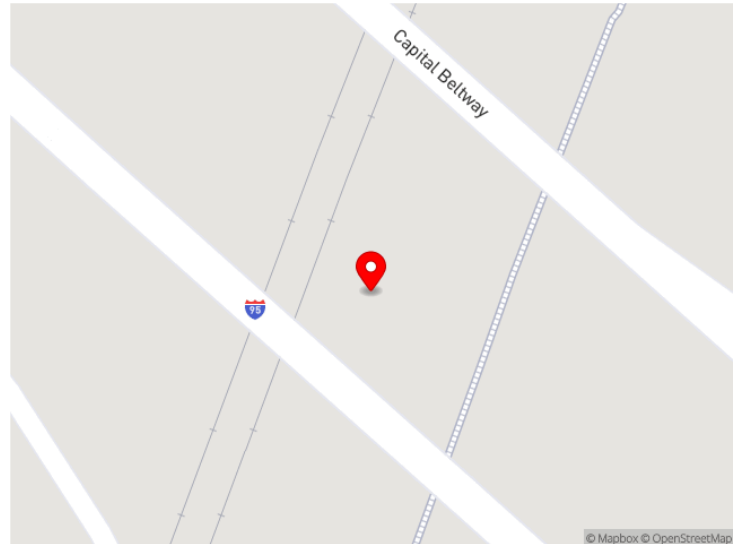
Adopted by the TPB Steering Committee at its meeting on Wednesday, July 2, 2025.

ATTACHMENT A

T2894 - I-95/I-495 at Greenbelt Metro Station Interchange Construction

Construction of a full I-95/I-495 interchange at Greenbelt Metro Station.

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Road - Interchange improvements
County	Prince Georges
From	-
Agency Project ID	PG3331
Municipality	-
To	-
Completion Date	2030
Total Cost	\$265,633,000



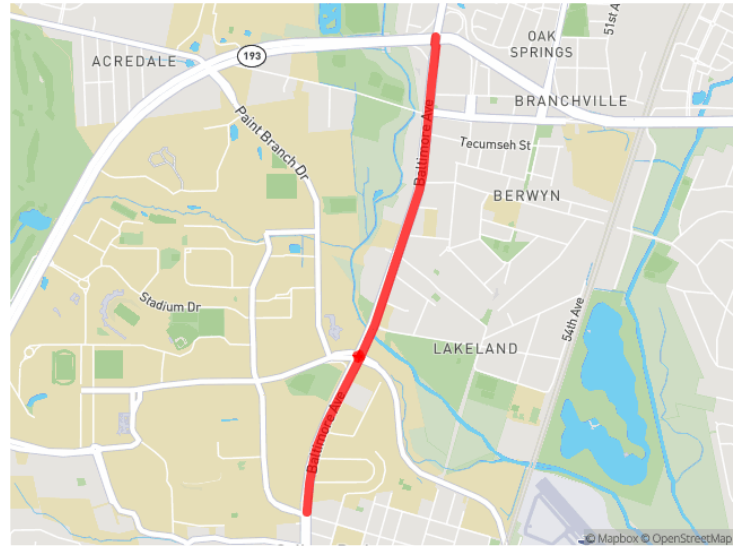
Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Planning	DC/STATE	\$1,561,000	-	-	-	-	-	\$1,561,000
Total Plan-		\$1,561,000	-	-	-	-	-	\$1,561,000
PE	DC/STATE	\$6,346,000	\$3,172,000	\$925,000	-	-	-	\$10,443,000
PE	NHPP	\$951,000	\$475,000	-	\$1,250,000	\$2,500,000	\$7,500,000	\$12,676,000
Total PE-		\$7,297,000	\$3,647,000	\$925,000	\$1,250,000	\$2,500,000	\$7,500,000	\$23,119,000
ROW	DC/STATE	\$129,000	-	-	-	\$2,500,000	\$2,500,000	\$5,129,000
Total ROW		\$129,000	-	-	-	\$2,500,000	\$2,500,000	\$5,129,000
CON	DC/STATE	-	-	\$824,000	-	\$21,000,000	\$174,000,000	\$195,824,000
CON	NHPP	-	-	-	-	\$4,000,000	\$36,000,000	\$40,000,000
Total CON		-	-	\$824,000	-	\$25,000,000	\$210,000,000	\$235,824,000
Total Cost		\$8,987,000	\$3,647,000	\$1,749,000	\$1,250,000	\$30,000,000	\$220,000,000	\$265,633,000

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s), Adding funds to reflect programmed expenditures and project schedules. due to Adding \$141,633,000 in PE, RW, and CO.
Project Changes	<p>Plan Revision Name changed from "23-00" to "23-65.2 (MD)"</p> <p>Source Document changed from "None" to "MDOT 2025-2030 Consolidated Transportation Program (CTP) - pg.SHA-PG-1"</p> <p>Source Document Page/Record Link changed from "None" to "https://www.mdot.maryland.gov/OPCP/CTP_2025/FY25_FY30_CTP_Full_Report_Regular_Resolution_for_viewing.pdf"</p> <p>Select any of the following criteria that exempt the project from the CMP requirement or indicate that none are applicable. changed from "The project consists of preliminary studies or engineering only, and is not funded for construction in the TIP., None of the above apply to this project." to "None of the above apply to this project."</p> <p>Complete Streets Exempt changed from "User group prohibited by law" to "None"</p>
Funding Changes	<ul style="list-style-type: none"> - Decrease funds in FY 2019 in PE from \$1,000,000 to \$0 - Decrease funds in FY 2019 in PLANNING from \$1,399,000 to \$0 - Decrease funds in FY 2019 in CON from \$824,000 to \$0 - Decrease funds in FY 2019 in PE from \$6,319,000 to \$0 + Increase funds in FY 2019 in PLANNING from \$0 to \$1,561,000 - Decrease funds in FY 2019 in PE from \$3,455,000 to \$0 - Decrease funds in FY 2019 in PLANNING from \$162,000 to \$0 + Increase funds in FY 2022 in PE from \$1,000,000 to \$3,173,000 + Increase funds in FY 2023 in PE from \$2,000,000 to \$3,172,000 - Decrease funds in FY 2027 in OTHER from \$107,712,000 to \$0 + Increase funds in FY 2021 in PE from \$0 to \$476,000 + Increase funds in FY 2021 in PE from \$0 to \$3,173,000 + Increase funds in FY 2022 in PE from \$0 to \$475,000 + Increase funds in FY 2023 in PE from \$0 to \$475,000 + Increase funds in FY 2024 in PE from \$0 to \$925,000 + Increase funds in FY 2024 in CON from \$0 to \$824,000 + Increase funds in FY 2025 in PE from \$0 to \$1,250,000 + Increase funds in FY 2026 in PE from \$0 to \$2,500,000 + Increase funds in FY 2026 in CON from \$0 to \$4,000,000 + Increase funds in FY 2026 in ROW from \$0 to \$2,500,000 + Increase funds in FY 2026 in CON from \$0 to \$21,000,000 + Increase funds in FY 2027 in PE from \$0 to \$2,500,000 + Increase funds in FY 2027 in CON from \$0 to \$11,000,000 + Increase funds in FY 2027 in ROW from \$0 to \$2,500,000 + Increase funds in FY 2027 in CON from \$0 to \$94,000,000 + Increase funds in FY 2028 in PE from \$0 to \$2,500,000 + Increase funds in FY 2028 in CON from \$0 to \$25,000,000 + Increase funds in FY 2028 in CON from \$0 to \$80,000,000 + Increase funds in FY 2029 in PE from \$0 to \$2,500,000
Federal Project Cost	Increased from \$9,542,000 to \$52,676,000 (452.04%)
Total Project Cost	Increased from \$124,000,000 to \$265,633,000 (114.22%)

T3108 - US 1 Highway Reconstruction

Reconstruction of US 1 between College Avenue and MD 193.

