



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: May 14, 2026

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: May 14, 2026

At its May 1 meeting, the TPB Steering Committee reviewed and adopted resolution TPB SR26-2026 to amend the FY 2027 Unified Planning Work Program to revise the budget to match available/confirmed federal and state funding. The committee reviewed and adopted resolution TPB SR27-2026 to update the federal functional classification in Maryland, as well as reviewed and adopted resolution TPB SR31-2026 to approve the submission of a Safe Streets for All (SS4A) grant application for a connected vehicle demonstration project in the District of Columbia.

In addition, the TPB Steering Committee reviewed and adopted three resolutions approving amendments to the 2026-2029 Transportation Improvement Program (TIP) as requested by the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail & Public Transportation (VDRPT). Lastly, the committee reviewed and approved the agenda for the TPB's May 20, 2026 meeting.

The committee approved the following resolutions to amend projects and programs in the FY2026-2029 TIP. All amendments were either exempt from or consistent with air quality conformity requirements.

- TPB SR28-2026: MDOT made the following changes:
 - Adds a total project cost of \$30,000,000 utilizing \$28,500,000 in National Highway Performance Program (NHPP) funds and \$1,500,000 in state funds for the construction (CON) phase of the **I-95/I495 MD 4 Bridges Replacement (T6651)** project.
- TPB SR29-2026: VDOT made the following changes:
 - Adds a new project to the TIP, **CCTV NOVA Phase 1 #I-95 (T13923)**, with \$1,400,000 in state funding for the construction phase in FY 2027.
 - Adds a new project to the TIP, **CCTV NOVA Phase 2 #I-95 (T13924)**, with \$600,000 in state funding for the construction phase in FY2027.
- TPB SR30-2026: VDRPT made the following changes:
 - Adds \$20,877,732 to the total project cost increasing the cost to \$959,960,866 for the **US 1 Bus Rapid Transit (DRPT) (T13563)** project. This amendment adds \$8,126,329 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding with \$2,130,633 in state matching funds and adds \$8,936,858 in Regional Surface Transportation Program funding with \$1,683,912 in state match funding. This amendment also shifts \$18,181,611 in Carbon Reduction Program (CRP) funding for the construction phase in FY24 to \$14,545,289 in Carbon Reduction Program (CRP) funding and \$3,636,322 in state match funding for the planning phase in FY27.

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

ATTACHMENTS:

- Adopted resolution SR26-2026 approving an amendment to the FY 2027 Unified Planning Work Program
- Adopted resolution SR27-2027 approving an update to the Highway Systems Federal Functional Classification for MDOT and Maryland jurisdictions
- Adopted resolution SR28-2026 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR29-2026 approving an amendment to the TIP, as requested by VDOT
- Adopted resolution SR30-2026 approving an amendment to the TIP, as requested by VDRPT
- Adopted resolution SR31-2026 approving a submission of a Safe Streets for All (SS4A) grant application for a connected vehicle demonstration project in the District of Columbia

**TPB STEERING COMMITTEE ATTENDANCE – MAY 1, 2026
(ONLY VOTING MEMBERS AND ALTERNATES LISTED)**

TPB Chair/ MD Rep:	Neil Harris
TPB Vice Chair/DC Rep.:	Matt Frumin
TPB Vice Chair/VA Rep.:	Canek Aguirre
Prior TPB Chair:	Walter Alcorn
Tech. Committee Chair:	Dan Malouff
DDOT:	Mark Rawlings
MDOT:	Kari Snyder, David Rodgers
VDOT:	Regina Moore, Leo Pineda

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

**RESOLUTION TO AMEND THE FY 2027 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 2027 UPWP for the Washington Metropolitan Area was approved by the TPB on March 18, 2026 and was approved by USDOT on March 27, 2026; and

WHEREAS, revised available FTA funding information was provided by the District of Columbia Department of Transportation and the Virginia Department of Rail and Public Transportation after the TPB approved the FY 2027 UPWP, and

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

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2027 UPWP to increase the total budget/activities by \$308,316, for a new FY 2027 UPWP total of \$29,243,128, as described in the attachment.

Adopted by the TPB Steering Committee at its meeting on Friday, May 1, 2026.



MEMORANDUM

TO: TPB Steering Committee
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: FY 2027 UPWP Amendment to Adjust the Budget to Match Available/Confirmed Federal and State Funding and Newly Approved Indirect Rate
DATE: April 24, 2026

The Transportation Planning Board (TPB) approved the FY 2027 Unified Planning Work Program (UPWP) on March 18, 2026. The United States Department of Transportation (USDOT) approved the FY 2027 UPWP on March 27, 2026. 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 District of Columbia Department of Transportation (DDOT) provided new available funding information and has asked that the UPWP be amended to reflect the available funding. The total UPWP budget will be increased by \$308,316 and the new total budget is **\$29,243,128**.

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 the District of Columbia, DDOT is the direct recipient of the DC FTA 5303 funding and is responsible for giving TPB the final budget amounts for all funding in DC. In Virginia, Department of Rail and Public Transportation (DRPT) is the direct recipient and is responsible for giving TPB the final budget amounts for all 5303 funding in Virginia. Both DDOT and DRPT have provided the final, corrected budget numbers after the UPWP was approved by the TPB in March and has asked that the FY 2027 UPWP total budget be updated.

Tables 1, 2, and 3 have been adjusted and are attached for approval. DDOT has identified a total amount that is \$224,967 higher than what was originally provided. DRPT has identified a total amount that is \$83,348 higher than what was originally provided. The total UPWP budget will be increased by \$308,316 and the new total budget is **\$29,243,128**. Overall, this amendment will not alter any UPWP projects that are currently underway or that have been presented to the TPB.

TABLE 1
REVENUE ESTIMATES FOR FY 2027 UPWP - DRAFT

	FTA SEC 5303 80% FED & 20% STATE AND LOCAL	FHWA PL FUNDS 80% FED & 20% STATE AND LOCAL	FHWA SAFE AND ACCESSIBLE TRANSP. OPTIONS SET- ASIDE ¹	OTHER CASP (FAA: 90/10) FHWA (SPR:80/20)	TOTALS
DISTRICT OF COLUMBIA - ALLOCATIONS					
NEW FY 2027	\$1,098,279	\$3,028,279	\$77,648	-	\$4,204,206
PRIOR UNEXPENDED ³	\$397,430	\$1,527,757	\$0	-	\$1,925,187
FY 2026 CARRYOVER ⁴	\$129,281	\$459,788	\$0	-	\$589,069
SUBTOTAL - D.C	\$1,624,990	\$5,015,823	\$77,648	-	\$6,718,462
MARYLAND - ALLOCATIONS					
NEW FY 2027	\$1,976,363	\$5,348,723	\$137,147	-	\$7,462,233
PRIOR UNEXPENDED ³	\$681,530	\$2,369,456	\$0	-	\$3,050,986
FY 2026 CARRYOVER ⁴	\$286,652	\$816,563	\$0	-	\$1,103,216
SUBTOTAL - MD	\$2,944,545	\$8,534,742	\$137,147	-	\$11,616,434
VIRGINIA - ALLOCATIONS					
NEW FY 2027	\$1,899,208	\$4,490,114	\$115,131	-	\$6,504,453
PRIOR UNEXPENDED ³	\$815,766	\$1,902,298	\$0	-	\$2,718,064
FY 2026 CARRYOVER ⁴	\$268,220	\$719,496	\$0	-	\$987,716
SUBTOTAL - VA	\$2,983,194	\$7,111,908	\$115,131	-	\$10,210,233
TOTAL FUNDING ALLOCATIONS					
NEW FY 2027	\$4,973,850	\$12,867,116	\$329,926	-	\$18,170,892
SUB-TOTAL PRIOR UNEXPENDED	\$1,894,726	\$5,799,511	\$0	-	\$7,694,237
FY 2026 CARRYOVER ⁴	\$684,153	\$1,995,847	\$0	-	\$2,680,000
TOTAL BASIC UPWP	\$7,552,729	\$20,662,474	\$329,926	-	\$28,545,128
OTHER TPB PROGRAMS					
Continuous Airport Sys. Plann. (CASP)	-	-	-	\$450,000	\$450,000
State Planning & Research (SPR)	-	-	-	\$248,000	\$248,000
GRAND TOTAL UPWP	\$7,552,729	\$20,662,474		\$698,000	\$29,243,128

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 FY2027" funding amounts are yet to be confirmed by all DOTs and are likely to change.

3. "Prior Unexpended" funding amounts are from FY 2025 UPWP and are yet to be confirmed by all funding agencies and may change.

4. "Carryover FY2026 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2026 UPWP and are not anticipated to be spent in FY 2026. As such, these funds will be carried over to the FY 2027 UPWP and used to perform Core program and Tech. Assistance activities.

TABLE 2
EXPENDITURE ESTIMATES FOR FY 2027 UPWP - DRAFT

WORK ACTIVITY	FY 2027TOTAL COST ESTIMATE
UPWP CORE PROGRAMS	
1. Long-Range Transportation Planning	\$1,338,182
2. Transportation Improvement Program	\$903,473
3. Multimodal Planning	\$4,680,409
4. Public Participation	\$1,241,721
5. Travel Forecasting	\$4,299,975
6. Mobile Emissions Planning	\$3,138,142
7. Transportation Research and Data Programs	\$7,083,395
8. Regional Land Use and Transportation Planning Coordination	\$1,723,834
9. Mobility Enhancement Programs (EM, TLC, TAP, RSP)	\$802,474
10. TPB Support and Management	\$1,748,377
Sub-total: Core Program	\$26,959,986
UPWP TECHNICAL ASSISTANCE PROGRAM	
A. District of Columbia	\$302,828
B. Maryland	\$534,872
C. Virginia	\$449,011
D. Public Transportation (D.C./MD/VA Combined)	\$298,431
Sub-total: Technical Assistance Program	\$1,585,143
Total - Basic U P W P	\$28,545,128
OTHER TPB PROGRAMS	
1. Continuous Airport System Planning (CASP) 1	\$450,000
2. State Planning and Research Program (For DDOT) 2	\$248,000
GRAND TOTAL UPWP	\$29,243,128

- CASP work activities are based on anticipated FAA grants to conduct airport ground access planning as part of CASP program.
- 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 2027 UPWP BUDGET BY WORK PROGRAM ACTIVITY AND EXPENDITURE CATEGORY

Amended 5/1/2026

Approved 3/18/2026

	COG Labor Cost		Total	COG Labor	Supplemental		Total Labor	Total	Direct Costs (Implementation)			Total Prgrm.	Grand
	DTP	Other	COG	Fringe	Labor		& Fringe	Indirect	Computers,	Studies	Other	(Implmntn.)	Total
UPWP - Work Activity	Staff	Staff	Staff	Cost	Interns	Temps	Cost	Cost	Data	Programs	Costs	Direct Cost	Cost
CORE PROGRAMS													
1. Long-Range Transportation Planning	\$477,425	\$0	\$477,425	\$133,536	\$0	\$0	\$610,961	\$322,221	\$5,000	\$400,000	\$0	\$405,000	\$1,338,182
2. Transportation Improvement Program	\$264,744	\$0	\$264,744	\$74,049	\$0	\$0	\$338,793	\$178,680	\$265,000	\$100,000	\$21,000	\$386,000	\$903,473
3. Multimodal Planning	\$1,347,640	\$40,055	\$1,387,696	\$388,139	\$0	\$0	\$1,775,834	\$936,575	\$7,500	\$1,925,000	\$35,500	\$1,968,000	\$4,680,409
4. Public Participation	\$364,575	\$0	\$364,575	\$101,972	\$0	\$0	\$466,547	\$246,057	\$2,000	\$220,000	\$307,117	\$529,117	\$1,241,721
5. Travel Forecasting	\$1,234,355	\$0	\$1,234,355	\$345,249	\$20,000	\$100,000	\$1,699,604	\$896,371	\$536,000	\$1,005,000	\$163,000	\$1,704,000	\$4,299,975
6. Mobile Emissions	\$1,190,902	\$121,170	\$1,312,072	\$366,986	\$20,000	\$0	\$1,699,058	\$896,083	\$147,000	\$250,000	\$146,000	\$543,000	\$3,138,142
7. Transportation Research and Data Program	\$1,441,919	\$0	\$1,441,919	\$403,305	\$0	\$0	\$1,845,224	\$973,171	\$1,275,000	\$2,925,000	\$65,000	\$4,265,000	\$7,083,395
8. Regional Land Use and Transportation Planning Coordination	\$232,337	\$319,605	\$551,943	\$154,378	\$0	\$0	\$706,321	\$372,514	\$100,000	\$200,000	\$345,000	\$645,000	\$1,723,834
9. Mobility Enhancement Programs	\$137,329	\$0	\$137,329	\$38,411	\$20,000	\$0	\$195,740	\$103,234	\$1,000	\$480,000	\$22,500	\$503,500	\$802,474
10. TPB Support and Management	\$554,705	\$0	\$554,705	\$155,151	\$20,800	\$0	\$730,656	\$385,348	\$2,500	\$381,107	\$248,767	\$632,374	\$1,748,377
UPWP Core Program Total	\$7,245,933	\$480,830	\$7,726,764	\$2,161,176	\$80,800	\$100,000	\$10,068,739	\$5,310,253	\$2,341,000	\$7,886,107	\$1,353,884	\$11,580,991	\$26,959,986
TECHNICAL ASSISTANCE PROGRAM													
A. District of Columbia	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$266,828	\$302,828	\$302,828
B. Maryland	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000	\$492,872	\$534,872	\$534,872
C. Virginia	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000	\$407,011	\$449,011	\$449,011
D. Public Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$48,431	\$298,431	\$298,431
Technical Assistance Program Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370,000	\$1,215,143	\$1,585,143	\$1,585,143
Total Basic Program	\$7,245,933	\$480,830	\$7,726,764	\$2,161,176	\$80,800	\$100,000	\$10,068,739	\$5,310,253	\$2,341,000	\$8,256,107	\$2,569,027	\$13,166,133	\$28,545,128
OTHER PROGRAMS													
Continuous Air Systems Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$60,000	\$450,000	\$450,000
State Planning & Research Program (DC)	\$85,147	\$0	\$85,147	\$23,816	\$0	\$0	\$108,963	\$57,467	\$0	\$81,570	\$0	\$81,570	\$248,000
GRAND TOTAL	\$7,331,081	\$480,830	\$7,811,911	\$2,184,991	\$80,800	\$100,000	\$10,177,702	\$5,367,720	\$2,341,000	\$8,727,676	\$2,629,027	\$13,697,703	\$29,243,128

