



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: October 15, 2026

The attached materials include:

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



National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: October 15, 2026

At its October 2 meeting, the Steering Committee reviewed and adopted resolution TPB SR6-2027 approving the National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures.

The TPB Steering Committee also reviewed and adopted three resolutions approving amendments to the FY 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). The committee also reviewed and approved the agenda for the TPB's October 21, 2026 meeting.

The committee approved the following resolutions to amend projects and programs in the FY 2026–2029 TIP. All amendments were either exempt from or consistent with air quality conformity requirements.

- TPB SR7-2027: MDOT made the following changes:
 - **T13880 – MD 410 Highway Reconstruction** - Adds \$2,900,000 to the project, increasing the total cost to \$23,070,000. The project adds \$2,610,000 in Highway Safety Improvement Program (HSIP) funding and \$290,000 in state match funding for the preliminary engineering phase in FY 2027 and the utilities phase in FY 2027 and FY 2028.
 - **T13921 – MD 414 (St. Barnabas Road) Safety Project** – Adds \$15,390,000 to the project, increasing the total cost to \$18,000,000. The amendment adds \$13,951,000 in Highway Safety Improvement Program (HSIP) funding and \$1,549,000 in state funding for the construction and utilities phases in FY 2027 through FY 2029 and removes \$110,000 in private funding from the utilities phase during the same fiscal years.
 - **T13606 – New Charles County Bus Operations and Maintenance Facility** - Adds \$12,500,020 to the project, increasing the total cost to \$25,875,020. The project adds \$10,000,016 in Section 5339 (C) funding and \$2,500,004 in local funding for the right-of-way and construction phases in FY 2027.
- TPB SR8-2027: VDOT made the following changes:
 - **T13949 – Primary Plant Mix #SGR27VP PM-9L-27** – Adds a new district-wide project to the TIP with a total project cost of \$2,218,174, consisting of \$2,000,000 in National Highway Performance Program (NHPP) funding and \$218,174 in state funding.
- TPB SR9-2027: VDRPT made the following changes:
 - **T11581 – L'Enfant Station and Fourth Track** – Adds \$25,006,239 to the total cost increasing the cost to \$175,665,721. This project adds \$37,852,998 in state funding, identified the \$25,000,000 with an unidentified funding type as BUILD grant

funding, removes \$12,235,009 in S. 5337 funding and removes \$611,750 in local funding all for the construction phase in FY 2027.

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

The committee was also given a summary presentation on Administrative Modification Cycle 26-15. DDOT submitted updates to 15 projects, resulting in a net decrease of \$69.9 million and MDOT SHA submitted an update to one project, resulting in a net increase of \$1.6 million. Overall, these modifications resulted in a net decrease of \$68.3 million to the TIP. A detailed summary of the changes to each project is available in the summary document posted on the October 2 Steering Committee meeting page.

ATACHMENTS:

- Adopted resolution SR6-2027 approving the National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures
- Adopted resolution SR7-2027 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR8-2027 approving an amendment to the TIP, as requested by VDOT
- Adopted resolution SR9-2027 approving an amendment to the TIP, as requested by VDRPT

**TPB STEERING COMMITTEE ATTENDANCE – OCTOBER 2, 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:	Zach Smith
MDOT:	Kari Snyder
VDOT:	Regina Moore, Leo Pineda, Rahul Trivedi, Kim McCool
WMATA:	Melissa Kim



MEMORANDUM

TO: TPB Steering Committee
FROM: Sara Stockdale, TPB Transportation Planner
SUBJECT: Adoption of Revised Amendment and Administrative Modification Procedures
DATE: October 1, 2026

This memorandum presents proposed revisions to the National Capital Region Transportation Plan and Transportation Improvement Program (TIP) Amendment and Administrative Modification Procedures. The revisions are being proposed in response to recent updates to the Maryland Department of Transportation's (MDOT) procedures and are intended to maintain consistency between the regional and state processes.