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Road - Recons/Rehab/Maintenance/Resurface
County	Prince Georges
From	College Avenue
Agency Project ID	PG6241
Municipality	-
To	MD 193
Completion Date	2024
Total Cost	\$65,422,000



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	\$3,184,000	-	-	-	-	-	\$3,184,000
Preliminary Engineering	NHPP	\$6,463,000	-	-	-	-	-	\$6,463,000
Total Preliminary Engineering		\$9,647,000	-	-	-	-	-	\$9,647,000
Right of Way	DC/STATE	\$4,156,000	\$2,077,000	\$2,064,000	\$730,000	\$223,000	-	\$9,250,000
Total Right of Way		\$4,156,000	\$2,077,000	\$2,064,000	\$730,000	\$223,000	-	\$9,250,000
Construction	DC/STATE	\$2,434,000	\$1,217,000	\$38,000	\$22,000	-	-	\$3,711,000
Construction	NHPP	\$16,585,000	\$8,292,000	\$10,430,000	\$1,151,000	-	-	\$36,458,000
Total Construction		\$19,019,000	\$9,509,000	\$10,468,000	\$1,173,000	-	-	\$40,169,000
Utility	DC/STATE	-	\$15,000	\$2,453,000	-	-	-	\$2,468,000
Utility	NHPP	-	\$393,000	-	\$2,542,000	\$953,000	-	\$3,888,000
Total Utility		-	\$408,000	\$2,453,000	\$2,542,000	\$953,000	-	\$6,356,000
Total Prior Costs		\$32,822,000	-	-	-	-	-	\$32,822,000
Total Programmed		\$32,822,000	\$11,994,000	\$14,985,000	\$4,445,000	\$1,176,000	-	\$65,422,000

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s), Adding funds to reflect updated programmed project expenditures and project schedules. due to Adding in \$12,493,000 in funds to reflect updated programmed project expenditures and project schedules.
Project Changes	<p>Plan Revision Name changed from "23-00" to "23-65.2 (MD)"</p> <p>Source Document changed from "None" to "MDOT 2025-2030 Consolidated Transportation Program (CTP) - pg. SHA-PG-7"</p> <p>Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No"</p> <p>Source Document Page/Record Link changed from "None" to "https://www.mdot.maryland.gov/OPCP/CTP_2025/FY25_FY30_CTP_Full_Report_Regular_Resolution_for_viewing.pdf"</p> <p>CMP changed from "None" to "CMP Documentation is not required."</p>
Funding Changes	<ul style="list-style-type: none"> + Increase funds in FY 2019 in PE from \$0 to \$3,232,000 - Decrease funds in FY 2019 in CON from \$449,000 to \$0 - Decrease funds in FY 2019 in PE from \$6,579,000 to \$0 + Increase funds in FY 2019 in PE from \$0 to \$1,592,000 - Decrease funds in FY 2019 in CON from \$21,000 to \$0 - Decrease funds in FY 2019 in PE from \$2,672,000 to \$0 - Decrease funds in FY 2019 in ROW from \$1,674,000 to \$0 + Increase funds in FY 2020 in PE from \$300,000 to \$3,231,000 - Decrease funds in FY 2020 in CON from \$385,000 to \$0 + Increase funds in FY 2020 in PE from \$0 to \$1,592,000 - Decrease funds in FY 2020 in ROW from \$2,709,000 to \$0 - Decrease funds in FY 2020 in CON from \$179,000 to \$0 - Decrease funds in FY 2020 in UT from \$393,000 to \$0 - Decrease funds in FY 2021 in PE from \$28,000 to \$0 + Increase funds in FY 2021 in CON from \$7,178,000 to \$8,293,000 - Decrease funds in FY 2021 in UT from \$15,000 to \$0 - Decrease funds in FY 2021 in PE from \$12,000 to \$0 + Increase funds in FY 2021 in ROW from \$161,000 to \$2,078,000 + Increase funds in FY 2021 in CON from \$791,000 to \$1,217,000 + Increase funds in FY 2022 in CON from \$6,734,000 to \$8,292,000 - Decrease funds in FY 2022 in UT from \$1,322,000 to \$0 + Increase funds in FY 2022 in ROW from \$645,000 to \$2,078,000 + Increase funds in FY 2022 in CON from \$0 to \$1,217,000 - Decrease funds in FY 2022 in CON from \$645,000 to \$0 - Decrease funds in FY 2022 in UT from \$7,000 to \$0 + Increase funds in FY 2023 in CON from \$7,745,000 to \$8,292,000 - Decrease funds in FY 2023 in UT from \$1,851,000 to \$393,000 + Increase funds in FY 2023 in ROW from \$277,000 to \$2,077,000 + Increase funds in FY 2023 in CON from \$295,000 to \$1,217,000 + Increase funds in FY 2023 in UT from \$9,000 to \$15,000 + Increase funds in FY 2024 in CON from \$9,095,000 to \$10,430,000 - Decrease funds in FY 2024 in UT from \$467,000 to \$0 + Increase funds in FY 2024 in ROW from \$0 to \$2,064,000 - Decrease funds in FY 2024 in CON from \$287,000 to \$38,000 + Increase funds in FY 2024 in UT from \$4,000 to \$2,453,000 + Increase funds in FY 2025 in CON from \$0 to \$1,151,000 + Increase funds in FY 2025 in UT from \$0 to \$2,542,000 + Increase funds in FY 2025 in ROW from \$0 to \$730,000 + Increase funds in FY 2025 in CON from \$0 to \$22,000 + Increase funds in FY 2026 in UT from \$0 to \$953,000 + Increase funds in FY 2026 in ROW from \$0 to \$223,000
Federal Project Cost	Increased from \$42,148,000 to \$46,809,000 (11.06%)
Total Project Cost	Increased from \$52,929,000 to \$65,422,000 (23.60%)

T2710 - Areawide Transportation Alternatives

Ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of Maryland's transportation infrastructure. These projects may include but are not limited to pedestrian and/or bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archaeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program includes also Safe Routes to School and National Recreational Trails projects.

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Enhancement
County	Charles, Frederick, Montgomery, Prince Georges
From	-
Agency Project ID	AWTA
Municipality	City of Frederick, City of Rockville
To	-
Completion Date	7.2026
Total Cost	\$66,634,000

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	-	\$212,000	\$192,000	\$1,520,000	\$2,000,000	-	\$3,924,000
Preliminary Engineering	STBG	-	\$1,838,000	\$1,758,000	\$6,080,000	\$8,000,000	-	\$17,676,000
Total Preliminary Engineering		-	\$2,050,000	\$1,950,000	\$7,600,000	\$10,000,000	-	\$21,600,000
Right of Way	DC/STATE	-	\$19,000	\$19,000	\$10,000	\$10,000	-	\$58,000
Right of Way	STBG	-	\$381,000	\$381,000	\$190,000	\$190,000	-	\$1,142,000
Total Right of Way		-	\$400,000	\$400,000	\$200,000	\$200,000	-	\$1,200,000
Construction	DC/STATE	-	\$336,000	\$336,000	\$559,000	\$4,800,000	-	\$6,031,000
Construction	STBG	-	\$6,664,000	\$6,664,000	\$5,275,000	\$19,200,000	-	\$37,803,000
Total Construction		-	\$7,000,000	\$7,000,000	\$5,834,000	\$24,000,000	-	\$43,834,000
Total Programmed		-	\$9,450,000	\$9,350,000	\$13,634,000	\$34,200,000	-	\$66,634,000

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s), Adding funds to project. due to Adding \$26,597,000 in funds to reflect updated programmed project expenditures and project schedules.
Project Changes	Plan Revision Name changed from "23-52 (ALL)" to "23-65.2 (MD)"
Funding Changes	+ Increase funds in FY 2025 in PE from \$3,557,000 to \$6,080,000

- + Increase funds in FY 2025 in PE from \$714,000 to \$1,520,000
- + Increase funds in FY 2026 in PE from \$1,913,000 to \$8,000,000
- + Increase funds in FY 2026 in CON from \$7,463,000 to \$19,200,000
- + Increase funds in FY 2026 in PE from \$345,000 to \$2,000,000
- + Increase funds in FY 2026 in CON from \$1,011,000 to \$4,800,000

Federal Project Cost	Increased from \$36,274,000 to \$56,621,000 (56.09%)
Total Project Cost	Increased from \$40,037,000 to \$66,634,000 (66.43%)

T3038 - Areawide Environmental Projects

Ongoing program to provide environmental and aesthetic improvements on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to noise abatement, wetlands, reforestation, landscaping, scenic beautification, and pedestrian or bicycle facilities.