**RESOLUTION TO UPDATE THE HIGHWAY SYSTEMS FUNCTIONAL CLASSIFICATION
FOR CHARLES, FREDERICK, MONTGOMERY, PRINCE GEORGE'S COUNTIES, AND THE CITIES
OF GAITHERSBURG AND GREENBELT IN MARYLAND**

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 Bureau of the Census March 17, 2022, notice issued decennial 2020 urbanized area information, and each State is federally directed (FHWA 23 CFR 450.312, 470.105 and 109, and guidance) to use the information and undertake a thorough update, as appropriate, of urban/urbanized area boundaries, and/or highway system functional classifications in cooperation with Metropolitan Planning Organizations and/or localities; and

WHEREAS, functional classifications of highway systems affect transportation planning in that the categories (local, minor collector, major collector, minor arterial, principle arterial, principle arterial freeway, or principle arterial interstate) are used with highway design standards, highway construction funds or maintenance payments, access management standards, traffic calming eligibility, statistical reporting, and certain outdoor advertising controls; and

WHEREAS, periodic reviews and, as appropriate, updates of urban/urbanized area boundaries and/or functional classifications of highway systems generally are warranted in concert with U.S. Census updates for urbanized areas; and

WHEREAS, the Maryland Department of Transportation has proposed an update to the functional classification of highways in Charles, Frederick, Montgomery, and Prince George's Counties and the Cities of Gaithersburg and Greenbelt, that reflect the 2020 Census information, and the TPB staff has reviewed and recommended approval of these updates presented in the accompanying summary maps, which are attached to each concurrence letter.

NOW, THEREFORE, BE IT RESOLVED that the National Capital Region Transportation Planning Board approves the proposed updates to the Maryland highway system functional classifications presented in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, May 1, 2026.

April 23, 2026

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

Dear Chairman Collins:

The Maryland State Highway Administration (SHA) seeks the National Capital Regional Transportation Planning Board's (TPB) approval of recommended updates to the Federal Highway Administration's (FHWA) roadway functional classification in the suburban Maryland portion of the TPB planning area.

The SHA worked collaboratively over the past year with transportation staff in Charles, Frederick, Montgomery, and Prince George's Counties through the decennial federal functional classification adjustment process. The recommended alterations, which have been agreed upon by both SHA and the local governments, are included in the attached.

The SHA requests that this resolution be approved by the TPB Steering Committee at its May 1, 2026 meeting. After approval, SHA will forward to the FHWA for final review and approval.

The SHA appreciate your cooperation in the matter. Should you have additional questions or concerns, please contact Mr. Nate Evans, Assistant Chief, Regional and Intermodal Planning Division (RIPD), Office of Planning and Preliminary Engineering (OPPE), at 410-545-8494 or nevans2@mdot.maryland.gov.

Sincerely,

Emad Gheibi

Emad Ghiebi, Ph.D., P.E.
Deputy Director
Office of Planning and Preliminary Engineering

Attachment

cc: Mr. Darren Bean, Functional Classification Program Manager, RIPD, OPPE, SHA
Mr. Nate Evans, Assistant Chief, RIPD, OPPE, SHA
Ms. Tara Penders, Chief, RIPD, OPPE, SHA
Ms. Kari Snyder, Regional Planner, Office of Planning, Programming, and Project Delivery,
MDOT



CHARLES COUNTY GOVERNMENT
Department of Planning & Growth Management

Jason R. Groth, AICP
Director

Phone | 301-645-0692
Email | PGMadmin@CharlesCountyMD.gov

April 8, 2026

Mr. Lamin S. Williams
Director of Office of Planning
and Preliminary Engineering
Maryland State Highway Administration
707 N. Calvert Street
Baltimore MD 21202

Dear Mr. Williams:

The Charles County Department of Planning & Growth Management collaborated with the Maryland State Highway Administration (SHA) in the decennial Federal Functional Classification System adjustment process. I have reviewed and concur with the proposed augments contained in the map and table, dated February 2026.

Prior to submitting the finalized adjustments to the Federal Highway Administration (FHWA), a presentation regarding the proposed Federal Functional Classification Designations is requested to the Metropolitan Washington Council of Governments Transportation Planning Board (TPB) Technical Committee and Council for their review and approval.

Thank you for your attention and assistance in this matter. Please feel free to contact Mr. Markus Tarjamo if you need additional information or clarification. He can be reached by phone at (301) 645-0684 or via email at TarjamoM@charlescountymd.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. R. Groth".

Jason R. Groth
Director of Planning & Growth Management

cc: Mr. Geoff Anderson, Director of Office of Planning, Programming and Project Delivery, Maryland Department of Transportation
Mr. Darren Bean, Functional Classification Program Manager, Regional and Intermodal Planning Division (RIPD), SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Mr. Emad Gheibi, Ph.D., P.E., Deputy Director of Office of Planning and Preliminary Engineering (OPPE), SHA
Ms. Tara Penders, Chief, RIPD, SHA

Ms. Lisa Shemer, Deputy Director, OPPE, SHA
Mr. Werner Schlough, Chief, Data Services Engineering (DSD), SHA
Mr. Martin Harris, Director, Charles County Department of Public Works
Mr. Charles Rice, Planning Director, Charles County Planning & Growth Management

Charles County Mileage Urban Extent				
Functional Classification	Existing Miles	Existing Percent	Proposed Miles	Proposed Percent
Local	325.7	74%	320.4	73%
Minor Collector	7.0	2%	12.3	3%
Major Collector	49.2	11%	48.2	11%
Minor Arterial	26.9	6%	27.9	6%
Principal Arterial - Other	31.6	7%	31.6	7%
Principal Arterial - Other Freeway/Expressway	0.0	0%	0.0	0%
Interstate	0.0	0%	0.0	0%
Total	440.3		440.3	

Charles County Mileage Rural Extent				
Functional Classification	Existing Miles	Existing Percent	Proposed Miles	Proposed Percent
Local	431.3	69%	427.1	69%
Minor Collector	66.3	11%	68.9	11%
Major Collector	69.0	11%	66.0	11%
Minor Arterial	27.0	4%	31.5	5%
Principal Arterial - Other	28.6	5%	28.6	5%
Principal Arterial - Other Freeway/Expressway	0.0	0%	0.0	0%
Interstate	0.0	0%	0.0	0%
Total	622.2		622.2	

Charles County Proposed Functional Classification Change February 2026						
Route	Begin Point	End Point	Existing Classification	New Classification	Urban/Rural	Length
Constitution Drive	McDaniel Road	Stavors Road	Local	Minor Collector	Urban	0.95
Cracklingtown Road	MD 231 (Burnt Store Road)	MD 5 (Leonardtwn Road)	Local	Minor Collector	Rural	1.68
Matthews Road	Chippewa Street	MD 227 (Marshall Hall Road)	Local	Minor Collector	Urban	0.5
MD 227 (Livingston Road)	MD 225 (Hawthorne Road)	Urban Area Edge	Major Collector	Minor Arterial	Rural	0.795
MD 227 (Livingston Road)	Urban Area Edge	MD 210 (Indian Head Hwy)	Major Collector	Minor Arterial	Urban	2.97
MD 254 (Cobb Island Road)	MD 257 (Rock Point Road)	Neale Sound Drive	Minor Collector	Major Collector	Rural	1.22
MD 625 (Old Leonardtown Road)	MD 5 (SB)	MD 5 (NB)	Local	Minor Collector	Rural	1.363
Pinewood Drive	Pinefield Road	Saint Peters Church Road	Local	Minor Collector	Urban	1.317
Stavors Road	Berry Road	Constitution Drive	Local	Minor Collector	Urban	0.75
Sun Valley Drive	Berry Road	Stavors Road	Local	Minor Collector	Urban	0.787



FREDERICK COUNTY GOVERNMENT
DIVISION OF PLANNING AND PERMITTING

Jessica Fitzwater
County Executive

Deborah A. Carpenter, AICP, Division Director

Lamin Williams
Director of Office of Planning
and Preliminary Engineering
Maryland State Highway Administration
707 N. Calvert Street
Baltimore MD 21202

Dear Mr. Williams:

The Frederick County Division of Planning and Permitting collaborated with State Highway Administration (SHA) in the decennial Federal Functional Classification System adjustment process. I have reviewed and concur with the proposed augments contained in the map and table, dated February 2026.

Prior to submitting the finalized adjustments to Federal Highway Administration (FHWA), a presentation regarding the proposed Federal Functional Classification Designations is requested to the Transportation Planning Board (TPB) Technical Advisory Committee and Council for their review and approval.

Thank you for your attention and assistance in this matter. Please contact Mahmoud Arafat at (MHelal@FrederickCountyMD.gov) if you need additional information or clarification.

Sincerely,

Kimberly Gaines

Kimberly Gaines
Department Head, Livable Frederick Planning and
Design Office
kgaines@frederickcountymd.gov
(301) 600-1144

Livable Frederick Planning and Design Office

<http://www.frederickcountymd.gov/livablefrederick>

30 North Market Street
Frederick, MD 21701
(301) 600-1138



FREDERICK COUNTY GOVERNMENT

DIVISION OF PLANNING AND PERMITTING

Jessica Fitzwater
County Executive

Deborah A. Carpenter, AICP, Division Director

cc: Mr. Geoff Anderson, Director of Office of Planning, Programming and Project Delivery, Maryland Department of Transportation
Mr. Darren Bean, Functional Classification Program Manager, Regional and Intermodal Planning Division (RIPD), SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Ms. Tara Penders, Chief, RIPD, SHA
Mr. Werner Schlough, Chief, Data Services Engineering (DSD), SHA
Mr. Michael Wilkins, Department Head, Development Review and Planning, Frederick County
Mr. Mark Mishler, Transportation Engineering Supervisor, Development Review and Planning, Frederick County
Mr. Mahmoud Arafat, Traffic Engineer III, Development Review and Planning, Frederick County

Frederick County: Rich History, Bright Future

30 North Market Street, Frederick, MD 21701 • 301-600-1153 • Fax 301-600-1645
www.FrederickCountyMD.gov

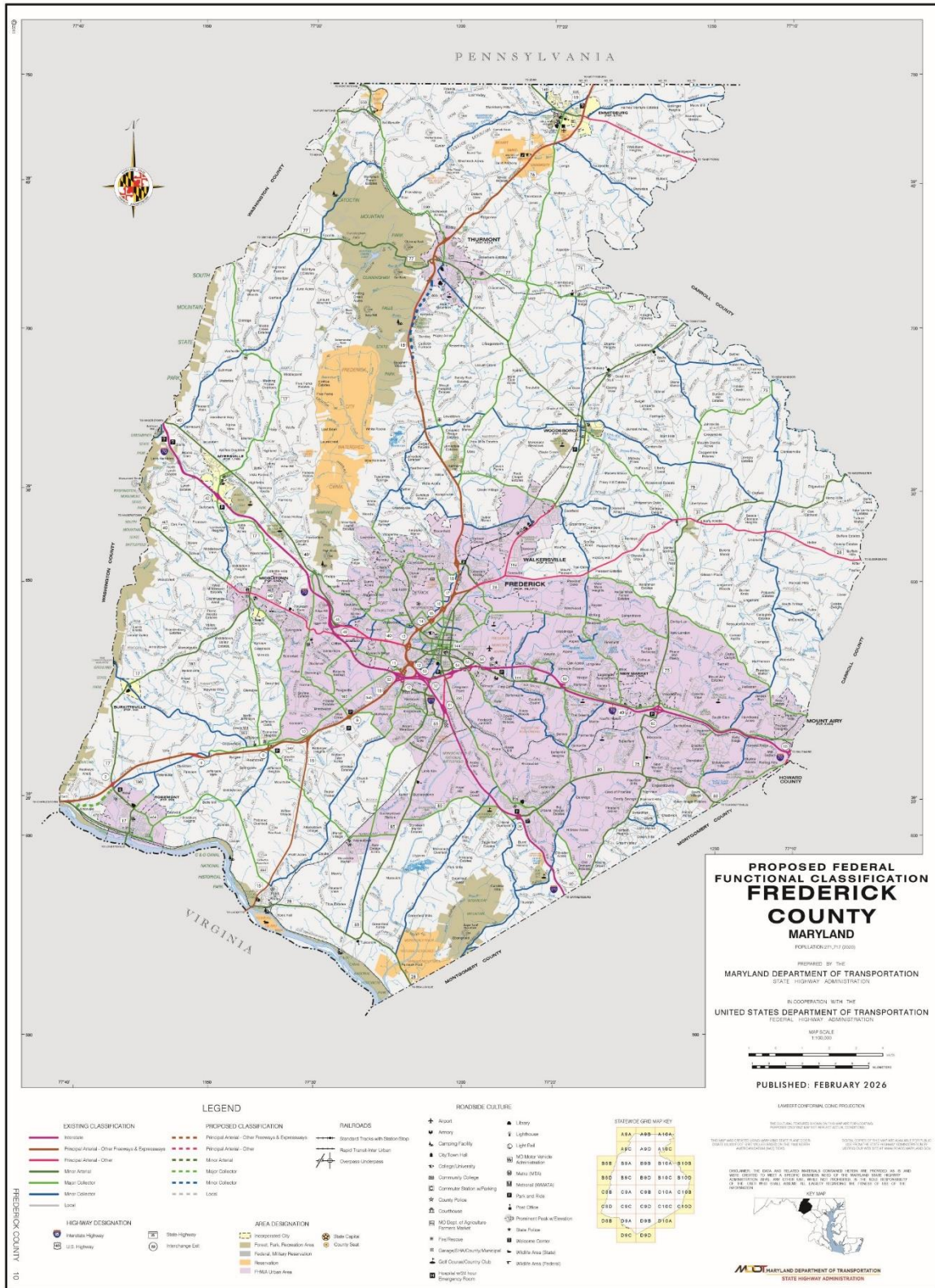


FREDERICK COUNTY GOVERNMENT

DIVISION OF PLANNING AND PERMITTING

Jessica Fitzwater
County Executive

Deborah A. Carpenter, AICP, Division Director



Frederick County: Rich History, Bright Future
 30 North Market Street, Frederick, MD 21701 • 301-600-1153 • Fax 301-600-1645
www.FrederickCountyMD.gov