Concurrent with the adoption of the Visualize 2050 National Capital Region Transportation Plan and included as Appendix B of the FY 2026-2029 TIP, the TPB's procedures were adopted via TPB Resolution R4-2025 and TPB Resolution R5-2025 in December 2025 to establish the criteria for processing amendments and administrative modifications. At that time, the procedures reflected the state DOTs most recent State Transportation Improvement Program (STIP) agreements with federal partners from 2014 for MDOT and 2019 for the Virginia Department of Transportation (VDOT). On September 10, 2026, a new Memorandum of Understanding became effective for MDOT entitled "Procedures for Maryland Department of Transportation (MDOT) Statewide Transportation Improvement Program (STIP) Amendments and Administrative Modifications."

The TPB's procedures establish the criteria for determining how changes to projects in the Metropolitan Transportation Plan (MTP) and TIP are reviewed and approved. Amendments generally apply to more significant changes and require approval by the TPB or TPB Steering Committee, as applicable, while administrative modifications apply to changes that meet established criteria and may be approved by the TPB Staff Director or their designee without formal Board action.

The proposed revisions update and clarify the criteria and thresholds used to determine how changes to the MTP and TIP are classified and processed.

Key revisions to the procedures include:

- Adding a provision addressing MTP amendments for major changes that could affect financial constraint, air quality conformity, or other content determined to be significant by TPB staff for review by the TPB.
- Clarifying the examples of major changes that require a TIP amendment.
- Clarifying the criteria for TIP administrative modifications, including revising the calculation of total cost for MDOT projects/programs.
- Updating the procedures for submitting MTP and TIP amendments.

Adoption of the revised procedures will establish the criteria and processes for evaluating and processing future amendments and administrative modifications to the MTP and TIP while maintaining consistency with MDOT's updated procedures for the financial thresholds which trigger an amendment vs. administrative modification.

Amendments or administrative modifications made to the TPB's TIP are then included directly or by reference in the appropriate state DOT's Statewide Transportation Improvement Program in accordance with 23 CFR §450.328(b). The Steering Committee is being asked to approve TPB Resolution SR6-2027 to update the National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures.

ATACHMENTS:

- TPB SR6-2027 Resolution
- Draft September 2026 National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures
- September 10, 2026 Memorandum of Understanding (MOU) on Procedures for Maryland Department of Transportation (MDOT) Statewide Transportation Improvement Program (STIP) Amendments and Administrative Modifications

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

**RESOLUTION TO UPDATE THE NATIONAL CAPITAL REGION TRANSPORTATION PLAN
AND TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT AND
ADMINISTRATIVE MODIFICATION PROCEDURES**

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 Federal Planning Regulations implementing the FAST Act require that TPB procedures for an administrative modification or an amendment to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) be documented and be consistent with the Statewide Transportation Improvement Program (STIP) procedures for the District Department of Transportation (DDOT), Maryland Department of Transportation (MDOT), and Virginia Department of Transportation (VDOT); and

WHEREAS, the TPB originally adopted procedures for revision to the MTP and TIP in 2008; and

WHEREAS, the procedures have been updated over time to be compatible with the 2014 MDOT and 2019 VDOT STIP procedures as agreed to by their federal partners at the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

WHEREAS, on December 17, 2025, concurrent with the adoption of the latest MTP and TIP for the National Capital Region, the TPB approved its current MTP and TIP amendment and administrative modification procedures in TPB Resolution R5-2025 Certification of the Metropolitan Transportation Planning Process, and it was also included in an appendix to the FY 2026-2029 TIP approved with the Visualize 2050 National Capital Region Transportation Plan via TPB Resolution R4-2025; and

WHEREAS, in September 2026, MDOT executed a new agreement with Federal Highway Administration (FHWA) Maryland Division and the Federal Transit Administration (FTA) Region 3 that supersedes the 2014 MDOT agreement and revised the criteria for what qualifies as an administrative modification in the STIP procedures; and