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Environmental Only Project
County	Charles, Frederick, Montgomery, Prince Georges
From	-
Agency Project ID	AWEN
Municipality	City of Frederick, City of Rockville
To	-
Completion Date	2026
Total Cost	\$222,759,000

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	-	\$961,000	\$1,178,000	\$2,846,000	\$3,161,000	-	\$8,146,000
Preliminary Engineering	HSIP	-	\$406,000	\$406,000	\$1,394,000	\$1,524,000	-	\$3,730,000
Preliminary Engineering	NHPP	-	\$3,993,000	\$4,172,000	\$4,000,000	\$4,800,000	-	\$16,965,000
Preliminary Engineering	STBG	-	\$3,908,000	\$7,321,000	\$6,800,000	\$7,200,000	-	\$25,229,000
Total Preliminary Engineering		-	\$9,268,000	\$13,077,000	\$15,040,000	\$16,685,000	-	\$54,070,000
Right of Way	DC/STATE	-	\$9,000	\$9,000	\$17,480	\$81,480	-	\$116,960
Right of Way	HSIP	-	\$19,000	\$19,000	\$9,520	\$9,520	-	\$57,040
Right of Way	NHPP	-	\$55,000	\$55,000	\$39,000	\$19,000	-	\$168,000
Right of Way	STBG	-	\$38,000	\$38,000	\$42,000	\$320,000	-	\$438,000
Total Right of Way		-	\$121,000	\$121,000	\$108,000	\$430,000	-	\$780,000
Construction	DC/STATE	-	\$3,377,000	\$2,616,000	\$1,722,000	\$1,057,000	-	\$8,772,000
Construction	HSIP	-	\$571,000	\$571,000	\$286,000	\$286,000	-	\$1,714,000
Construction	NHPP	-	\$4,238,000	\$3,257,000	\$2,780,000	\$1,645,000	-	\$11,920,000
Construction	STBG	-	\$57,120,000	\$40,783,000	\$28,560,000	\$19,040,000	-	\$145,503,000
		-	\$65,306,000	\$47,227,000	\$33,348,000	\$22,028,000	-	\$167,909,000

Total Construction						
Total Programmed	-	\$74,695,000	\$60,425,000	\$48,496,000	\$39,143,000	- \$222,759,000

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s), Adding funds for the project. due to Adding \$17,614,000 in funds to reflect updated programmed project expenditures and project schedules.
Project Changes	Plan Revision Name changed from "23-40" to "23-65.2 (MD)" Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No" Estimated Completion Date changed from "None" to "2026" CMP changed from "None" to "CMP Documentation is not required."
Funding Changes	+ Increase funds in FY 2025 in PE from \$5,356,000 to \$6,800,000 + Increase funds in FY 2025 in ROW from \$19,000 to \$42,000 + Increase funds in FY 2025 in PE from \$1,070,000 to \$4,000,000 + Increase funds in FY 2025 in PE from \$139,000 to \$1,000,000 + Increase funds in FY 2025 in PE from \$270,000 to \$1,700,000 + Increase funds in FY 2025 in ROW from \$1,000 to \$11,000 + Increase funds in FY 2026 in PE from \$929,000 to \$4,800,000 + Increase funds in FY 2026 in PE from \$3,321,000 to \$7,200,000 + Increase funds in FY 2026 in ROW from \$19,000 to \$320,000 + Increase funds in FY 2026 in PE from \$47,000 to \$1,200,000 + Increase funds in FY 2026 in ROW from \$1,000 to \$80,000 + Increase funds in FY 2026 in PE from \$167,000 to \$1,800,000
Federal Project Cost	Increased from \$193,276,040 to \$205,724,040 (6.44%)
Total Project Cost	Increased from \$205,145,000 to \$222,759,000 (8.59%)

APPENDIX B
FINANCIAL CONSTRAINT SUMMARY TABLE

Fund Type	2023	2024	2025	2026	Total
HSIP	\$7,182,000	\$8,275,000	\$13,495,040	\$18,253,640	\$47,205,680
NHPP	\$132,970,000	\$128,005,000	\$75,869,400	\$99,682,800	\$504,026,200
STBG	\$145,006,000	\$155,876,000	\$102,588,400	\$123,923,600	\$527,394,000
Federal Subtotal	\$285,158,000	\$292,156,000	\$191,952,840	\$241,860,040	\$1,078,625,880
Grand Total	\$285,158,000	\$292,156,000	\$191,952,840	\$241,860,040	\$1,078,625,880



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

June 20, 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 four existing projects on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action updates the programmed expenditures and project schedules in FY 2023-2026 for the projects listed below, 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
2710	Areawide Transportation Alternatives	\$26,597	Adds new preliminary engineering and construction funds.
2894	I-95/I-495 at Greenbelt Metro Station Interchange	\$34,646	Adds new preliminary engineering, right-of-way, and construction funds.
3038	Areawide Environmental Projects	\$17,614	Adds new preliminary engineering and right-of-way funds.
3108	US 1 Highway Reconstruction	\$12,570	Adds new right-of-way, utilities, 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 fluid and cursive, with the first letters of each word being capitalized and prominent.

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

Attachment

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

MEMORANDUM

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

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

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *TJP* 6/20/2025
CHIEF TARA PENDERS

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

DATE: JUNE 20, 2025

RESPONSE

REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T2710	Areawide Transportation Alternatives	PE	\$11,071,000
		CO	\$15,526,000
T2894	I-95/I-495 at Greenbelt Metro Station Interchange	PE	\$6,322,000
		RW	\$2,500,000
		CO	\$25,824,000
T3038	Areawide Environmental Projects	PE	\$17,201,000
		RW	\$413,000
T3108	US 1 Highway Reconstruction	RW	\$4,817,000
		UT	\$4,025,000
		CO	\$3,728,000

ANALYSIS

Areawide Transportation Alternatives (T2710) – This amendment reflects the addition of \$11,071,000 in funds to the FY 2023-2026 TPB TIP preliminary engineering funding for TPB T2710. This amendment also reflects the addition of \$15,526,000 in construction funding. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$40,037,000 to \$66,634,000.

I-95/I-495 at Greenbelt Metro Station Interchange (T2894) – This amendment reflects the addition of \$6,322,000 in funds to the FY 2023-2026 TPB TIP preliminary engineering funding for TPB T2894. This amendment also reflects the addition of \$2,500,000 in funds for the right-of-way phase and the addition of \$25,824,000 for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$124,000,000 to \$265,633,000 which includes costs prior to and beyond the FY 2023-2026 TPB TIP years.

Areawide Environmental Projects (T3038) – This amendment reflects the addition of \$17,201,000 in funds to the FY 2023-2026 TPB TIP preliminary engineering funding for TPB T3038. This amendment also reflects the addition of \$413,000 in right-of-way funding. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$205,145,000 to \$222,759,000.

US 1 Highway Reconstruction (T3108) – This amendment reflects the addition of \$4,817,000 in funds to the FY 2023-2026 TPB TIP right-of-way funding for TPB T2894. This amendment also reflects the addition of \$4,025,000 in funds for utilities and the addition of \$3,728,000 for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$52,929,000 to \$65,422,000 which includes costs in years prior to the FY 2023-2026 TPB TIP.