FREDERICK COUNTY GOVERNMENT

DIVISION OF PLANNING AND PERMITTING

Jessica Fitzwater
County Executive

Deborah A. Carpenter, AICP, Division Director

Frederick County Mileage Urban Extent				
Functional Classification	Existing Miles	Existing Percent	Proposed Miles	Proposed Percent
Local	649.9	69%	647.2	69%
Minor Collector	41.2	4%	43.8	5%
Major Collector	117.7	13%	117.7	13%
Minor Arterial	67.2	7%	67.2	7%
Principal Arterial - Other	16.1	2%	16.1	2%
Principal Arterial - Other Freeway/Expressway	17.0	2%	17.0	2%
Interstate	27.7	3%	27.7	3%
Total	936.8		936.8	

Frederick County Mileage Rural Extent				
Functional Classification	Existing Miles	Existing Percent	Proposed Miles	Proposed Percent
Local	720.4	66%	718.2	66%
Minor Collector	136.0	13%	138.2	13%
Major Collector	96.1	9%	96.1	9%
Minor Arterial	71.9	7%	71.9	7%
Principal Arterial - Other	18.4	2%	18.4	2%
Principal Arterial - Other Freeway/Expressway	32.3	3%	32.3	3%
Interstate	11.8	1%	11.8	1%
Total	1086.9		1086.9	



FREDERICK COUNTY GOVERNMENT

Jessica Fitzwater
County Executive

DIVISION OF PLANNING AND PERMITTING

Deborah A. Carpenter, AICP, Division Director

Frederick County Proposed Functional Classification Change February 2026

Route	Begin Point	End Point	Existing Classification	New Classification	Urban/Rural	Length
MD 806A (Catoctin Furnace Road)	US 15 (Catoctin Mountain Hwy)	Urban Area Edge	Local	Minor Collector	Rural	1.269
MD 806A (Catoctin Furnace Road)	Urban Area Edge	Frederick Road	Local	Minor Collector	Urban	1.75
Frederick Road	MD 806A (Catoctin Furnace Road)	Thurmont Boulevard	Local	Minor Collector	Urban	0.16
MD 108 (Jefferson Pike)	Knoxville Road	Urban Area Edge	Local	Minor Collector	Rural	0.9
MD 108 (Jefferson Pike)	Urban Area Edge	Burkittsville Road	Local	Minor Collector	Urban	0.8
Old Linganore Road	Bartonsville Road	MD 144 (Old National Pike)	Minor Collector	Local	Urban	0.06

Frederick County: Rich History, Bright Future

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www.FrederickCountyMD.gov



March 13, 2026

Lamin S. Williams
Director, Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 N. Calvert Street
Baltimore MD 21202

Dear Mr. Williams:

The City of Gaithersburg's Planning & Code Administration collaborated with the State Highway Administration (SHA) as part of the decennial Federal Functional Classification System adjustment process. I have reviewed and concur with the proposed adjustments contained in the map and table, dated February 2026.

Prior to submitting the finalized adjustments to Federal Highway Administration (FHWA), a presentation regarding the proposed Federal Functional Classification Designations is requested to the Transportation Planning Board (TPB) Technical Advisory Committee and Council for their review and approval.

Thank you for your attention and assistance in this matter. Please contact me at 240-805-1260 or brian.fields@gaitthersburgmd.gov if you need additional information or clarification.

Sincerely,

Brian Fields

Brian Fields, P.E.
Director of Public Works

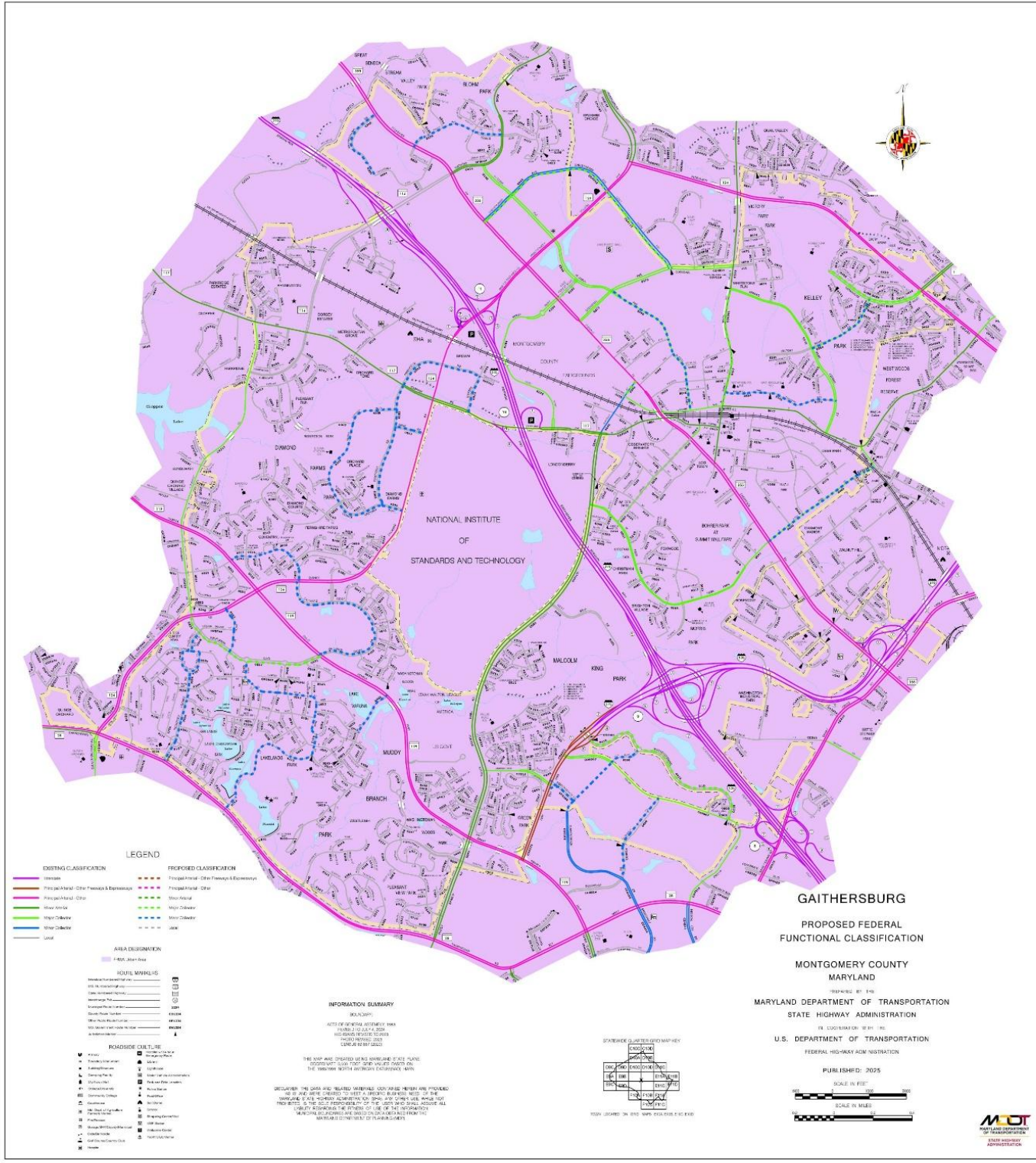
cc: Mr. Geoff Anderson, Director of Office of Planning, Programming and Project Delivery, Maryland Department of Transportation
Mr. Darren Bean, Functional Classification Program Manager, Regional and Intermodal Planning Division (RIPD), SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Emad Gheibi, Ph.D., P.E., Deputy Director of Office of Planning and Preliminary Engineering (OPPE), SHA
Ms. Tara Penders, Chief, RIPD, SHA
Lisa Shemer, Deputy Director, OPPE, SHA
Mr. Werner Schlough, Chief, Data Services Engineering (DSD), SHA
Greg Mann, Director, Planning and Code Administration

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
301-258-6300 • FAX 301-948-6149 • cityhall@gaitthersburgmd.gov • gaitthersburgmd.gov

MAYOR
Jud Ashman

COUNCIL MEMBERS
Neil Harris
Lisa Henderson
Yamil Hernández
Jim McNulty
Robert T. Wu

CITY MANAGER
Tanisha R. Briley



City of Gaithersburg Proposed Functional Classification Change February 2026

Route	Begin Point	End Point	Existing Classification	New Classification	Urban/Rural	Length
Cedar Avenue	Deer Park Road	MD 355	Major Collector	Local	Urban	0.73
Decoverly Road	Skyhill Way	Fields Road	Local	Minor Collector	Urban	0.40
Rio Boulevard	Fields Road	Washingtonian Boulevard	Local	Minor Collector	Urban	0.20
Lakelands Drive	Gatestone Street	MD 119	Local	Minor Collector	Urban	0.32
Main Street	MD 28	Kentlands Boulevard	Local	Minor Collector	Urban	1.90
Tschiffely Square Road	MD 28	Chestertown Road	Local	Minor Collector	Urban	0.95
Tschiffely Square Road	Chestertown Road	Kentlands Boulevard	Local	Minor Collector	Urban	0.14
Chestertown Road	Tschiffely Square Road	Tschiffely Square Road	Local	Minor Collector	Urban	0.11
Booth Street	Kentlands Boulevard	MD 124	Local	Minor Collector	Urban	0.32
Orchard Ridge Drive	MD 119	MD 124	Local	Minor Collector	Urban	1.20
Sioux Lane	MD 124	MD 119	Local	Minor Collector	Urban	0.60
Quince Orchard Boulevard	MD 124	Firstfield Road	Local	Minor Collector	Urban	1.39
Firstfield Road	Quince Orchard Boulevard	Bureau Drive	Local	Minor Collector	Urban	1.41
Bureau Drive	Firstfield Road	MD 117	Local	Minor Collector	Urban	0.25
Bank Street	Firstfield Road	MD 124	Local	Minor Collector	Urban	0.19
Professional Drive	Paramount Park Drive	MD 355	Local	Minor Collector	Urban	0.54
Travis Avenue	MD 355	Watkins Mill Road	Local	Minor Collector	Urban	0.65
Russell Avenue	Odendhal Avenue	E Diamond Avenue	Major Collector	Minor Collector	Urban	1.02
Victory Farm Drive	Girard Street	Saybrooke Oaks Boulevard	Major Collector	Minor Collector	Urban	0.53
Teachers Way	N Summit Avenue	Girard Street	Local	Minor Collector	Urban	0.76
E Deer Park Drive	MD 355	Railroad Street	Major Collector	Minor Collector	Urban	0.85
Saybrooke Oaks Boulevard	Forest Oak Middle School	Victory Farm Drive	Local	Minor Collector	Urban	0.33
Washingtonian Boulevard	Fields Road	Sam Eig Highway	Local	Major Collector	Urban	1.29
Kentlands Boulevard	MD 124	MD 119	Local	Major Collector	Urban	1.01
Chestnut Street	E Diamond	MD 355	Minor Collector	Major Collector	Urban	0.12
Lakeforest Boulevard	MD 355	Russell Avenue	Local	Major Collector	Urban	0.12
Christopher Avenue	MD 355	MD 124	Minor Collector	Major Collector	Urban	0.99
N Summit Avenue	MD 355	Girard Street	Minor Arterial	Major Collector	Urban	0.79
Lost Knife Road	MD 124 (Montgomery Village Avenue)	Odendhal Avenue	Minor Collector	Major Collector	Urban	0.51
Diamondback Dr	Sam Eig Highway	Fields Road	Local	Minor Collector	Urban	0.13
Ellington Boulevard	Reprise Drive	Fields Road	Local	Minor Collector	Urban	0.34



March 31, 2026

Lamin Williams
Director of Office of Planning
and Preliminary Engineering
Maryland State Highway Administration
707 N. Calvert Street
Baltimore MD 21202

Dear Mr. Williams:

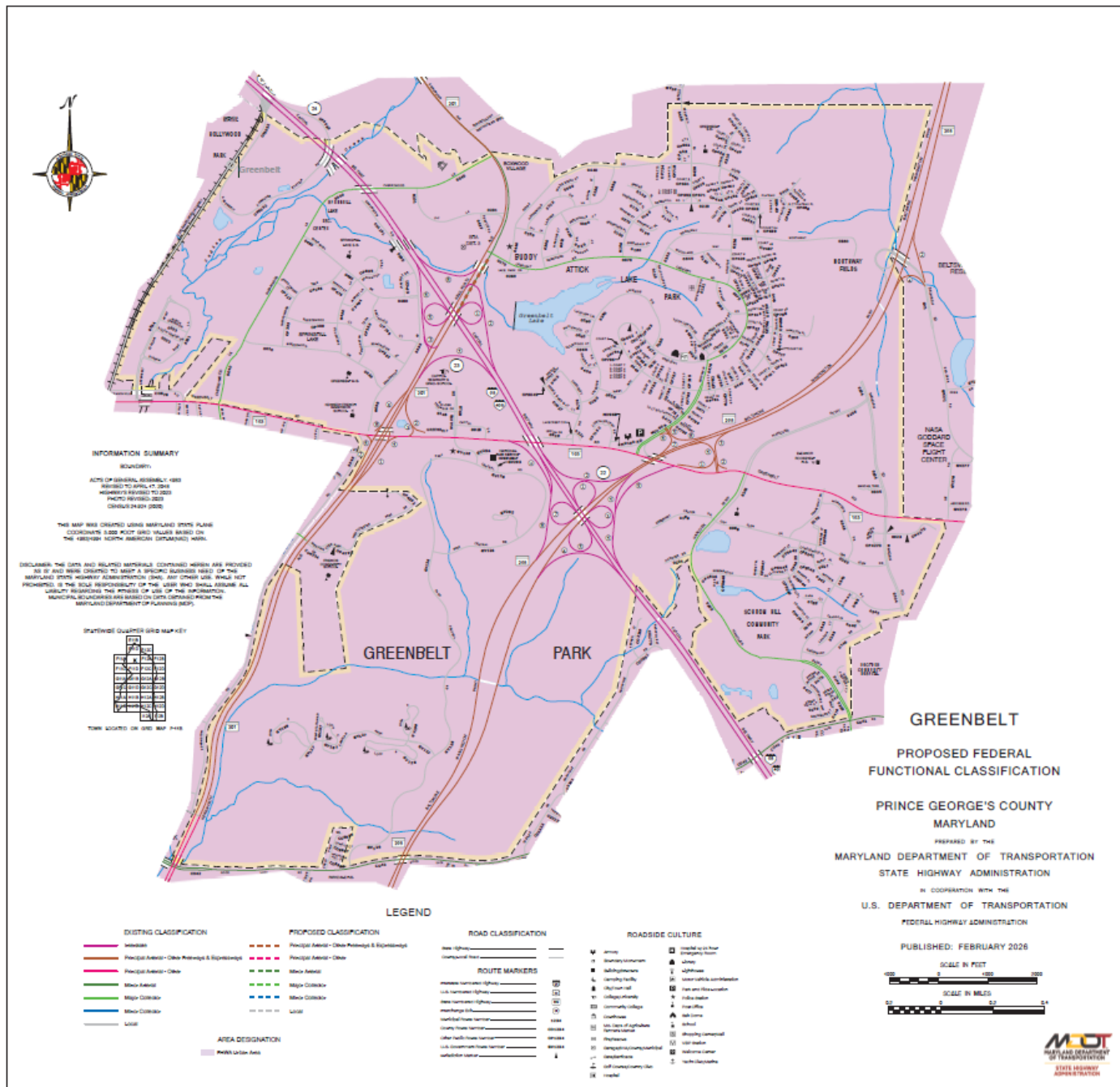
The City of Greenbelt Department of Planning and Community Development collaborated with State Highway Administration (SHA) in the decennial Federal Functional Classification System adjustment process. I have reviewed and concur with the proposed adjustments contained in the map and table below, dated February 2026.

Thank you for your attention and assistance in this matter. Please contact Jaime Fearer, Assistant Director of Planning, at jfearer@greenbeltmd.gov or 240-542-2040 if you need additional information or clarification.

Sincerely,

Terri Hruby, AICP
Director

cc: Mr. Geoff Anderson, Director of Office of Planning, Programming and Project Delivery,
Maryland Department of Transportation
Mr. Darren Bean, Functional Classification Program Manager, Regional and Intermodal
Planning Division (RIPD), SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Ms. Tara Penders, Chief, RIPD, SHA
Mr. Werner Schlough, Chief, Data Services Engineering (DSD), SHA
Greenbelt City Council
Josué Salmeron, City Manager
Mr. Brian Kim, Director, Public Works, City of Greenbelt
Ms. Jaime Fearer, Assistant Director of Planning, City of Greenbelt



City of Greenbelt Proposed Functional Classification Change February 2026						
Route	Begin Point	End Point	Existing Classification	New Classification	Urban/Rural	Length
MD 201 (Kenilworth Avenue)	I-95 (Capital Beltway)	Crescent Road	Minor Arterial	Principal Arterial - Other	Urban	0.23



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

March 20, 2026

Lamin S. Williams
Director of Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 N. Calvert Street
Baltimore MD 21202


Dear Mr. Williams:

The Montgomery County Department of Transportation collaborated with the State Highway Administration (SHA) in the decennial Federal Functional Classification System adjustment process. I have reviewed and concur with the proposed augments contained in the map and table, dated February 2026.

Prior to submitting the finalized adjustments to the Federal Highway Administration (FHWA), a presentation regarding the proposed Federal Functional Classification Designations is requested to the Transportation Planning Board (TPB) Technical Advisory Committee and Council for their review and approval.

Thank you for your attention and assistance in this matter. Please contact Andrew Bossi if you need additional information or clarification.

Sincerely,


Christopher Conklin (Mar 20, 2026 08:48:04 EDT)
Christopher R. Conklin
Director

Enclosures: 3

cc: Geoff Anderson, Director, Office of Planning, Programming and Project Delivery, Maryland Department of Transportation

Office of the Director

101 Monroe Street, 10th Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax
www.montgomerycountymd.gov/mcdot

 **montgomerycountymd.gov/311** 301-251-4850 TTY

Darren Bean, Functional Classification Program Manager, Regional and Intermodal Planning Division, Maryland State Highway Administration

Nate Evans, Assistant Chief, Regional and Intermodal Planning Division, Maryland State Highway Administration

Emad Gheibi, Ph.D., P.E., Deputy Director, Office of Planning and Preliminary Engineering, Maryland State Highway Administration

Tara Penders, Chief, Office of Planning and Preliminary Engineering, Maryland State Highway Administration

Lisa Shemer, Deputy Director, Office of Planning and Preliminary Engineering, Maryland State Highway Administration

Werner Schlough, Chief, Data Services Engineering, Maryland State Highway Administration

Haley Peckett, Deputy Director, Transportation Policy and Planning, Montgomery County Department of Transportation

Corey Pitts, Manager, Transportation Policy and Planning, Montgomery County Department of Transportation

Joseph Moges, Chief, Division of Transportation Engineering, Montgomery County Department of Transportation

Michael Paylor, Chief, Division of Traffic Engineering and Operations, Montgomery County Department of Transportation

Richard Dorsey, Chief, Division of Highway Services, Montgomery County Department of Transportation

Andrew Bossi, Senior Engineer, Montgomery County Department of Transportation

Tables of Classification Mileage Information

Montgomery County Mileage Urban Extent				
Functional Classification	Existing Miles	Existing Percent	Proposed Miles	Proposed Percent
Local	2078.3	74%	2065.0	73%
Minor Collector	77.2	3%	89.9	3%
Major Collector	203.3	7%	201.7	7%
Minor Arterial	242.0	9%	239.6	9%
Principal Arterial - Other	146.1	5%	150.8	5%
Principal Arterial - Other Freeway/Expressway	24.6	1%	24.6	1%
Interstate	39.3	1%	39.3	1%
Total	2810.8		2810.8	

Montgomery County Mileage Rural Extent				
Functional Classification	Existing Miles	Existing Percent	Proposed Miles	Proposed Percent
Local	171.0	60%	171.0	60%
Minor Collector	33.8	12%	40.3	14%
Major Collector	57.4	20%	50.9	18%
Minor Arterial	20.4	7%	20.4	7%
Principal Arterial - Other	2.4	1%	2.4	1%
Principal Arterial - Other Freeway/Expressway	0.0	0%	0.0	0%
Interstate	2.3	1%	2.3	1%
Total	287.2		287.2	

Proposed Federal Functional Classification Changes

Montgomery County Proposed Functional Classification Change February 2026

Route	Begin Point	End Point	Existing Classification	New Classification	Urban/Rural	Length
Bank Street	Firstfield Road	MD 124 (Quince Orchard Road)	Local	Minor Collector	Urban	0.14
Booth Street	Kentlands Boulevard	MD 124 (Quince Orchard Road)	Local	Minor Collector	Urban	0.23
Bradley Lane	MD 355 (Wisconsin Avenue)	MD 185 Connecticut Avenue)	Minor Arterial	Other Principal Arterial	Urban	0.727
Bureau Drive	Firstfield Road	MD 117 (West Diamond Avenue)	Local	Minor Collector	Urban	0.19
Calverton Boulevard	Cherry Hill Road	County Line	Minor Arterial	Minor Collector	Urban	0.58
Cedar Avenue	Deer Park Road	MD 355 (S Frederick Avenue)	Major Collector	Local	Urban	0.575
Chestertown Road	Tschiffely Square Road	Tschiffely Square Road	Local	Minor Collector	Urban	0.08
Chestnut Street	McBain Avenue	MD 355	Minor Collector	Major Collector	Urban	0.12
Christopher Avenue	MD 355 (N Frederick Avenue)	MD 124 (Montgomery Village Avenue)	Minor Collector	Major Collector	Urban	0.99
MD 121 (Clarksburg Road)	I-270	West Old Baltimore Road	Major Collector	Other Principal Arterial	Urban	1.55
Discovery Road	Diamondback Drive	Fields Road	Local	Minor Collector	Urban	0.47
E Deer Park Drive	MD 355 (S Frederick Avenue)	Railroad Street	Major Collector	Minor Collector	Urban	0.67
Firstfield Road	Quince Orchard Boulevard	Bureau Drive	Local	Minor Collector	Urban	0.93
Kentlands Boulevard	MD 124 (Quince Orchard Road)	MD 119 (Great Seneca Highway)	Local	Major Collector	Urban	0.77
Lake forest Boulevard	MD 355 (N Frederick Avenue)	Russell Avenue	Local	Major Collector	Urban	0.13
Lakelands Drive	Gatestone Street	MD 119 (Great Seneca Highway)	Local	Minor Collector	Urban	0.24
Lost Knife Road	MD 124 (Montgomery Village Avenue)	Odendhal Avenue	Minor Collector	Major Collector	Urban	0.51
Main Street	MD 28 (Darnestown Road)	Kentlands Boulevard	Local	Minor Collector	Urban	1.46
N Summit Avenue	East Diamond Avenue	Ginard Street	Minor Arterial	Major Collector	Urban	0.62
Orchard Ridge Drive	MD 119 (Great Seneca Hwy)	MD 124 (Quince Orchard Road)	Local	Minor Collector	Urban	1.20
Professional Drive	Paramount Park Drive	MD 355 (N Frederick Avenue)	Local	Minor Collector	Urban	0.40
Quince Orchard Boulevard	MD 124 (Quince Orchard Road)	Firstfield Road	Local	Minor Collector	Urban	1.08
Rio Boulevard	Fields Road	Washingtonian Boulevard	Local	Minor Collector	Urban	0.16
River Road	W Willard Road	MD 112 (Seneca Road)	Major Collector	Minor Collector	Rural	5.08
Russell Avenue	Odendhal Avenue	E Diamond Avenue	Major Collector	Minor Collector	Urban	0.78

Proposed Federal Functional Classification Changes

Route	Begin Point	End Point	Existing Classification	New Classification	Urban/Rural	Length
Saybrooke Oaks Boulevard	Forest Oak Middle School	Victory Farm Drive	Local	Major Collector	Urban	0.54
Sioux Lane	MD 124 (Quince Orchard Road)	MD 119 (Great Seneca Highway)	Local	Minor Collector	Urban	0.47
Teachers Way	N Summit Avenue	Girard Street	Local	Minor Collector	Urban	0.57
Travis Avenue	MD 355 (N Frederick Avenue)	Watkins Mill Road	Local	Minor Collector	Urban	0.50
Tschiffely Square Road	MD 28 (Darnestown Road)	Kentlands Boulevard	Local	Minor Collector	Urban	0.50
Victory Farm Drive	Girard Street	Saybrooke Oaks Boulevard	Major Collector	Minor Collector	Urban	0.40
Washingtonian Boulevard	Fields Road	Sam Eigg Highway	Local	Major Collector	Urban	0.99



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Aisha N. Braveboy
County Executive

Michael D. Johnson, P.E.
Director

Aisha N. Braveboy
County Executive

April 15, 2026

Lamin S. Williams
Director of Office of Planning and Preliminary Engineering
Maryland Department of Transportation - State Highway Administration
707 N. Calvert Street
Baltimore MD 21202

Dear Mr. Williams,

The Prince George's County Department of Public Works and Transportation (DPW&T) in coordination with the Maryland-National Park and Planning Commission in collaboration with the Maryland Department of Transportation (MDOT)-State Highway Administration (SHA) has participated in the decennial update of the Federal Functional Classification System.

Following a comprehensive review, I concur with the proposed classification adjustments as I have reviewed and concur with the proposed adjustments as reflected in the accompanying map and table dated February 2026.

Prior to submission of the finalized adjustments to the Federal Highway Administration (FHWA), we request that the proposed Federal Functional Classification designations be presented to the Transportation Planning Board (TPB) Technical Advisory Committee and the TPB Council for their review and approval.