WHEREAS, the 2025 TPB procedures have been updated to incorporate the September 2026 MDOT financial thresholds and project information that qualifies as an administrative modification in the STIP and TIP along with other minor general updates and clarifications; and

WHEREAS, the TPB procedures were developed in consultation with staff at DDOT, MDOT, and VDOT and presented to the TPB Technical Committee on September 4, 2026; and

WHEREAS, the TPB reaffirms the delegation of administrative modification approval authority to the TPB staff director or their staff designee on behalf of the TPB.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the attached National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures.



National Capital Region Transportation Plan and Transportation Improvement Program

Amendment and Administrative Modification Procedures



National Capital Region
Transportation Planning Board

Draft October 1, 2026

AMENDMENT AND ADMINISTRATIVE MODIFICATION PROCEDURES

Draft October 1, 2026

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

CREDITS

Contributing Editors: Lyn Erickson, Cristina Finch, Marc Moser, Sara Stockdale

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ACKNOWLEDGEMENTS

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OVERVIEW OF PROCEDURES FOR REVISIONS TO THE METROPOLITAN TRANSPORTATION PLAN AND THE TRANSPORTATION IMPROVEMENT PROGRAM

The National Capital Region Transportation Planning Board (TPB) is the designated Metropolitan Planning Organization (MPO) responsible for approving the metropolitan transportation plan (MTP) and transportation improvement program (TIP) for the metropolitan Washington region. Once the MTP and the TIP have been determined to meet the financial constraint and air quality conformity requirements and are approved by the TPB, they become the Plan and TIP of record. The TPB certifies its planning and programming process meets federal requirements with each new TIP adoption.

Due to the complex nature of proposing, studying, engineering, and constructing transportation projects, details of the various project phases are always in flux. As projects evolve, implementing agencies frequently need to request revisions to the TIP, and sometimes even to the MTP, between their regularly scheduled updates. Revisions could include cost, scope, schedule changes, etc. Revisions to the MTP will, at a minimum, require action by the TPB Steering Committee and may ultimately require an off-cycle conformity analysis, which could take up to a year to process. As such, any revisions to the MTP will be considered on an individual basis and will require significant advanced notice to TPB staff. In practice, most administrative modifications and amendments are made to the TPB's TIP. This document explains how the TPB ensures that the MTP and TIP remain financially constrained.

Historical Context

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005, as implemented through Federal Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), required that TPB procedures for an administrative modification or an amendment to the long range transportation plan (renamed to MTP in MAP-21) and TIP between scheduled periodic updates be documented and be consistent with the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) procedures.

According to 23 CFR 450.328, TIP Revisions and Relationship to the STIP, the MPO may revise the TIP at any time under procedures agree to by the cooperating parties; the State shall include the TIP without change, directly or by reference in the STIP; and, the State shall notify the MPO when it has included a TIP in the STIP.

On January 16, 2008, the TPB adopted procedures for processing amendments and administrative modifications to its MTP and TIP. All amendments required action by the TPB's Steering Committee and/or the full board and often required public review whereas administrative modifications were delegated by TPB to the Director of the Department of Transportation Planning of the Metropolitan Washington Council of Governments. Since 2008, MDOT in 2014 and VDOT in 2019 adopted new State Transportation Improvement Program (STIP) Procedures in agreements they had with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The TPB procedures were updated to reflect the new agreements.

In the metropolitan Washington region, DDOT, MDOT, and VDOT each provide the project descriptions and funding information for the development of the TPB's TIP and MTP. When it becomes necessary for a DOT to revise the TPB's TIP project information for the STIP, the DOT

must follow the TPB procedures for revising the TIP for inclusion directly or by reference in the STIP.