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

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

Please amend the FY 2023-2026 TPB TIP and 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.

ATTACHMENTS

- FY 2023-2026 TPB TIP project T2710 report
- FY 2025-2028 Maryland STIP project TPB 2710 report
- FY 2023-2026 TPB TIP project T2894 report
- FY 2025-2028 Maryland STIP project TPB 2894 report
- FY 2023-2026 TPB TIP project T3038 report
- FY 2025-2028 Maryland STIP project TPB 3038 report
- FY 2023-2026 TPB TIP project T3108 report
- FY 2025-2028 Maryland STIP project TPB 3108 report

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

T2710 - Areawide Transportation Alternatives

Ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of Maryland's transportation infrastructure. These projects may include but are not limited to pedestrian and/or bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archaeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program includes also Safe Routes to School and National Recreational Trails projects.

Lead Agency		Maryland Department of Transportation - State Highway Administration						
Project Type		Enhancement						
County		Charles, Frederick, Montgomery, Prince Georges						
From		-						
Agency Project ID		AWTA						
Municipality		City of Frederick, City of Rockville						
To		-						
Completion Date		7.2026						
Total Cost		\$66,634,000						
Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	-	\$212,000	\$192,000	\$1,520,000	\$2,000,000	-	\$3,924,000
Preliminary Engineering	STBG	-	\$1,838,000	\$1,758,000	\$6,080,000	\$8,000,000	-	\$17,676,000
Total Preliminary Engineering		-	\$2,050,000	\$1,950,000	\$7,600,000	\$10,000,000	-	\$21,600,000
Right of Way	DC/STATE	-	\$19,000	\$19,000	\$10,000	\$10,000	-	\$58,000
Right of Way	STBG	-	\$381,000	\$381,000	\$190,000	\$190,000	-	\$1,142,000
Total Right of Way		-	\$400,000	\$400,000	\$200,000	\$200,000	-	\$1,200,000
Construction	DC/STATE	-	\$336,000	\$336,000	\$559,000	\$4,800,000	-	\$6,031,000
Construction	STBG	-	\$6,664,000	\$6,664,000	\$5,275,000	\$19,200,000	-	\$37,803,000
Total Construction		-	\$7,000,000	\$7,000,000	\$5,834,000	\$24,000,000	-	\$43,834,000
Total Programmed		-	\$9,450,000	\$9,350,000	\$13,634,000	\$34,200,000	-	\$66,634,000


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 2710 MC# 22-208 Appvd. 1/15/2025

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Areawide Transportation Alternatives (AWTA)	B	Exempt	n/a	\$ 18,588	\$ 2,649	\$ 21,237
	Administration			Net Funding Change (000s)		
	SHA	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	BP-7 FY 2025	\$ 20,347	\$ 6,250	\$ 26,597
Description	Ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of Maryland's transportation infrastructure. These projects may include but are not limited to pedestrian and/or bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archaeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program includes also Safe Routes to School and National Recreational Trails projects.					
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 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		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Current (000s)	Total	\$ 10,305	\$ 10,932	\$ -	\$ -	\$ 21,237
		Federal	\$ 9,022	\$ 9,566	\$ -	\$ -	\$ 18,588
		State/Local	\$ 1,283	\$ 1,366	\$ -	\$ -	\$ 2,649
	Proposed (000s)	Total	\$ 13,634	\$ 34,200	\$ -	\$ -	\$ 47,834
		Federal	\$ 11,545	\$ 27,390	\$ -	\$ -	\$ 38,935
		State/Local	\$ 2,089	\$ 6,810	\$ -	\$ -	\$ 8,899
	Change (000s)	Total	\$ 3,329	\$ 23,268	\$ -	\$ -	\$ 26,597
		Federal	\$ 2,523	\$ 17,824	\$ -	\$ -	\$ 20,347
		State/Local	\$ 806	\$ 5,444	\$ -	\$ -	\$ 6,250

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ 3,557	\$ -	\$ 1,913	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,470	\$ -	\$ 5,470
	State	\$ -	\$ 714	\$ -	\$ 345	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,059	\$ 1,059
RW	STBG	\$ 190	\$ -	\$ 190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 380	\$ -	\$ 380
	State	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ 20
CO	STBG	\$ 5,275	\$ -	\$ 7,463	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,738	\$ -	\$ 12,738
	State	\$ -	\$ 559	\$ -	\$ 1,011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,570	\$ 1,570
Total		\$ 9,022	\$ 1,283	\$ 9,566	\$ 1,366	\$ -	\$ -	\$ -	\$ -	\$ 18,588	\$ 2,649	\$ 21,237
Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ 6,080	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,080	\$ -	\$ 14,080
	State	\$ -	\$ 1,520	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,520	\$ 3,520
RW	STBG	\$ 190	\$ -	\$ 190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 380	\$ -	\$ 380
	State	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ 20
CO	STBG	\$ 5,275	\$ -	\$ 19,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,475	\$ -	\$ 24,475
	State	\$ -	\$ 559	\$ -	\$ 4,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,359	\$ 5,359
Total		\$ 11,545	\$ 2,089	\$ 27,390	\$ 6,810	\$ -	\$ -	\$ -	\$ -	\$ 38,935	\$ 8,899	\$ 47,834

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ 2,523	\$ -	\$ 6,087	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,610	\$ -	\$ 8,610
	State	\$ -	\$ 806	\$ -	\$ 1,655	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,461	\$ 2,461
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ 11,737	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,737	\$ -	\$ 11,737
	State	\$ -	\$ -	\$ -	\$ 3,789	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,789	\$ 3,789
Total		\$ 2,523	\$ 806	\$ 17,824	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ 20,347	\$ 6,250	\$ 26,597
TOTAL PROJECT COST												
Prior Cost (≤ FY 2024)			STIP Cost (FY 2025-2028)			Balance to Complete (≥ FY 2028)			Total Project Cost			
Federal			\$ 17,686	Federal			\$ 38,935	Federal			\$ -	Federal \$ 56,621
State/Local			\$ 1,114	State/Local			\$ 8,899	State/Local			\$ -	State/Local \$ 10,013
Total			\$ 18,800	Total			\$ 47,834	Total			\$ -	Total \$ 66,634

T2894 - I-95/I-495 at Greenbelt Metro Station Interchange Construction

Construction of a full I-95/I-495 interchange at Greenbelt Metro Station.

Lead Agency		Maryland Department of Transportation - State Highway Administration						
Project Type		Road - Interchange improvements						
County		Prince Georges						
From		-						
Agency Project ID		PG3331						
Municipality		-						
To		-						
Completion Date		2030						
Total Cost		\$265,633,000						
Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Planning	DC/STATE	\$1,561,000	-	-	-	-	-	\$1,561,000
Total Planning		\$1,561,000	-	-	-	-	-	\$1,561,000
Preliminary Engineering	DC/STATE	\$6,346,000	\$3,172,000	\$925,000	-	-	-	\$10,443,000
Preliminary Engineering	NHPP	\$951,000	\$475,000	-	\$1,250,000	\$2,500,000	\$7,500,000	\$12,676,000
Total Preliminary Engineering		\$7,297,000	\$3,647,000	\$925,000	\$1,250,000	\$2,500,000	\$7,500,000	\$23,119,000
Right of Way	DC/STATE	\$129,000	-	-	-	\$2,500,000	\$2,500,000	\$5,129,000
Total Right of Way		\$129,000	-	-	-	\$2,500,000	\$2,500,000	\$5,129,000
Construction	DC/STATE	-	-	\$824,000	-	\$21,000,000	\$174,000,000	\$195,824,000
Construction	NHPP	-	-	-	-	\$4,000,000	\$36,000,000	\$40,000,000
Total Construction		-	-	\$824,000	-	\$25,000,000	\$210,000,000	\$235,824,000
Total Prior Costs		\$8,987,000	-	-	-	-	-	\$8,987,000
Total Future Costs		-	-	-	-	-	\$220,000,000	\$220,000,000
Total Programmed		\$8,987,000	\$3,647,000	\$1,749,000	\$1,250,000	\$30,000,000	\$220,000,000	\$265,633,000

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 2894 MC# 22-39 Approved 9/7/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-95/I-495 at Greenbelt Metro Station Interchange Construction (PG3331)	B	Nonattainment	CE approved 2005, reeval 2016	\$ -	\$ 107,712	\$ 107,712
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-PG-1 FY 2025	\$ 48,750	\$ 92,288	\$ 141,038
Description	Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.					
Justification	This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro Station.					