Thank you for your attention to this matter and for your continued partnership. Please contact my Special Assistant, Victor Weissberg at vweissberg@co.pg.ms.us, should you require any additional information or clarification.

Sincerely,

Michael D. Johnson, P.E.
Director



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Aisha N. Braveboy
County Executive

Michael D. Johnson, P.E.
Director

Lamin S. Williams
April 15, 2026
Page 2

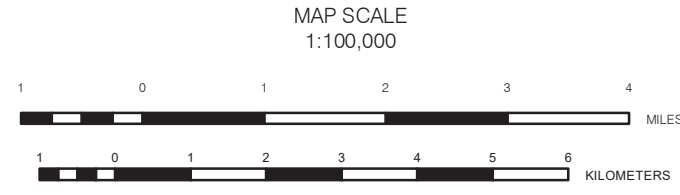
cc: Mr. Geoff Anderson, Director of Office of Planning, Programming and Project Delivery, Maryland Department of Transportation
Mr. Darren Bean, Functional Classification Program Manager, Regional and Intermodal Planning Division (RIPD), SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Emad Gheibi, Ph.D., P.E., Deputy Director of Office of Planning and Preliminary Engineering (OPPE), SHA
Ms. Tara Penders, Chief, RIPD, SHA
Lisa Shemer, Deputy Director, OPPE, SHA
Mr. Werner Schlough, Chief, Data Services Engineering (DSD), SHA
Ms. Oluseyi Olugbenle, Deputy Director, Prince George's County, Department of Public Works and Transportation
Mr. Stacey Smalls, Deputy Director, Prince George's County DPW&T
Mr. James Hunt, Acting Planning Director, M-NCPPC
Mr. Mark Berger, Supervisor, Transportation Planning, M-NCPPC
Ms. Crystal Hancock, Transportation Specialist

PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION PRINCE GEORGE'S COUNTY MARYLAND

POPULATION 967,201 (2020)

PREPARED BY THE
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

IN COOPERATION WITH THE
UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



PUBLISHED: 2026

LAMBERT CONFORMAL CONIC PROJECTION

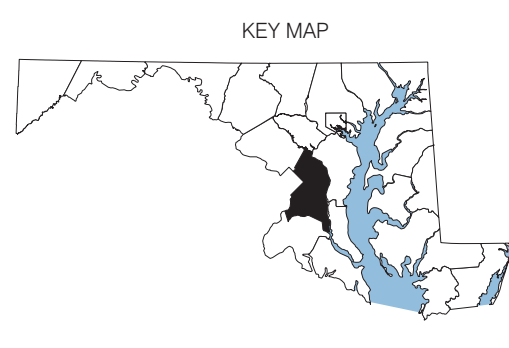
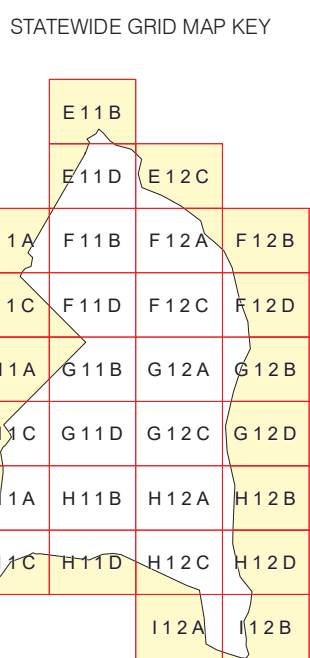
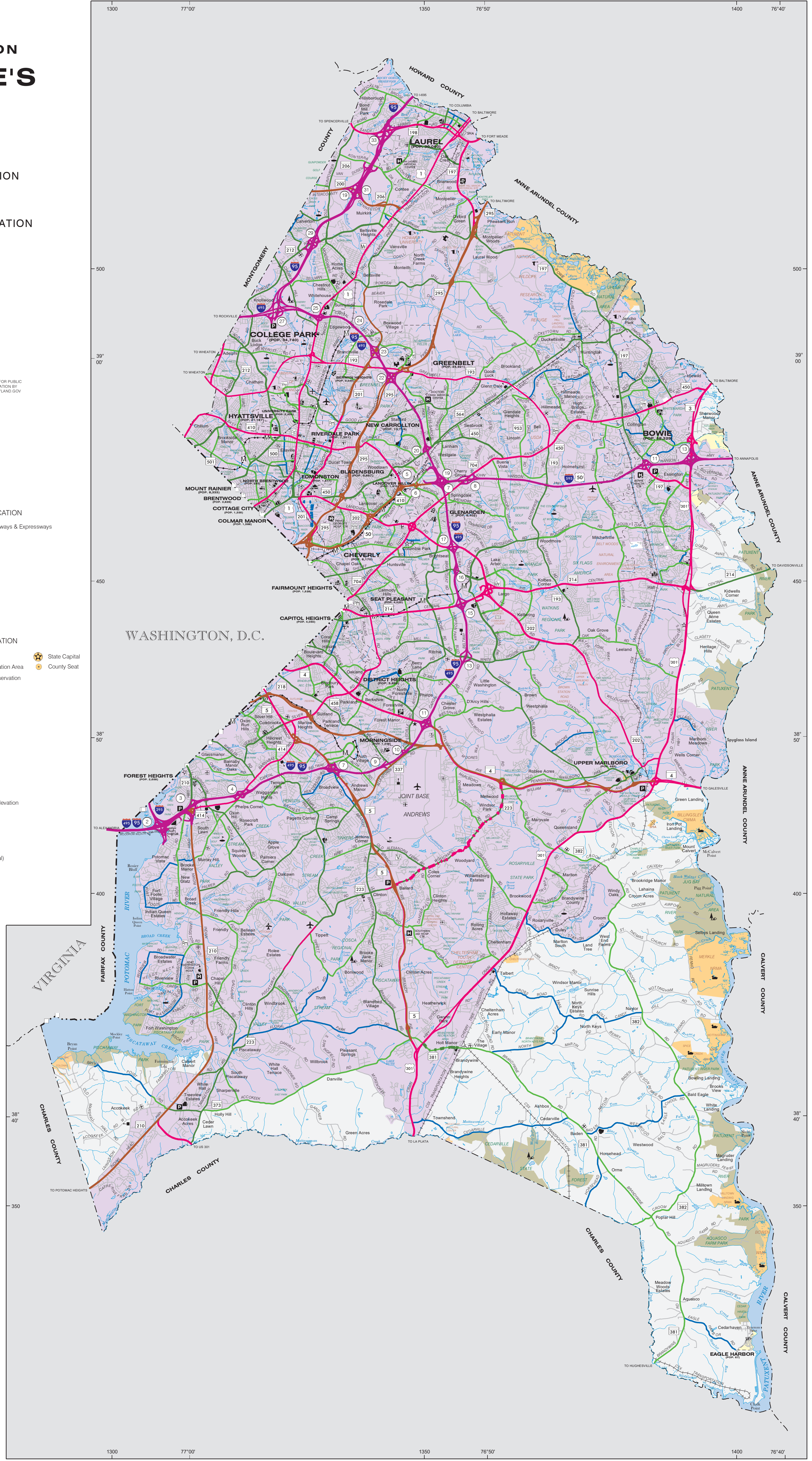
THE CULTURAL FEATURES SHOWN ON THIS MAP ARE FOR LOCATING PURPOSES ONLY AND MAY NOT REFLECT ACTUAL CONDITIONS.

THIS MAP WAS CREATED USING MARYLAND STATE PLANE COORDINATES. DIGITAL COPIES OF THIS MAP ARE AVAILABLE FOR PUBLIC USE FROM THE STATE HIGHWAY ADMINISTRATION BY VISITING OUR WEB SITE AT WWW.ROADS.MARYLAND.GOV

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LEGEND

- | | |
|---|---|
| EXISTING CLASSIFICATION | PROPOSED CLASSIFICATION |
| Interstate | Principal Arterial - Other Freeways & Expressways |
| Principal Arterial - Other Freeways & Expressways | Principal Arterial - Other |
| Principal Arterial - Other | Minor Arterial |
| Minor Arterial | Major Collector |
| Major Collector | Minor Collector |
| Minor Collector | Local |
| Local | |
-
- | | | |
|----------------------------|-----------------------------------|-------------------------------|
| HIGHWAY DESIGNATION | RAILROADS | AREA DESIGNATION |
| Interstate Highway | Standard Tracks with Station/Stop | Incorporated City |
| U.S. Highway | Rapid Transit-Inter Urban | Forest, Park, Recreation Area |
| State Highway | Overpass-Underpass | Federal, Military Reservation |
| Interchange Exit | | Reservation |
| | | FHWA Urban Area |
-
- | | | |
|----------------------------|--|----------------------------|
| ROADSIDE CULTURE | | |
| Airport | Fire/Rescue | Metro (MTA) |
| Armory | Garage(SHA/County/Municipal) | Metrolink (MMATA) |
| Camping Facility | Golf Course/Country Club | Park and Ride |
| City/Town Hall | Hospital w/24 hour Emergency Room | Post Office |
| College/University | Library | Prominent Peak w/Elevation |
| Community College | Lighthouse | State Police |
| Commuter Station w/Parking | Light Rail | Welcome Center |
| County Police | MD Motor Vehicle Administration | Wildlife Area (State) |
| Courthouse | MD Dept. of Agriculture Farmers Market | Wildlife Area (Federal) |



Prince George's County Mileage Rural Extent				
Functional Classification	Existing Miles	Existing Percent	Proposed Miles	Proposed Percent
Local	103.3	66%	103.3	66%
Minor Collector	22.7	15%	22.7	15%
Major Collector	24.9	16%	24.9	16%
Minor Arterial	5.3	3%	5.3	3%
Principal Arterial - Other	0.000	0%	0.0	0%
Principal Arterial - Other Freeway/Expressway	0.000	0%	0.0	0%
Interstate	0.000	0%	0.0	0%
Total	156.2		156.2	

Prince George's County Mileage Urban Extent				
Functional Classification	Existing Miles	Existing Percent	Proposed Miles	Proposed Percent
Local	1997.9	74%	1996.8	74%
Minor Collector	44.1	2%	45.2	2%
Major Collector	242.7	9%	241.5	9%
Minor Arterial	174.5	6%	170.3	6%
Principal Arterial - Other	137.1	5%	142.2	5%
Principal Arterial - Other Freeway/Expressway	42.5	2%	42.8	2%
Interstate	47.0	2%	47.0	2%
Total	2685.7		2685.7	

Prince George's County Proposed Functional Classification Change February 2026

Route	Begin Point	End Point	Existing Classification	New Classification	Urban /Rural	Length
MD 769C (52nd Avenue)	MD 769C (Quincy Street)	Inwood Street	Local	Minor Collector	Urban	0.55
MD 769C (Quincy Street)	MD 769C (49th Street)	MD 769C (52nd Avenue)	Local	Minor Collector	Urban	0.27
MD 769D (52nd Avenue)	MD 201 (Kenilworth Avenue)	Road End	Local	Minor Collector	Urban	0.29
MD 381 (Brandywine Road)	US 301 (Robert S. Crain Highway)	Cherry Tree Crossing Road	Major Collector	Minor Arterial	Urban	1.17
MD 223 (Woodyard Road)	MD 4 (Pennsylvania Avenue)	MD 5 (Branch Avenue)	Minor Arterial	Principal Arterial (Other)	Urban	5.13
MD 201 (Kenilworth Avenue)	Crescent Road	I-95 (Capital Beltway)	Minor Arterial	Principal Arterial (Other Freeway/ Expressway)	Urban	0.23

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

RESOLUTION ON AN AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-08.2 (MDOT STIP) WHICH ADDS FUNDING TO ONE PROJECT, I-95/I-495 BRIDGE MD 4 REPLACEMENTS AS REQUESTED BY MARYLAND DEPARTMENT OF TRANSPORTATION – STATE HIGHWAY ADMINISTRATION (MDOT SHA)

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 December 17, 2025 the TPB adopted the FY 2026-2029 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-08.2 (MDOT STIP), which adds a total project cost of \$30,000,000 utilizing \$28,500,000 in National Highway Performance Program (NHPP) funds and \$1,500,000 in state funds for the construction (CON) phase of the **I-95/I495 MD 4 Bridges Replacement (T6651)** project; 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 National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures; and

WHEREAS, the proposed amendments have been entered into the TPB’s Project InfoTrak database under TIP Action 26-08.2 (MDOT STIP) creating the 8th amended version of the FY 2026-2029 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/FY26-29/Amendments; and

WHEREAS, full funding for the projects in this TIP Action was included in the Financial Analysis of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Letter from MDOT dated April 20, 2026, requesting the amendments,

ATTACHMENT B) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,

ATTACHMENT C) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained; and

WHEREAS, this resolution and the amendments to the FY 2026-2029 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 2026-2029 TIP to include TIP Action 26-08.2 (MDOT STIP), which adds a total project cost of \$30,000,000 utilizing \$28,500,000 in NHPP funds and \$1,500,000 in state funds for the CON phase of the **I-95/I495 MD 4 Bridges Replacement (T6651)** project.

Adopted by the TPB Steering Committee at its meeting on Friday, May 1, 2026.

April 20, 2026

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

Dear Chair Harris:

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) 2026-2029 Transportation Improvement Program (TIP) for one existing project on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action updates the programmed expenditures and project schedules in FY 2026-2029 for the SHA project listed below, and this action does not affect the Air Quality Conformity Determination of Visualize 2050.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
T6651	I-95/I-495 MD 4 Bridges Replacement	26-29: \$23,398 Total: \$30,000	Adds new construction funds.

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

The Honorable Neil Harris
Page Two

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

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive style with a large initial "K".