With each TPB TIP adoption starting in 2019, the TPB procedures have been modified as needed and included as an appendix to the TPB’s TIP. On December 17, 2025, concurrent with the adoption of the latest MTP and TIP for the National Capital Region, the TPB approved its current TPB procedures. In September 2026, MDOT executed a new agreement with Federal Highway Administration (FHWA) Maryland Division and the Federal Transit Administration (FTA) Region 3 that supersedes the 2014 MDOT Memorandum of Understanding (MOU) for its procedures and revised the criteria for what qualifies as an administrative modification in the MDOT STIP prompting this 2026 update to the TPB procedures.

TPB’S ROLE AND KEY STAFF

As noted, the TPB serves as the MPO for the National Capital Region and prepares the regional MTP and the TIP. The TPB’s role is to revise these documents ensuring their consistency with regional goals and other local members’ plans. Key staff involved with handling amendments and administrative modifications are noted in Table 1.

TABLE 1: KEY STAFF

TPB Staff	Title	Role
Kanti Srikanth	Executive Director	Staff Director for the Transportation Planning Board (TPB)
Lyn Erickson	Chief Program Director	Contributor
Cristina Finch	Program Manager	Contributor
Sara Stockdale	Senior Transportation Planner	Contributor
Marc Moser	Associate Transportation Planner	Contributor

Once the TPB approves the MTP and the TIP, TPB staff will establish a schedule of alternating periods for processing amendments and administrative modifications each month. At the beginning of each period, staff will issue a call for MTP/TIP amendments or administrative modifications via email, posted on the Project InfoTrak homepage/dashboard, and any other communication platforms in use at the time. TPB staff will assist staff from member agencies if there are any questions as to which type of action a proposed change would require.

TIP administrative modifications are reviewed by TPB staff. If the proposed actions are consistent with the criteria listed in the Defining Amendments, Administrative Modifications and Technical Corrections section, and the guidelines provided in the Establishing Financial Constraint section of this document then staff will process and approve the administrative modification request(s) on behalf of the Director. The TPB has delegated approval of administrative modifications to the

Director, Department of Transportation Planning of the Metropolitan Washington Council of Governments. Requests for administrative modifications will be submitted to the Director or their designee. The requests will be reviewed and those meeting the definition of administrative modification will be processed, approved, and emailed to the requesting implementing agency. All TPB approved requests for administrative modifications will be posted on the TPB web site. Upon receipt by the requesting state agency, the administrative modification will be incorporated into the STIP, shared for informational purposes with USDOT, and no federal action will be required.

For amendments, staff review the proposed revisions and prepare a resolution to approve the amendments to be considered by the TPB Steering Committee or the TPB itself, depending on the size and nature of the changes proposed, according to the guidelines provided in the Procedures section of the document. At the meeting where the amendments are slated for approval, TPB staff will be present to provide any notable comments during the discussion of the items prior to their approval. Following the TPB's review and consent of the Steering Committee's action at the next TPB meeting or direct approval by the TPB, staff will transmit an officially approved version of the resolution and amendment to the relevant agencies.

Role of TPB Subcommittees

Each month, the TPB Steering Committee approves amendments to the TIP that are exempt from or meet the air quality conformity requirement. The TPB Bylaws endow the Steering Committee with full authority to act on its behalf in the approval of amendments to the MTP and the TIP on non-regionally significant items. The phrase "non-regionally significant items" (and its inverse) is not the same as a project that may be considered "regionally significant" (or not) for the purposes of an air quality conformity analysis. As used in the TPB Bylaws, the term is subjective and multiple factors such as the scope and scale of the project and the additional amount of proposed funding may be considered.

ROLE OF KEY PLANNING AGENCIES

Key planning agencies include states, local jurisdictions, and transit agencies. The agencies' role is to provide the TPB with the details of their investment strategies for inclusion in the MTP or TIP and update their project or program information in the TPB's Project InfoTrak database when there is an administrative modification or amendment.