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	\$ -	\$ -	\$ 107,712	\$ -	\$ 107,712
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local/TBD	\$ -	\$ -	\$ 107,712	\$ -	\$ 107,712
	Proposed (000s)	Total	\$ 1,250	\$ 30,000	\$ 110,000	\$ 107,500	\$ 248,750
		Federal	\$ 1,250	\$ 6,500	\$ 13,500	\$ 27,500	\$ 48,750
		State/Local/TBD	\$ -	\$ 23,500	\$ 96,500	\$ 80,000	\$ 200,000
	Change (000s)	Total	\$ 1,250	\$ 30,000	\$ 2,288	\$ 107,500	\$ 141,038
		Federal	\$ 1,250	\$ 6,500	\$ 13,500	\$ 27,500	\$ 48,750
		State/Local/TBD	\$ -	\$ 23,500	\$ (11,212)	\$ 80,000	\$ 92,288



PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Total
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,712	\$ -	\$ -	\$ -	\$ 107,712	\$ 107,712
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,712	\$ -	\$ -	\$ -	\$ 107,712	\$ 107,712

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Total
PE	NHPP	\$ 1,250	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ 8,750	\$ -	\$ 8,750
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ 4,000	\$ -	\$ 11,000	\$ -	\$ 25,000	\$ -	\$ 40,000	\$ -	\$ 40,000
	State	\$ -	\$ -	\$ -	\$ 21,000	\$ -	\$ 94,000	\$ -	\$ 80,000	\$ -	\$ 195,000	\$ 195,000
Other	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,250	\$ -	\$ 6,500	\$ 23,500	\$ 13,500	\$ 96,500	\$ 27,500	\$ 80,000	\$ 48,750	\$ 200,000	\$ 248,750

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL			
Phase	Funding	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Total	
PE	NHPP	\$ 1,250	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ 8,750	\$ -	\$ 8,750	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000	
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	NHPP	\$ -	\$ -	\$ 4,000	\$ -	\$ 11,000	\$ -	\$ 25,000	\$ -	\$ 40,000	\$ -	\$ 40,000	
	State	\$ -	\$ -	\$ -	\$ 21,000	\$ -	\$ 94,000	\$ -	\$ 80,000	\$ -	\$ 195,000	\$ 195,000	
Other	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (107,712)	\$ -	\$ -	\$ -	\$ (107,712)	\$ (107,712)	
Total		\$ 1,250	\$ -	\$ 6,500	\$ 23,500	\$ 13,500	\$ (11,212)	\$ 27,500	\$ 80,000	\$ 48,750	\$ 92,288	\$ 141,038	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2024)				STIP Cost (FY 2025-2028)				Balance to Complete (≥ FY 2029)				Total Project Cost	
Federal		\$ 1,426		Federal		\$ 48,750		Federal		\$ 2,500		Federal	\$ 52,676
State/Local/TBD		\$ 12,957		State/Local/TBD		\$ 200,000		State/Local/TBD		\$ -		State/Local/TBD	\$ 212,957
Total		\$ 14,383		Total		\$ 248,750		Total		\$ 2,500		Total	\$ 265,633

*Note: \$16,288,000 of the current amount of \$124,000,000 is not shown in the table, because none of it is flowed in the STIP years. For this reason, only a portion of the total increase in project cost is shown (\$141,038,000).

The total increase is \$141,633,000.

T3038 - Areawide Environmental Projects

Ongoing program to provide environmental and aesthetic improvements on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to noise abatement, wetlands, reforestation, landscaping, scenic beautification, and pedestrian or bicycle facilities.

Lead Agency				Maryland Department of Transportation - State Highway Administration				
Project Type				Environmental Only Project				
County				Charles, Frederick, Montgomery, Prince Georges				
From				-				
Agency Project ID				AWEN				
Municipality				City of Frederick, City of Rockville				
To				-				
Completion Date				2026				
Total Cost				\$222,759,000				
Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	-	\$961,000	\$1,178,000	\$2,846,000	\$3,161,000	-	\$8,146,000
Preliminary Engineering	HSIP	-	\$406,000	\$406,000	\$1,394,000	\$1,524,000	-	\$3,730,000
Preliminary Engineering	NHPP	-	\$3,993,000	\$4,172,000	\$4,000,000	\$4,800,000	-	\$16,965,000
Preliminary Engineering	STBG	-	\$3,908,000	\$7,321,000	\$6,800,000	\$7,200,000	-	\$25,229,000
Total Preliminary Engineering		-	\$9,268,000	\$13,077,000	\$15,040,000	\$16,685,000	-	\$54,070,000
Right of Way	DC/STATE	-	\$9,000	\$9,000	\$17,480	\$81,480	-	\$116,960
Right of Way	HSIP	-	\$19,000	\$19,000	\$9,520	\$9,520	-	\$57,040
Right of Way	NHPP	-	\$55,000	\$55,000	\$39,000	\$19,000	-	\$168,000
Right of Way	STBG	-	\$38,000	\$38,000	\$42,000	\$320,000	-	\$438,000
Total Right of Way		-	\$121,000	\$121,000	\$108,000	\$430,000	-	\$780,000
Construction	DC/STATE	-	\$3,377,000	\$2,616,000	\$1,722,000	\$1,057,000	-	\$8,772,000
Construction	HSIP	-	\$571,000	\$571,000	\$286,000	\$286,000	-	\$1,714,000
Construction	NHPP	-	\$4,238,000	\$3,257,000	\$2,780,000	\$1,645,000	-	\$11,920,000
Construction	STBG	-	\$57,120,000	\$40,783,000	\$28,560,000	\$19,040,000	-	\$145,503,000
Total Construction		-	\$65,306,000	\$47,227,000	\$33,348,000	\$22,028,000	-	\$167,909,000
Total Programmed		-	\$74,695,000	\$60,425,000	\$48,496,000	\$39,143,000	-	\$222,759,000


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 3038 MC# 22-136 Appvd. 5/20/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Areawide Environmental Projects (AWEN)	B	Exempt	n/a	\$ 66,307	\$ 3,718	\$ 70,025
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	A-35 FY 2025	\$ 12,448	\$ 5,166	\$ 17,614
Description	Ongoing program to provide environmental and aesthetic improvements on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to noise abatement, wetlands, reforestation, landscaping, scenic beautification, and pedestrian or bicycle facilities.					
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		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Current (000s)	Total	\$ 41,798	\$ 28,227	\$ -	\$ -	\$ 70,025
		Federal	\$ 39,514	\$ 26,793	\$ -	\$ -	\$ 66,307
		State/Local	\$ 2,284	\$ 1,434	\$ -	\$ -	\$ 3,718
	Proposed (000s)	Total	\$ 48,496	\$ 39,143	\$ -	\$ -	\$ 87,639
		Federal	\$ 43,911	\$ 34,844	\$ -	\$ -	\$ 78,755
		State/Local	\$ 4,585	\$ 4,299	\$ -	\$ -	\$ 8,884
 MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Total	\$ 6,698	\$ 10,916	\$ -	\$ -	\$ 17,614
		Federal	\$ 4,397	\$ 8,051	\$ -	\$ -	\$ 12,448
		State/Local	\$ 2,301	\$ 2,865	\$ -	\$ -	\$ 5,166