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

Attachment

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

MEMORANDUM

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

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

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)
CHIEF TARA PENDERS

SUBJECT: REQUEST TO AMEND THE FISCAL YEAR (FY) 2026-2029 NATIONAL
CAPITAL TRANSPORTATION PLANNING BOARD (TPB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE: APRIL 13, 2026

**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 2026-2029 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
T6651	I-95/I-495 MD 4 Bridges Replacement	CO	\$23,398,000

ANALYSIS

I-95/I-495 MD 4 Bridges Replacement (T6651) – This amendment reflects the addition of \$23,398,000 in funds to the FY 2026-2029 TPB TIP construction phase funding for TPB T6651. The project’s total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from \$65,859,000 to \$95,859,000 which includes costs in years prior to and beyond the FY 2026-2029 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

Ms. Michelle Martin
Page Two

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 2026-2031 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>).

Please amend the FY 2026-2029 TPB TIP and the FY 2025-2028 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, MDOT SHA Office of Planning and Preliminary Engineering (OPPE) Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2026-2029 TPB TIP project T6651 report
- FY 2025-2028 Maryland STIP project TPB 6651 report

cc: Mr. Nate Evans, Assistant Chief, RIPD, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Emad Gheibi, Ph.D., P.E., Deputy Director, Office of Planning and Preliminary Engineering, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
John Narer, P.E., Senior Team Leader, Office of Structures, SHA
Kelly Nash, P.E., Deputy Director, Office of Structures, SHA
Mr. Justin Mohr, Chief, Structures Project Development, Office of Structures, 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

T6651 - I-95/I-495 MD 4 Bridges Replacement

Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

Plan Revision:	26-08.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	PG0191
Facility:	I 95 /I 495 at Pennsylvania Ave
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2030
Total Cost:	\$95,859,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$96,000	\$50,000	\$0	\$0	\$146,000
Preliminary Engineering	NHPP	\$1,471,000	\$783,000	\$0	\$0	\$2,254,000
Total Preliminary Engineering		\$1,567,000	\$833,000	\$0	\$0	\$2,400,000
Right of Way	NHPP	\$371,000	\$371,000	\$371,000	\$371,000	\$1,484,000
Total Right of Way		\$371,000	\$371,000	\$371,000	\$371,000	\$1,484,000
Construction	DC/STATE	\$0	\$650,000	\$1,450,000	\$1,400,000	\$3,500,000
Construction	NHPP	\$0	\$12,350,000	\$27,550,000	\$26,600,000	\$66,500,000
Total Construction		\$0	\$13,000,000	\$29,000,000	\$28,000,000	\$70,000,000
TIP Total		\$1,938,000	\$14,204,000	\$29,371,000	\$28,371,000	\$73,884,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$6,912,000
Total Future Costs		\$0	\$0	\$0	\$0	\$15,063,000
Total Programmed		\$1,938,000	\$14,204,000	\$29,371,000	\$28,371,000	\$95,859,000

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s), Adding State and NHPP funds for construction. due to Adding State and NHPP funds for construction phase.
Project Changes:	Plan Revision Name changed from "26-00" to "26-08.2 (MDOT STIP)"

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 6651

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-95/I-495 at MD 4 Bridges Replacement (PG0191)	B	Nonattainment	PCE anticipated (td)	\$ 31,379	\$ 1,798	\$ 33,177
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	SHA-PG-2 FY 2026	\$ 12,288	\$ 647	\$ 12,935
Description	Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.					
Justification	The existing structures, built in 1963, are nearing the end of their useful service life.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2025		FY 2026		FY 2027		FY 2028		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current	Total		\$ 599	\$ 1,938	\$ 10,448	\$ 20,192	\$ 33,177	\$ 33,177	\$ 33,177
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ 400	\$ 1,842	\$ 9,936	\$ 19,201	\$ 31,379	\$ 31,379	\$ 31,379	\$ 31,379	\$ 31,379
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ 199	\$ 96	\$ 512	\$ 991	\$ 1,798	\$ 1,798	\$ 1,798	\$ 1,798	\$ 1,798
<input type="checkbox"/> D) Other	Proposed	Total		\$ 599	\$ 1,938	\$ 14,204	\$ 29,371	\$ 46,112	\$ 46,112	\$ 46,112
	Federal	\$ 400	\$ 1,842	\$ 13,504	\$ 27,921	\$ 43,667	\$ 43,667	\$ 43,667	\$ 43,667	\$ 43,667
	State/Local	\$ 199	\$ 96	\$ 700	\$ 1,450	\$ 2,445	\$ 2,445	\$ 2,445	\$ 2,445	\$ 2,445
	Change	Total		\$ -	\$ -	\$ 3,756	\$ 9,179	\$ 12,935	\$ 12,935	\$ 12,935
	Federal	\$ -	\$ -	\$ 3,568	\$ 8,720	\$ 12,288	\$ 12,288	\$ 12,288	\$ 12,288	\$ 12,288
	State/Local	\$ -	\$ -	\$ 188	\$ 459	\$ 647	\$ 647	\$ 647	\$ 647	\$ 647



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	\$ -	\$ -	\$ 1,471	\$ -	\$ 783	\$ -	\$ -	\$ -	\$ 2,254	\$ -	\$ 2,254
	State	\$ -	\$ 87	\$ -	\$ 96	\$ -	\$ 50	\$ -	\$ -	\$ -	\$ 233	\$ 233
RW	NHPP	\$ -	\$ -	\$ 371	\$ -	\$ 371	\$ -	\$ 371	\$ -	\$ 1,113	\$ -	\$ 1,113
	State	\$ -	\$ 12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12	\$ 12
UT	NHPP	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ -	\$ 400
	State	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ 100
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 8,782	\$ -	\$ 18,830	\$ -	\$ 27,612	\$ -	\$ 27,612
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 462	\$ -	\$ 991	\$ -	\$ 1,453	\$ 1,453
Total		\$ 400	\$ 199	\$ 1,842	\$ 96	\$ 9,936	\$ 512	\$ 19,201	\$ 991	\$ 31,379	\$ 1,798	\$ 33,177

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	\$ -	\$ -	\$ 1,471	\$ -	\$ 783	\$ -	\$ -	\$ -	\$ 2,254	\$ -	\$ 2,254
	State	\$ -	\$ 87	\$ -	\$ 96	\$ -	\$ 50	\$ -	\$ -	\$ -	\$ 233	\$ 233
RW	NHPP	\$ -	\$ -	\$ 371	\$ -	\$ 371	\$ -	\$ 371	\$ -	\$ 1,113	\$ -	\$ 1,113
	State	\$ -	\$ 12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12	\$ 12
UT	NHPP	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ -	\$ 400
	State	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ 100
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 12,350	\$ -	\$ 27,550	\$ -	\$ 39,900	\$ -	\$ 39,900
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650	\$ -	\$ 1,450	\$ -	\$ 2,100	\$ 2,100
Total		\$ 400	\$ 199	\$ 1,842	\$ 96	\$ 13,504	\$ 700	\$ 27,921	\$ 1,450	\$ 43,667	\$ 2,445	\$ 46,112

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 3,568	\$ -	\$ 8,720	\$ -	\$ 12,288	\$ -	\$ 12,288
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 188	\$ -	\$ 459	\$ -	\$ 647	\$ 647
Total		\$ -	\$ -	\$ -	\$ -	\$ 3,568	\$ 188	\$ 8,720	\$ 459	\$ 12,288	\$ 647	\$ 12,935

TOTAL PROJECT COST

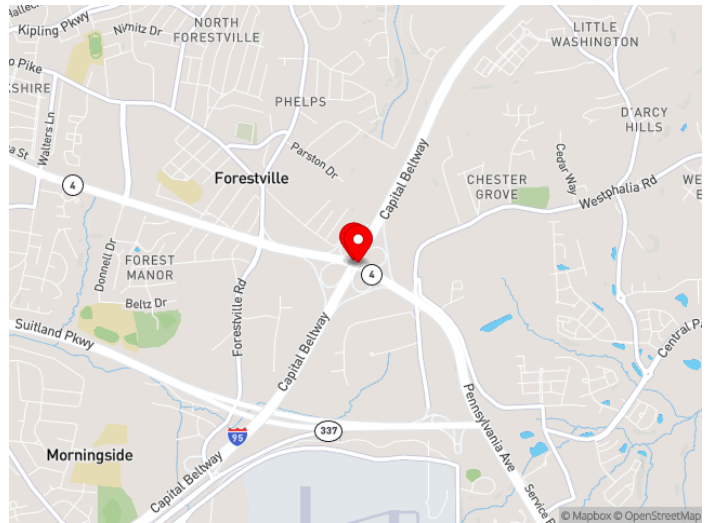
Prior Cost (≤ FY 2024)	STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost		
Federal	\$ 5,569	Federal	\$ 43,667	Federal	\$ 41,284	Federal	\$ 90,520
State/Local	\$ 744	State/Local	\$ 2,445	State/Local	\$ 2,150	State/Local	\$ 5,339
Total	\$ 6,313	Total	\$ 46,112	Total*	\$ 43,434	Total*	\$ 95,859

* A total of \$30,000,000 (\$23,398,000 within FY26-FY29 TIP) is being added to the construction phase. Of that amount, \$17,065,000 is being added beyond the FY25-FY28 STIP years (≥ FY 2029).

T6651 - I-95/I-495 MD 4 Bridges Replacement

Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

Plan Revision:	26-08.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	PG0191
Facility:	I 95 /I 495 at Pennsylvania Ave
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2030
Total Cost:	\$95,859,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$96,000	\$50,000	\$0	\$0	\$146,000
Preliminary Engineering	NHPP	\$1,471,000	\$783,000	\$0	\$0	\$2,254,000
Total Preliminary Engineering		\$1,567,000	\$833,000	\$0	\$0	\$2,400,000
Right of Way	NHPP	\$371,000	\$371,000	\$371,000	\$371,000	\$1,484,000
Total Right of Way		\$371,000	\$371,000	\$371,000	\$371,000	\$1,484,000
Construction	DC/STATE	\$0	\$650,000	\$1,450,000	\$1,400,000	\$3,500,000
Construction	NHPP	\$0	\$12,350,000	\$27,550,000	\$26,600,000	\$66,500,000
Total Construction		\$0	\$13,000,000	\$29,000,000	\$28,000,000	\$70,000,000
TIP Total		\$1,938,000	\$14,204,000	\$29,371,000	\$28,371,000	\$73,884,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$6,912,000
Total Future Costs		\$0	\$0	\$0	\$0	\$15,063,000
Total Programmed		\$1,938,000	\$14,204,000	\$29,371,000	\$28,371,000	\$95,859,000

Current Change Reason: Schedule / Funding / Scope- Update Cost change(s), Adding State and NHPP funds for construction. due to Adding State and NHPP funds for construction phase.

Project Changes:	Plan Revision Name changed from "26-00" to "26-08.2 (MDOT STIP)"
Funding Changes:	<p>NHPP</p> <ul style="list-style-type: none"> + Increase funds in FY 2027 in CON from \$8,782,000 to \$12,350,000 + Increase funds in FY 2028 in CON from \$18,830,000 to \$27,550,000 + Increase funds in FY 2029 in CON from \$16,660,000 to \$26,600,000 <p>+ Increase funds in FY 2030 in CON from \$7,978,000 to \$14,250,000</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FY 2027 in CON from \$462,000 to \$650,000 + Increase funds in FY 2028 in CON from \$991,000 to \$1,450,000 + Increase funds in FY 2029 in CON from \$877,000 to \$1,400,000 + Increase funds in FY 2030 in CON from \$420,000 to \$750,000
Federal Project Cost:	Increased from \$62,020,000 to \$90,520,000 (45.95%)
Total Project Cost:	Increased from \$65,859,000 to \$95,859,000 (45.55%)

MARYLAND DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY ADMINISTRATION (MDOT - SHA)
 FISCAL CONSTRAINT SUMMARY REPORT
 FY 2026 - 2029

FUND SOURCE	2026			2027			2028			2029		
	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
NHPP	\$1,842,000	\$1,842,000	\$0	\$13,504,000	\$13,504,000	\$0	\$27,921,000	\$27,921,000	\$0	\$26,971,000	\$26,971,000	\$0
Total	\$1,842,000	\$1,842,000	\$0	\$13,504,000	\$13,504,000	\$0	\$27,921,000	\$27,921,000	\$0	\$26,971,000	\$26,971,000	\$0

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

RESOLUTION ON AMENDMENTS TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-08.3 (VDOT STIP) WHICH ADDS TWO NEW PROJECTS TO INSTALL CCTV CAMERAS ALONG I-95 IN NORTHERN VIRGINIA AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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 December 17, 2025 the TPB adopted the FY 2026-2029 TIP; and

WHEREAS, VDOT has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-08.3 (VDOT STIP), which

- Adds a new project, **CCTV NOVA Phase 1 #I-95 CIP (T13923)**, with \$1,400,000 in state funding for the construction phase in FY 2027.
- Adds a new project, **CCTV NOVA Phase 2 #I-95 CIP (T13924)**, with \$600,000 in state funding for the construction phase in FY 2027; 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 National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 26-08.3 (VDOT STIP) creating the 6th amended version of the FY 2026-2029 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/FY26-29/Amendments; and

WHEREAS, full funding for the projects in this TIP Action was included in the Financial Analysis of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Letter from VDOT dated April 17, 2026, requesting the amendment,

ATTACHMENT B) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,

ATTACHMENT C) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained; and

WHEREAS, this resolution and the amendments to the FY 2026-2029 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review these materials at its next full meeting; and

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action 26-08.3 (VDOT STIP), which

- Adds a new project, **CCTV NOVA Phase 1 #I-95 CIP (T13923)**, with \$1,400,000 in state funding for the construction phase in FY 2027.
- Adds a new project, **CCTV NOVA Phase 2 #I-95 CIP (T13924)**, with \$600,000 in state funding for the construction phase in FY 2027.