PHASE DETAIL

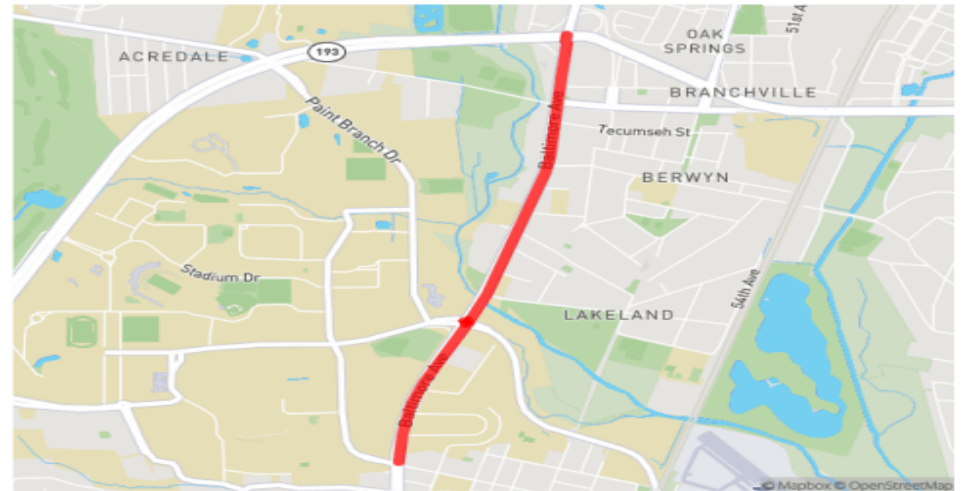
Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	HSIP	\$ 1,394	\$ -	\$ 1,524	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,918	\$ -	\$ 2,918
	State	\$ -	\$ 146	\$ -	\$ 161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 307	\$ 307
	NHPP	\$ 1,070	\$ -	\$ 929	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,999	\$ -	\$ 1,999
	State	\$ -	\$ 139	\$ -	\$ 47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 186	\$ 186
	STBG	\$ 5,356	\$ -	\$ 3,321	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,677	\$ -	\$ 8,677
	State	\$ -	\$ 270	\$ -	\$ 167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 437	\$ 437
RW	HSIP	\$ 10	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ -	\$ 20
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ 39	\$ -	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58	\$ -	\$ 58
	State	\$ -	\$ 6	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7	\$ 7
	STBG	\$ 19	\$ -	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38	\$ -	\$ 38
	State	\$ -	\$ 1	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2	\$ 2
CO	HSIP	\$ 286	\$ -	\$ 286	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 572	\$ -	\$ 572
	State	\$ -	\$ 14	\$ -	\$ 14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28	\$ 28
	NHPP	\$ 2,780	\$ -	\$ 1,645	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,425	\$ -	\$ 4,425
	State	\$ -	\$ 268	\$ -	\$ 83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ 351
	STBG	\$ 28,560	\$ -	\$ 19,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,600	\$ -	\$ 47,600
	State	\$ -	\$ 1,440	\$ -	\$ 960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400	\$ 2,400
Total		\$ 39,514	\$ 2,284	\$ 26,793	\$ 1,434	\$ -	\$ -	\$ -	\$ -	\$ 66,307	\$ 3,718	\$ 70,025

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL			
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	
PE	HSIP	\$ 1,394	\$ -	\$ 1,524	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,918	\$ -	\$ 2,918	
	State	\$ -	\$ 146	\$ -	\$ 161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 307	\$ 307	
	NHPP	\$ 4,000	\$ -	\$ 4,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ -	\$ 8,800	
	State	\$ -	\$ 1,000	\$ -	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200	\$ 2,200	
	STBG	\$ 6,800	\$ -	\$ 7,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,000	\$ -	\$ 14,000	
	State	\$ -	\$ 1,700	\$ -	\$ 1,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500	
RW	HSIP	\$ 10	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ -	\$ 20	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	NHPP	\$ 39	\$ -	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58	\$ -	\$ 58	
	State	\$ -	\$ 6	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7	\$ 7	
	STBG	\$ 42	\$ -	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 362	\$ -	\$ 362	
	State	\$ -	\$ 11	\$ -	\$ 80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91	\$ 91	
CO	HSIP	\$ 286	\$ -	\$ 286	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 572	\$ -	\$ 572	
	State	\$ -	\$ 14	\$ -	\$ 14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28	\$ 28	
	NHPP	\$ 2,780	\$ -	\$ 1,645	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,425	\$ -	\$ 4,425	
	State	\$ -	\$ 268	\$ -	\$ 83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ 351	
	STBG	\$ 28,560	\$ -	\$ 19,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,600	\$ -	\$ 47,600	
	State	\$ -	\$ 1,440	\$ -	\$ 960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400	\$ 2,400	
Total		\$ 43,911	\$ 4,585	\$ 34,844	\$ 4,299	\$ -	\$ -	\$ -	\$ -	\$ 78,755	\$ 8,884	\$ 87,639	
Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL			
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	
PE	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	NHPP	\$ 2,930	\$ -	\$ 3,871	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,801	\$ -	\$ 6,801	
	State	\$ -	\$ 861	\$ -	\$ 1,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,014	\$ 2,014	
	STBG	\$ 1,444	\$ -	\$ 3,879	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,323	\$ -	\$ 5,323	
	State	\$ -	\$ 1,430	\$ -	\$ 1,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,063	\$ 3,063	
RW	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	STBG	\$ 23	\$ -	\$ 301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 324	\$ -	\$ 324	
	State	\$ -	\$ 10	\$ -	\$ 79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 89	\$ 89	
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total		\$ 4,397	\$ 2,301	\$ 8,051	\$ 2,865	\$ -	\$ -	\$ -	\$ -	\$ 12,448	\$ 5,166	\$ 17,614	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2024)				STIP Cost (FY 2025-2028)				Balance to Complete (≥ FY 2029)				Total Project Cost	
Federal			\$ 126,970	Federal			\$ 78,755	Federal			\$ -	Federal	\$ 205,725
State/Local			\$ 8,150	State/Local			\$ 8,884	State/Local			\$ -	State/Local	\$ 17,034
Total			\$ 135,120	Total			\$ 87,639	Total			\$ -	Total	\$ 222,759

T3108 - US 1 Highway Reconstruction

Reconstruction of US 1 between College Avenue and MD 193.

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Road - Recons/Rehab/Maintenance/Resurface
County	Prince Georges
From	College Avenue
Agency Project ID	PG6241
Municipality	-
To	MD 193
Completion Date	2024
Total Cost	\$65,422,000



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	\$3,184,000	-	-	-	-	-	\$3,184,000
Preliminary Engineering	NHPP	\$6,463,000	-	-	-	-	-	\$6,463,000
Total Preliminary Engineering		\$9,647,000	-	-	-	-	-	\$9,647,000
Right of Way	DC/STATE	\$4,156,000	\$2,077,000	\$2,064,000	\$730,000	\$223,000	-	\$9,250,000
Total Right of Way		\$4,156,000	\$2,077,000	\$2,064,000	\$730,000	\$223,000	-	\$9,250,000
Construction	DC/STATE	\$2,434,000	\$1,217,000	\$38,000	\$22,000	-	-	\$3,711,000
Construction	NHPP	\$16,585,000	\$8,292,000	\$10,430,000	\$1,151,000	-	-	\$36,458,000
Total Construction		\$19,019,000	\$9,509,000	\$10,468,000	\$1,173,000	-	-	\$40,169,000
Utility	DC/STATE	-	\$15,000	\$2,453,000	-	-	-	\$2,468,000
Utility	NHPP	-	\$393,000	-	\$2,542,000	\$953,000	-	\$3,888,000
Total Utility		-	\$408,000	\$2,453,000	\$2,542,000	\$953,000	-	\$6,356,000
Total Prior Costs		\$32,822,000	-	-	-	-	-	\$32,822,000
Total Programmed		\$32,822,000	\$11,994,000	\$14,985,000	\$4,445,000	\$1,176,000	-	\$65,422,000


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 3108 MC# 22-39 Approved 9/7/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 1 Highway Reconstruction (PG6241)	A	Nonattainment/TPB tbd	2005 FONSI (2018 reeval)	\$ 291	\$ -	\$ 291
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-PG-7 FY 2025	\$ 4,355	\$ 975	\$ 5,330
Description	Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Bicycle and pedestrian facilities will be included where appropriate.					
Justification	This project will improve traffic operations, pedestrian circulation, and safety.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	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	\$ 291	\$ -	\$ -	\$ -	\$ 291
		Federal	\$ 291	\$ -	\$ -	\$ -	\$ 291
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ 4,445	\$ 1,176	\$ -	\$ -	\$ 5,621
		Federal	\$ 3,693	\$ 953	\$ -	\$ -	\$ 4,646
		State/Local	\$ 752	\$ 223	\$ -	\$ -	\$ 975
 MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Total	\$ 4,154	\$ 1,176	\$ -	\$ -	\$ 5,330
		Federal	\$ 3,402	\$ 953	\$ -	\$ -	\$ 4,355
		State/Local	\$ 752	\$ 223	\$ -	\$ -	\$ 975

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4	\$ -	\$ 4
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ 287	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287	\$ -	\$ 287
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 291	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 291	\$ -	\$ 291

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ 730	\$ -	\$ 223	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 953	\$ 953
UT	NHPP	\$ 2,542	\$ -	\$ 953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,495	\$ -	\$ 3,495
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ 1,151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,151	\$ -	\$ 1,151
	State	\$ -	\$ 22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22	\$ 22
Total		\$ 3,693	\$ 752	\$ 953	\$ 223	\$ -	\$ -	\$ -	\$ -	\$ 4,646	\$ 975	\$ 5,621

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ 730	\$ -	\$ 223	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 953	\$ 953
UT	NHPP	\$ 2,538	\$ -	\$ 953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,491	\$ -	\$ 3,491
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ 864	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 864	\$ -	\$ 864
	State	\$ -	\$ 22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22	\$ 22
Total		\$ 3,402	\$ 752	\$ 953	\$ 223	\$ -	\$ -	\$ -	\$ -	\$ 4,355	\$ 975	\$ 5,330
TOTAL PROJECT COST												
Prior Cost (≤ FY 2024)				STIP Cost (FY 2025-2028)				Balance to Complete (≥ FY 2029)				Total Project Cost
Federal			\$ 42,163	Federal			\$ 4,646	Federal			\$ -	\$ 46,809
State/Local			\$ 17,638	State/Local			\$ 975	State/Local			\$ -	\$ 18,613
Total			\$ 59,801	Total			\$ 5,621	Total			\$ -	\$ 65,422



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: July 10, 2025

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



National Capital Region
Transportation Planning Board

June 17, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: FY 2025 Safe Streets and Road for All (SS4A) Implementation Grant for Prince William County, VA and City of Manassas Park, VA

Dear Secretary Duffy:

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 joint request by Prince William County, Virginia and City of Manassas Park, Virginia for federal funding through the FY25 Safe Streets and Road for All (SS4A) Implementation Grant program.

Prince William County and the City of Manassas Park were jointly awarded a FY22 SS4A planning grant and have completed their respective jurisdictional safety plans. The County and City are now jointly pursuing an Implementation Grant to advance 12 projects that were prioritized as part of the planning and public engagement efforts (five projects located in both localities, four projects located in Prince William County, and 3 projects located in the City of Manassas Park). The projects are data-drive countermeasures consistent with those adopted by the TPB via R3-2021, including upgrading pedestrian crosswalks and signals (including mid-blocks), safety improvements in school walksheds, roadway departure remediations, intersection improvements and targeted public safety communications and engagement. These projects will advance local and regional Vision Zero and Towards Zero Deaths goals through TPB endorsed safety countermeasures.

These projects are 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 traffic safety to improve the region's transportation network, and improvements in the region's transportation network will provide benefits to the region's residents and visitors through higher quality transportation options.

The TPB requests your favorable consideration of this joint request by Prince William County and the City of Manassas Park. 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.", is located below the "Sincerely," text.

James Walkinshaw
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Meagan Landis, Policy and Programming Manager, Prince William County



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: July 10, 2025

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, TPB Transportation Planner
SUBJECT: Solicitation for Applications: The Transit Within Reach Program
DATE: July 10, 2025

The Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The deadline for applications for the TPB's Transit Within Reach Program is Friday, August 8. The application period opened on June 12.

Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply. This solicitation has been conducted every two years between FY 2021 and FY 2026. There will be approximately \$85,000 to \$100,000 available per project, depending on the applications received and the available funding at the time.

PROGRAM OVERVIEW

The Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The program places special emphasis on projects that improve access in TPB Transit Access Focus Areas (TAFAs), which have been identified as prime locations for small capital improvements— such as sidewalks, trails, crosswalks— that will make it safer and easier to walk or bike to train stations and bus stops.

Moving beyond conceptual planning, Transit Within Reach funds can help projects achieve up to 30 percent design and otherwise make progress toward construction/implementation (see categories listed below). Local governments that are members of the TPB are eligible to apply. Services are provided by consultants on a short-term basis— typically one year or less. To be eligible, projects must have already undergone a local planning process and be ready to move toward implementation. Project categories may include (but are not limited to):

- Cost estimates of improvements
- Engineering systems description and analysis
- Preliminary or schematic drawings with site plans and elevations
- Renderings of site massing, elevation, or facility interior/exterior spaces
- Site surveys

The Transit Within Reach program advances a regional policy priority to improve walk and bike access to transit, which was one of seven [Aspirational Initiatives](#) approved by the TPB in 2018.

The program complements the Transportation Land-Use Connections (TLC) Program, which also funds technical assistance for local governments throughout the region. But unlike Transit Within Reach, the TLC Program funds planning projects, as well as design. And, while the TLC Program also promotes access to transit, its projects typically address other topics as well.

BACKGROUND

Originally approved in 2018, the TPB's long-range transportation plan, Visualize 2045, included an Aspirational Initiative calling upon the region to improve pedestrian and bicycle access to transit. The region is currently expected to have 225 High-Capacity Transit Stations by 2030, but many of the areas around these stations are not conducive to walking and biking. These station areas include Metrorail, commuter rail, light rail, streetcar, bus rapid transit, and multimodal stations.

Following the approval of Visualize 2045, the TPB asked staff to prioritize a set of transit station areas where pedestrian and bicycle access improvements would have the greatest potential to utilize available ridership capacity and increase transit ridership. In response, TPB staff conducted the Transit Within Reach study, which combined regional analysis with member outreach to develop a regional list of 49 Transit Access Focus Areas (TAFAs). The board determined that these locations present the greatest need and opportunity to improve pedestrian and bicycle access to transit. The TAFAs are distributed across the TPB's jurisdictions, serve a variety of transit systems, and all are located within a half mile of one of the region's Activity Centers.

In July 2020, the TPB adopted Resolution R4-2021, which adopted the TAFAs and asked TPB member jurisdictions to prioritize projects, programs, and policies that will implement improvements in the TAFAs. In order to further advance its work with TAFAs and more broadly to promote implementation of the Aspirational Initiative to promote bike/ped access to transit, the TPB has established the Transit Within Reach Program to move small high-impact projects into preliminary design or preliminary engineering (30%).

APPLICATION PROCESS

Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply. This solicitation is being conducted every two years between FY 2021 and FY 2026. Approximately \$100,000 will be available per project, though due to budget constraints, projects may only be funded for approximately \$85,000. Recipients will receive short-term consultant services, modeled after the TLC Program.