Adopted by the TPB Steering Committee at its meeting on Friday, May 1, 2026.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

April 17, 2026

The Honorable Neil Harris, Chair
National Capital Region Transportation Planning Board, COG
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: FY 2026-2029 Transportation Improvement Program (TIP) Amendments:
CCTV NOVA Phase 1 #I-95 CIP (TIP ID T13923 / UPC 128964)
CCTV NOVA Phase 1 #I-95 CIP (TIP ID T13924 / UPC 128965)

Dear Chair Harris:

The Virginia Department of Transportation (VDOT) requests the following projects be amended and added in the FY 2026-2029 Transportation Improvement Program (TIP).

CCTV NOVA Phase 1 #I-95 CIP (TIP ID T13923 / UPC 128964)

This is a new VDOT project under TIP record T13923 which installs CCTV cameras along I-95 in Northern Virginia, funded by I-95 CIP. This project is not considered regionally significant for air quality and is exempt from air quality conformity requirements. This TIP amendment includes FY 2027 Construction funds of \$1,400,000 in State funding through Interstate Corridor Funds.

CCTV NOVA Phase 2 #I-95 CIP (TIP ID T13924 / UPC 128965)

This is a new VDOT project under TIP record T13924 which installs CCTV cameras along I-95 in Northern Virginia funded by I-95 CIP. This project is not considered regionally significant for air quality and is exempt from air quality conformity requirements. This TIP amendment includes FY 2027 Construction funds of \$600,000 in State funding through Interstate Corridor Funds.

VDOT requests approval of these project amendments in the TIP by the Transportation Planning Board's Steering Committee at its meeting on May 1, 2026. VDOT representatives will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

Bill Cutler, P.E.
Northern Virginia District Engineer

Cc.: Kimberly McCool, P.E., PMP, VDOT-NoVA
Regina Moore, AICP, PTP, VDOT-NoVA

T13923 - CCTV NOVA Phase 1 #I-95 CIP

Install CCTV cameras along I-95 in Northern Virginia funded by I-95 CIP. Cameras will be installed at Mile Markers 148, 150, 153, 156, 170, and 174.

Plan Revision:	26-08.3 (VDOT STIP)
Record Type:	Discrete
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - ITS/Technology
Agency Project ID:	128964
Facility:	-
From:	-
To:	-
County:	Fairfax, Prince William
Municipality:	-
Completion Year:	2027
Total Cost:	\$1,400,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$0	\$1,400,000	\$0	\$0	\$1,400,000
Total Construction		\$0	\$1,400,000	\$0	\$0	\$1,400,000
TIP Total		\$0	\$1,400,000	\$0	\$0	\$1,400,000
Total Programmed		\$0	\$1,400,000	\$0	\$0	\$1,400,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$1,400,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No CMP has changed from None to CMP Documentation is not required.

T13924 - CCTV NOVA Phase 2 #I-95 CIP

Install CCTV cameras along I-95 in Northern Virginia funded by I-95 CIP.

Plan Revision:	26-08.3 (VDOT STIP)
Record Type:	Discrete
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - ITS/Technology
Agency Project ID:	128965
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2027
Total Cost:	\$600,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$0	\$600,000	\$0	\$0	\$600,000
Total Construction		\$0	\$600,000	\$0	\$0	\$600,000
TIP Total		\$0	\$600,000	\$0	\$0	\$600,000
Total Programmed		\$0	\$600,000	\$0	\$0	\$600,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$600,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No CMP has changed from None to CMP Documentation is not required.

VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)
FISCAL CONSTRAINT SUMMARY REPORT
FY 2026 - 2029

FUND SOURCE	2026			2027			2028			2029		
	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
DC/STATE	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

RESOLUTION ON AN AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT MEETS THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-08.4 (VDRPT STIP) WHICH ADDS FUNDING TO ONE PROJECT, US 1 BUS PRIORITY TRANSIT PROJECT AS REQUESTED BY FAIRFAX COUNTY

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 December 17, 2025 the TPB adopted the FY 2026-2029 TIP; and

WHEREAS, Fairfax County has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-08.4 (VDRPT STIP), which adds \$20,877,732 to the total project cost increasing the cost to \$959,960,866 for the **US 1 Bus Rapid Transit (DRPT) (T13563)** project. This amendment adds \$8,126,329 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding with \$2,130,633 state match funding and adds \$8,936,858 in Regional Surface Transportation Program (RSTP) funding with \$1,683,912 in state match funding. This amendment also shifts \$18,181,611 in Carbon Reduction Program (CRP) funding for the construction phase in FY24 to \$14,545,289 in Carbon Reduction Program (CRP) funding and \$3,636,322 in state match funding for the planning phase in FY27.

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 National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 26-08.4 (VDRPT STIP) creating the 8th amended version of the FY 2026-2029 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/FY26-29/Amendments; and

WHEREAS, the **US 1 Bus Rapid Transit (DRPT) (T13563)** is included in the Air Quality Conformity Analysis of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP.

WHEREAS, full funding for the projects in this TIP Action was included in the Financial Analysis of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Letter from Fairfax County dated April 16, 2026, requesting the amendments,

ATTACHMENT B) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,

ATTACHMENT C) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained; and

WHEREAS, this resolution and the amendments to the FY 2026-2029 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 2026-2029 TIP to include TIP Action 26-08.4 (VDRPT STIP), which adds \$20,877,732 to the total project cost increasing the cost to \$959,960,866 for the **US 1 Bus Rapid Transit (DRPT) (T13563)** project. This amendment adds \$8,126,329 in CMAQ funding with \$2,130,633 state match funding and adds \$8,936,858 in RSTP funding with \$1,683,912 in state match funding. This amendment also shifts \$18,181,611 in CRP funding for the construction phase in FY24 to \$14,545,289 in CRP funding and \$3,636,322 in state match funding for the planning phase in FY27.

Adopted by the TPB Steering Committee at its meeting on Friday, May 1, 2026.



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

April 16, 2026

The Honorable Neil Harris, Chair
 Metropolitan Washington Council of Governments Transportation Planning Board (TPB)
 777 North Capital Street NE, Suite 300
 Washington, DC 20002

Subject: Action – Transportation Improvement Program (TIP) Amendments (FY 2026-2029 TIP)

Dear Mr. Harris:

Fairfax County is requesting an amendment to the National Capital Region Transportation Planning Board’s FY 2026-2029 Transportation Improvement Program (TIP) to reflect the following project funding as provided below:

US 1 (Richmond Highway) Bus Rapid Transit (BRT): This amendment seeks to add previously allocated Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation (RSTP) funding from FY 2022 through FY 2026 to the current TIP (FY 2027) and to move Carbon Reduction Program (CRP) funding from FY 2024 to FY 2027. The table below reflects the current allocations shown in the Virginia Department of Transportation’s (VDOT) Six-Year Improvement Program (SYIP) and notes previously allocated funds through FY 2021 that have been flexed to the Federal Transit Administration (FTA).

Source	Previous	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total	Flexed Thru FY 21
RSTP	\$15,890,129	\$2,200,845	\$0	\$0	\$0	\$0	\$0	\$18,090,974	\$6,953,271
RSTP Match	\$3,868,951	\$550,211	\$0	\$0	\$0	\$0	\$0	\$4,419,162	\$1,738,318
CMAQ	\$23,694,760	\$0	\$18,588,546	\$3,411,560	\$0	\$1,600,000	\$0	\$47,294,866	\$15,568,431
CMAQ Match	\$5,576,020	\$0	\$4,647,136	\$852,890	\$0	\$400,000	\$0	\$11,476,046	\$3,892,108
CRP	\$14,545,289	\$0	\$0	\$0	\$0	\$0	\$0	\$14,545,289	\$0
CRP Match	\$3,636,322	\$0	\$0	\$0	\$0	\$0	\$0	\$3,636,322	\$0

This amendment would add the following amounts to the TIP:

Source	Amount
RSTP (FY 2022-FY 2026)	\$8,936,858
RSTP Match (FY 2022-FY 2026)	\$2,130,633
CMAQ (FY 2022-FY 2026)	\$8,126,329
CMAQ Match (FY 2022-FY 2026)	\$1,683,912
TOTAL	\$20,877,732

This amendment of \$20,877,732 million would allow the Department of Rail and Public Transportation (DRPT), in coordination with the Fairfax County Department of Transportation (FCDOT), to flex approximately \$17,063,187 in additional federal CMAQ and RSTP funds to



Mr. Neil Harris
April 16, 2026
Page 2 of 2

support preliminary engineering and design work for the Richmond Highway BRT project. The Match funds listed above are not federal and are not eligible to be flexed.

Fairfax County requests approval of these adjustments to the TIP by the Transportation Planning Board's Steering Committee at its meeting on Friday, May 1, 2026, so that the funds can be included in a pending FTA grant application, 5349-2021-1.

In the meantime, if you have any questions or concerns, please feel free to contact Brent Riddle at 703-877-5659 (michael.riddle@fairfaxcounty.gov). Thank you for your consideration of this matter.

Sincerely,



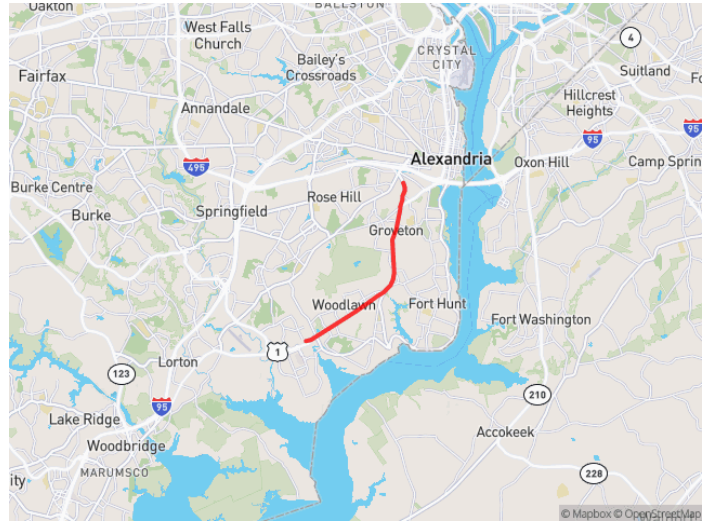
Gregg Steverson
Director

cc Kanti Srikanth, MWCOG-TPB
Sara Brown, MWCOG-TPB
Sarah Husain, Director of Northern Virginia Transit Programs, DRPT
Amy Garbarini, NOVA Transit Planning Manager, DRPT
Martha Coello, Deputy Director, FCDOT
Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT
Yuqing Xiong, Chief, Special Projects Division, FCDOT
Eric Teitelman, Chief, Active Transportation, Capital Projects, and Traffic Engineering Division, FCDOT
Vanessa Aguayo, Chief, Capital Projects Section, FCDOT

T13563 - US 1 Bus Rapid Transit (DRPT)

The Richmond Highway (Route 1) Bus Rapid Transit (BRT) project includes median running BRT from Huntington Metro Area to Fort Belvoir. The project will include: new transit stations, facilities for bicycle, pedestrian and vehicle travel modes.

Plan Revision:	26-08.4 (VDRPT STIP)
Record Type:	Discrete
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	115550
Facility:	Richmond Highway
From:	Huntington Metrorail Station
To:	Fort Belvoir
County:	Fairfax
Municipality:	-
Completion Year:	2031
Total Cost:	\$959,960,866



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CMAQ	\$0	\$8,126,329	\$0	\$0	\$8,126,329
Preliminary Engineering	CRP	\$0	\$14,545,289	\$0	\$0	\$14,545,289
Preliminary Engineering	DC/STATE	\$0	\$7,450,867	\$0	\$0	\$7,450,867
Preliminary Engineering	RSTP	\$0	\$8,936,858	\$0	\$0	\$8,936,858
Total Preliminary Engineering		\$0	\$39,059,343	\$0	\$0	\$39,059,343
Construction	CMAQ	\$693,951	\$0	\$0	\$0	\$693,951
Construction	RSTP	\$2,362,888	\$201,356	\$0	\$0	\$2,564,244
Total Construction		\$3,056,839	\$201,356	\$0	\$0	\$3,258,195
TIP Total		\$3,056,839	\$39,260,699	\$0	\$0	\$42,317,538
Total Prior Costs		\$0	\$0	\$0	\$0	\$917,643,328
Total Programmed		\$3,056,839	\$39,260,699	\$0	\$0	\$959,960,866

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "26-00" to "26-08.4 (VDRPT STIP)"
	Primary Contact changed from "None" to "Yuqing Xiong"
	Email changed from "None" to "Yuqing.Xiong@fairfaxcounty.gov"
Funding Changes:	CMAQ + Increase funds in FY 2027 in PE from \$0 to \$8,126,329
	RSTP + Increase funds in FY 2027 in PE from \$0 to \$8,936,858
	CRP + Increase funds in FY 2027 in PE from \$0 to \$14,545,289
	- Decrease funds in FY 2024 in CON from \$18,181,611 to \$0
	DC/STATE + Increase funds in FY 2027 in PE from \$0 to \$2,130,633
	+ Increase funds in FY 2027 in PE from \$0 to \$1,683,912
	+ Increase funds in FY 2027 in PE from \$0 to \$3,636,322
Federal Project Cost:	Increased from \$82,530,239 to \$95,957,104 (16.27%)
Total Project Cost:	Increased from \$939,083,134 to \$959,960,866 (2.22%)