The current application period, which is the second round for the program, opened on June 12, 2025 and will close on August 8, 2025.

The selection panel will include individuals with pedestrian, bicycle, and transit expertise. The panel will be encouraged to select projects representing a variety of different types of transit – Metrorail, commuter rail, bus rapid transit, etc. Additionally, TPB staff will ask state and regional agencies to comment on the applications. The TPB is scheduled to approve projects for funding in October or November of 2025.



SCHEDULE

- Application period opens: June 12, 2025
- Applications due: August 8, 2025
- Selection panel review and recommendations: August-September 2025
- TPB approves projects: October/November 2025
- Task Orders developed for projects: December 2025 to January 2026
- Project kickoff meetings: February 2026
- Project completion: December 2026

FUNDING PRIORITIES

Applications will be scored according to eligibility criteria listed in the application. Projects will receive higher scores for aligning with one or more of the following priorities:

- ***Improvements in ped/bike access to high-capacity transit, and, in particular, in Transit Access Focus Areas***
Applications for pedestrian and/or bicycle improvements that will expand bicycle and pedestrian access to one or more of the region's 225 HCT station areas that will be open to riders by 2030, priority will be given to the TPB's 49 Transit Access Focus Areas (TAFA).
- ***Increase in transit ridership and/or utilization of available ridership capacity***
Applications are encouraged that demonstrate how planned pedestrian and/or bicycle capital improvements will increase transit ridership and/or utilize available ridership capacity at the station.
- ***Access for low-income communities***
Applications are encouraged that demonstrate how planned pedestrian and/or bicycle capital improvements will increase access for low-income communities.
- ***Collaboration with other agencies and/or jurisdictions***
Applications are encouraged that demonstrate how successful collaboration among agencies and/or jurisdictions will be achieved.
- ***Strategies to advance project, including funding and construction***
Applications are encouraged that demonstrate that projects are on a realistic trajectory toward construction. In addition, applications are encouraged that will use the program as seed funding to complement or leverage other funding sources.

FOR MORE INFORMATION

The Transit Within Reach application can be downloaded at:

www.mwcog.org/transportation/programs/transit-within-reach-program

For more information, contact

- Victoria Caudullo, vcaudullo@mwco.org



National Capital Region
Transportation Planning Board



Now accepting applications! Transit Within Reach Program

The National Capital Region Transportation Planning Board (TPB) is currently accepting applications for the FY 2026-2027 Transit Within Reach (TWR) Program. TWR funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030.

Local governments that are members of the TPB are eligible to apply. Services are provided by consultants on a short-term basis—typically one year or less. To be eligible, projects must have already undergone a local planning process and must be ready to move toward implementation.

The application period is open through August 8, 2025. Optional abstracts are due June 30.

LEARN MORE AND APPLY

Photo: Shirlington Transit Center, Arlington, VA (BeyondDC/Flickr)

MWCOG.ORG/TPB

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Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300, Washington, DC 20002





MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, Senior Transportation Planner
SUBJECT: Summary of June 30 Dockless Micromobility Workshop
DATE: July 10, 2025

The Bicycle and Pedestrian Subcommittee sponsored a regional workshop on dockless micromobility (shared e-scooters and e-bikes) on June 30, 2025. Representatives from the District Department of Transportation, Arlington County, City of Alexandria, Maryland Department of Transportation, and the City of Baltimore discussed their micromobility programs. Thirty people attended the virtual meeting, which was also livestreamed on YouTube.

These workshops are held on an annual basis. The purpose is to exchange information on the status and performance of micromobility systems and permit programs, as well as Capital Bikeshare.

Both the shared dockless micromobility and the Capital Bikeshare systems are seeing record ridership.

DISTRICT DEPARTMENT OF TRANSPORTATION

1. Shared Dockless Micromobility

Ted Randell, the DDOT Micromobility Coordinator, discussed recent developments in the dockless shared micromobility program, including upcoming rules changes and program resources. The program started in 2018.

Shared dockless mobility device ridership in the District is currently breaking records year over year. There were 8.6 million dockless trips in DC in 2024, up 1.1 million from 2023. This does not include Capital Bikeshare trips.

Dockless ridership so far in 2025 is up 43% over this time last year. There were 1.2 million dockless rides in May alone.

Average trip length for e-scooters is one mile, e-bike trips are somewhat longer. 11% of trips in DC are low-income riders.

E-scooter speeds are capped at 10 mph. Additional safety features such as sidewalk riding detection, AI assisted scooter parking with photo verification, and tip-over detection are being introduced.

Safety studies of e-scooter crashes mostly come through emergency room reports. A majority of injuries occurred on the sidewalk and were mostly minor. Inexperienced or first-time users account for a lot of crashes.

2. Capital Bikeshare

Greg Matlesky, Bicycle Program Specialist, briefed the Subcommittee on the DC Capital Bikeshare program, which has also had a record-breaking year, with 6.1 million trips in 2024. 2025 ridership is running well ahead of 2024.

DC has 408 Capital Bikeshare stations, or roughly half of the region's 800+ Capital Bikeshare stations. DC is adding 20 Capital Bikeshare stations per year, with a pause this year due to budget problems.

The latest "Pillar" docks operate independently, without a kiosk, and require less power. That makes smaller stations more feasible. The former minimum for a Capital Bikeshare station with a kiosk was 15 docks; with Pillar it's only eight, allowing bikeshare stations to be put in smaller spaces, such as the clear zones near the corner of the street.

E-bikes are popular both for the Dockless systems and for Capital Bikeshare. E-bikes are 30% of the Capital Bikeshare fleet, but account for 60% of ridership. DC will electrify some of its stations, allowing e-bikes to be charged while in the dock.

CITY OF ALEXANDRIA

Sean Martin, the City's Shared Mobility Planner, discussed the recent expansion of the City of Alexandria's portion of the Capital Bikeshare system and the updated application process for the City's Dockless Micromobility program.

Capital Bikeshare in Alexandria has seen strong ridership growth every year since 2021, with 130,000+ trips in 2024. 2025 ridership is likely to be around 160,000.

Dockless e-scooters and e-bikes have also seen strong ridership growth since 2021. Permitted operators include Lime and GCOO, a South Korean firm.

MARYLAND DEPARTMENT OF TRANSPORTATION

Meg Young, the Deputy Director of Active Transportation and Micromobility, discussed MDOT's role in regulating micromobility and coordinating shared micromobility programs.

MDOT is encouraging shared Micromobility as an impetus for mode shift. The most recent Bicycle and Pedestrian Plan includes goals for Micromobility. The State has set definitions and rules for personal vehicles and shared fleets, and convenes a Micromobility working group specific to Maryland, and has developed model permit language. Consistency benefits both riders and providers. MDOT has also scheduled a webinar on Micromobility.

CITY OF BALTIMORE

Tyler Smith, the city Dockless Vehicle Program Manager, emphasized the program's success in increasing shared micromobility use in equity zones.

Baltimore has two providers, Spin and Lime, with 750 e-bikes and 4,550 e-scooters.

There are 2,148,926 trips per year on shared micromobility in Baltimore, with 1.5 average trips per vehicle/day. The average trip distance is 1.29 miles.

ARLINGTON COUNTY

David Moskovitz, the Shared Micromobility Device Program Manager, discussed Arlington County's shared micromobility permit program.

There are three permitted operators, with 1,600 scooters and 505 e-bikes. Trip counts have increased steadily since 2021, even though the number of deployed vehicles has shrunk.

Maximum speed is 20 mph for e-bikes and 15 mph for e-scooters. The speed limit is 6 mph on sidewalks.

The County has established 130 parking corrals and developed an app to report parking problems. Education of riders is being carried out through schools and in other venues. Cutting off "bad apple" accounts has reduced under-age ridership.