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (VDRPT)
FISCAL CONSTRAINT SUMMARY REPORT
FY 2026 - 2029

FUND SOURCE	2026			2027			2028			2029		
	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
CMAQ	\$693,951	\$693,951	\$0	\$8,126,329	\$8,126,329	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$14,545,289	\$14,545,289	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RSTP	\$2,362,888	\$2,362,888	\$0	\$9,138,214	\$9,138,214	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$3,056,839	\$3,056,839	\$0	\$31,809,832	\$31,809,832	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

**RESOLUTION APPROVING THE SUBMISSION OF A SS4A APPLICATION FOR CONNECTED
VEHICLE DEMONSTRATION PROJECT IN THE DISTRICT OF COLUMBIA**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the Infrastructure Investment and Jobs Act (IIJA) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the safety of all users is a core goal of the TPB that, in July 2020, adopted Resolution R3-2021 establishing a policy on roadway safety that reaffirms road user safety as a top priority; and

WHEREAS, TPB's recent assessments of regional roadway safety performance have shown that the region is not meeting its targets for reducing fatalities and serious injuries on the region's roadways; and

WHEREAS, the Secretary of Transportation, United States Department of Transportation, is authorized to make grants for transportation projects; and

WHEREAS, the Safe Streets and Roads for All (SS4A) Grant Program FY 2026 Notice of Funding Opportunity (NOFO) is funded to award up to \$993,488,194 for FY 2026 grants, with \$687,809,874 available for Implementation Grants and \$305,678,320 for Planning and Demonstration Grants to be awarded by the United States Department of Transportation for federal fiscal year 2026; and

WHEREAS, funds for the SS4A Grant Program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, personal conveyance, micro mobility users, motorists, and commercial vehicle operators; and

WHEREAS, the SS4A grant program provides federal funds to eligible applicants for supplemental planning and demonstration projects that include pilots of new technology; and

WHEREAS, the SS4A grant program is eligible to Metropolitan Planning Organizations (MPOs) and local governments but does not allow applications from state DOTs such as the District Department of Transportation (DDOT); and

WHEREAS, the TPB staff have collaborated with DDOT and private industry partners to develop a demonstration project proposal to design, deploy, and evaluate the use of Vehicle-to-everything (V2X) connected vehicle technology to alert drivers about the general presence of bicyclists in the vicinity of the vehicle and provide critical safety information to drivers to prevent collisions and to improve the safety of cyclists and other riders of micromobility devices; and

WHEREAS, the project will have regional benefits given that the travelers on the District of Columbia roads are often not District residents and that a successful demonstration of this technology can be applied in the future to other parts of the region; and

WHEREAS, grant applications to the federal SS4A program are due by May 26, 2026.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the submission of a FY 2026 grant application for a connected vehicle demonstration project in the District of Columbia to protect vulnerable riders under the federal SS4A program, subject to staff being able to reach acceptable arrangements on the role, responsibility and resources for TPB staff to administer the project and fulfill its obligations as a federal grant recipient.

Adopted by the TPB Steering Committee at its meeting on Friday, May 1, 2026.



MEMORANDUM

TO: TPB Steering Committee

FROM: Tom Harrington, TPB Multimodal Planning Program Director

SUBJECT: Safe Streets for All (SS4A) Grant Application for a Connected Vehicle Demonstration Project in the District of Columbia

DATE: April 29, 2026

PURPOSE

This memorandum provides details on a request from the District Department of Transportation (DDOT) to have the TPB apply, on DDOT's behalf, for FY 2026 Safe Streets and Roads for All (SS4A) grant funding, in collaboration with WSP and [Partners for AV Education \(PAVE\)](#) member companies. Staff has held preliminary discussions on the project proposal and believes that staff time needed to administer the grant, if awarded, would be available. Staff is currently working with DDOT and WSP to finalize the grant proposal, identify roles and responsibilities and the funding for staff time, should the grant be awarded. The due date for the grant application is May 26, 2026, less than one week after the next meeting of the TPB. As such, staff is seeking the Steering Committee's approval to continue working with DDOT and WSP to finalize the proposal and apply for the grant if a satisfactory arrangement for TPB and its staff's role is reached.

BACKGROUND

The U.S. Department of Transportation issued a Notice of Funding Opportunity (NOFO) and is currently accepting competitive grant applications until May 26, 2026 for the [FY26 Safe Streets and Roads for All \(SS4A\) Grant Program](#), created in the Infrastructure Investment and Jobs Act (IIJA). SS4A grants support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets, involving all roadway users, including pedestrians, bicyclists, public transportation, personal conveyance, micromobility users, motorists, and commercial vehicle operators. Two categories of grants are awarded – Implementation grants and Planning and Demonstration grants.

Metropolitan Planning Organizations (MPOs) and local governments are eligible to apply; state Departments of Transportation are not eligible to apply. For this grant opportunity, the District Department of Transportation is viewed as a state agency, not as a city DOT, and therefore cannot apply for a SS4A grant directly.

CONNECTED VEHICLE DEMONSTRATION PROJECT

Project Scope: In association with the District Department of Transportation (DDOT) and private industry partners, led by WSP, TPB will develop and submit a grant application for a SS4A Planning and Demonstration project to conduct a demonstration of Vehicle-to-everything (V2X) connected vehicle technology to protect vulnerable riders such as cyclists. V2X technology enables vehicles to communicate wirelessly with other vehicles (V2V), infrastructure (V2I), pedestrians (V2P), and

networks (V2N) to improve road safety, traffic flow, and efficiency. The proposed technology pilot project will design, deploy, and evaluate the use of V2X to alert drivers about the general presence of bicyclists in the vicinity of the vehicle and provide critical safety information to drivers to prevent collisions.

Although the demonstration project will identify a specific corridor or locations within the District of Columbia for the pilot, the project will have regional benefits given that the travelers on the District of Columbia roads often travel throughout the region and, particularly for vehicle users, are often not District residents. So, V2X technology deployed with an emphasis in the District will be a regional deployment, just at a very small scale.

Proposed Funding Request: Up to \$5 million, the maximum for a Planning and Demonstration grant. The federal share of a SS4A grant may not exceed 80 percent of total eligible costs. The local match of 20 percent for this proposed project will be covered by in-kind services and materials provided by the private industry partners.

Roles and Responsibilities:

- *COG/TPB:* TPB will be the applicant; COG, as the fiscal and administrative agent for TPB, will administer the grant, contract with the vendor(s), and fulfill grant management and reporting requirements.
- *DDOT:* Will serve as technical project manager and advisor to ensure the successful delivery of the project; identify corridor locations for the pilot demonstration based on traffic and safety data and provide services and permits needed to conduct the demonstration project.
- *Private sector partners:* Will deliver the project according to a scope of work that will include project management, planning and design of the concept, deployment of a pilot demonstration, and testing and evaluation of effectiveness. The prime contractor will coordinate the work of a coalition of industry partners needed to carry out the demonstration project.

DRAFT RESOLUTION

Attached is a draft resolution for the board's consideration. The Steering Committee is being asked to approve TPB Resolution SR31-2026 to approve submission of a grant application for a connected vehicle demonstration project in the District of Columbia to protect vulnerable riders under the federal SS4A program by the due date of May 26, 2026. This action is subject to staff being able to reach acceptable arrangements on the role, responsibility, and resources for TPB staff to administer the project and fulfill its obligations as a federal grant recipient.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: May 14, 2026

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



National Capital Region
Transportation Planning Board

April 21, 2026

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

Re: FY 2026 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 FY26 Safe Streets and Road for All (SS4A) Implementation Grant program.

Prince William County seeks to advance implementation of its adopted Comprehensive Traffic Safety Action Plan (CTSAP) and support the City of Manassas Park's continued advancement of priorities identified in its adopted Vision Zero Action Plan (VZAP), plans that were developed with the assistance of a FY22 SS4A planning grant. The County and City are now jointly pursuing an Implementation Grant to advance projects that were prioritized as part of the safety plan efforts, including corridor and intersection upgrades, pedestrian and intersection safety improvements, rural roadway departure countermeasures, crash data and visualization tools, corridor safety audits, public outreach initiatives and a City-led street lighting improvement project. These projects will further both jurisdictions' commitment to the Safe System Approach.

The proposed effort is consistent with regional transportation and safety priorities advanced by the TPB and as identified in the Washington region's metropolitan transportation plan, Visualize 2050. These investments support the region's broader goals of improving roadway safety, expanding multimodal accessibility, and advancing implementation of proven safety countermeasures. 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.

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,

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Meagan Landis, Policy and Programming Manager, Prince William County
Mr. Steven Hall, Transportation Program Manager, City of Manassas Park



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: May 14, 2026

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Visualize 2050 Presentations at Upcoming Conferences
DATE: May 14, 2026

I am pleased to share that the Visualize 2050 National Capital Region Transportation Plan has been selected to be presented at three conferences this year.

VDOT TRANSPORTATION AND LAND USE FORUM

TPB was invited to present on the Visualize 2050 National Capital Region Transportation Plan at the Virginia Department of Transportation Coordinating Transportation & Land Use Forum on Thursday, May 14, 2026. Cristina Finch will present the TPB's recently adopted plan, focusing on the ways TPB uses its model to forecast future system performance based on anticipated land use changes and planned transportation improvements. The audience learned about TPB's future performance metrics around congestion and accessibility, and how they too may be able to incorporate such metrics from model forecasts to inform their transportation and land use planning activities.

NATIONAL ASSOCIATION OF REGIONAL COUNCILS ANNUAL CONFERENCE

The TPB submitted a session proposal and was accepted to present on the Visualize 2050 plan at the National Association of Regional Council's annual conference. The event will be held June 7-10, 2026 in Tulsa, OK. Lyn Erickson, Cristina Finch, and Sergio Ritacco will explain how the MPO engaged stakeholders in a zero-based budgeting exercise to re-evaluate all projects in its current plan prior to inclusion in the new plan and how the TPB staff re-structured the plan to showcase the outcomes of the planning process by reflecting on the current situation and forecast conditions while capturing the future challenges. Lastly, TPB staff will describe how the TPB will continue the planning process around these core challenges within its robust structure for collaboration and coordination.

ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS ANNUAL CONFERENCE

Additionally, the TPB submitted a session proposal and was accepted to present at the annual Association of Metropolitan Planning Organizations conference on the Visualize 2050 plan. The event will be held in Sacramento, CA from September 14-18, 2026. Lyn Erickson, Cristina Finch, and Jamie Bufkin will highlight how the TPB conducts the planning and programming process, how TPB conducted the zero-based budgeting exercise to re-evaluate the region's planned investments, how the public was engaged in three unique ways, how the plan is structured to reflect on current and anticipated system performance given anticipated changes in land use and transportation, and finally how recognition of key challenges prompts continuous coordination for regional planning.

DATA CENTERS IN THE DMV SERIES



Metropolitan Washington
Council of Governments

🕒 10:00 A.M. - 3:00 P.M.
(9:00 A.M. Check-In)



May 26, 2026



National Industries for
the Blind

LAND USE AND ECONOMICS FORUM

2026 CLIMATE & ENERGY LEADERSHIP AWARDS

ACCEPTING APPLICATIONS

APRIL 22 - JUNE 30, 2026



Metropolitan Washington
Council of Governments

**Recognizing
innovative
solutions to
key climate
and energy
issues in
metropolitan
Washington**

Learn more:
mwcog.org/climateawards

RECOGNIZING INNOVATIVE SOLUTIONS TO KEY CLIMATE AND ENERGY ISSUES IN METROPOLITAN WASHINGTON

PURPOSE

The Metropolitan Washington Council of Governments' (COG) Climate and Energy Leadership Awards recognize organizations that develop climate stewardship projects and programs that engage and serve the region's underserved communities. The awards program highlights a broad range of climate solutions for their unique engagement practices as well as their results, creativity, and replicability.

RECOGNITION

Climate and Energy Leadership awardees will be recognized in front of local, regional, and national officials. COG will showcase awardees to bring recognition to their successes and to serve as a role model for metropolitan Washington. This type of public acknowledgment can encourage continued and enhanced efforts of communities and organizations. Awardees will also be presented with a unique, environmentally-friendly award that is hand-crafted by a local artist.

ELIGIBILITY

Four applicants from metropolitan Washington will be recognized with a Climate and Energy Leadership Award for leading practices in climate mitigation and/or resiliency including greenhouse gas reduction, built environment and infrastructure, renewable energy, transportation, land use, or sustainability programs. Scoring places an emphasis on creative, impactful projects that engage and support underserved communities. COG will provide awards to one organization (or partnership) in each of the following categories:

- **Government Agency (2)** (local, state, regional, quasi-govt, utilities, or authorities)
 - 1 small government (<90k population) ◦ 1 large government (>90k population)
- **Non-Governmental Organization (1)** (non-profit, citizen, or community-based groups)
- **Businesses and For-profits (1)**
- **Educational Institution (1)** (K-12, public, private, or higher education)

HOW TO APPLY

Applications can be submitted at www.mwcog.org/climateawards or emailed to lboggs@mwcog.org between **April 22 - June 30, 2026**. Applications must include a 1-3 page project summary file that gives clear description on how it meets the four judging criteria listed below. Engagement will be weighed more heavily and account for 45% of the total score. Full criteria measurements below:

- **Engagement** (engage underserved communities) - 40%
- **Creativity** (innovative, resourceful or unique aspects) - 20%
- **Model** (replicability to other communities/organizations) - 20%
- **Results** (results, achievements, measured outcomes like cost-effectiveness) - 20%

Full application details are available under [Procedures and Guidelines](#) on the [awards website](#).

Regional Travel Survey

Video

Planning Our Future

Together