For administrative modifications, the agencies will submit a request via email to the Staff Director for the TPB or their designee. For amendments, the agencies must submit a signed letter to the Chair of the TPB.

PUBLIC ENGAGEMENT

The TPB Public Participation Plan¹ guides TPB staff on public engagement. The Participation Plan states the TPB will conduct a Public Forum on the TIP with each new adoption of a TIP. TPB staff use this forum as an opportunity to educate community members on federal, regional, state, and local transportation funding. In accordance with the Participation Plan, the TPB holds a public comment period before approval of a newly updated TIP. If any agency requests an amendment to update its entire section of the TIP, this is akin to a new TIP update for that agency; thus, also requiring a 30-day public comment period.

For revisions that require amending the TIP without updating the conformity analysis, TPB staff will prepare a resolution with accompanying materials to describe the proposed revision(s) to be reviewed and approved by the TPB Steering Committee. The resolution(s) and accompanying

¹ National Capital Region Transportation Planning Board (October 20, 2020). *Public Participation Plan*. <https://www.mwcog.org/documents/2020/10/21/tpb-participation-plan-outreach-public-comment-tpb>

materials are typically posted to the Steering Committee's next upcoming meeting page one week prior to the meeting date. A subscription-based email is sent the same day that the materials have been posted.

The TPB Steering Committee generally meets on the first Friday of the month, unless pre-empted by a holiday. Steering Committee meetings are streamed live and recorded on YouTube, where the public is invited to watch and listen. Following approval by the Steering Committee, the TPB will receive a report on the action at their next meeting, at which point any member or alternate may ask the board to review or reconsider any action taken by the Steering Committee. If no objection is raised, the action is considered final. State DOTs will incorporate the TIP into their STIPs and submit them to their federal partners for approval. Following federal approval of the amendments, TPB staff will add the approval date to the plan revision which will show on the Public Project InfoTrak website. The public has the opportunity to comment at all the TPB's regular meetings, and can provide written comments at any time.

Administrative modifications are handled by TPB staff and do not undergo separate public engagement. The administrative modification and amendment actions will be posted to the Public Project InfoTrak website after they have been approved.

In cases where a project sponsor requests an amendment to the MTP to include new project(s) that require an update to the air quality conformity analysis (40 CFR §§ 93.126 and 93.127), the TPB will review the proposal, air quality analysis results, any public comments received and then vote on the amendment. At a minimum, the public will have the opportunity to comment during a formal comment period prior to the TPB's vote on the amendment and at the beginning of any TPB meeting where the project is being discussed.

DEFINING AMENDMENTS, ADMINISTRATIVE MODIFICATIONS, AND TECHNICAL CORRECTIONS

Amendments

MTP amendments entail major changes that could impact financial constraint, air quality conformity, or other content determined to be significant by TPB staff for review by the TPB.

Amendments to the TIP are any major changes to projects or programs (TIP records) included in the TIP that exceed the parameters for administrative modifications, as defined in the following section. Major changes to records can include:

- Addition or deletion of a record or a discrete project phase;
- Major change in the record cost that exceeds the thresholds listed in the administrative modifications below;
- Major change in design concept or design scope as listed in the project description and project type (e.g. changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects);
- Merits air quality conformity analysis – including if an existing project changes in scope so that the project qualifies for conformity analysis and becomes non-exempt per Transportation Conformity Rule, (40 CFR §§ 93.126 and 93.127) or changes project completion date so that it changes the conformity year.

Administrative Modifications

Administrative modifications (also called “Modifications” or “Ad-Mods”) are minor changes to projects or programs (TIP records) included in the TIP that do any one or more of the actions listed below.

1. Revise a project or program (TIP record) title or description without impacting conformity or conflicting with the environmental document;
2. Change the source of funds;
3. Change the program year of funds within the TIP years;
4. Moving funding for the years outside of the TIP where the total cost does not change;
5. Change the lead agency for a project or program;
6. Split or combine individually listed projects/programs so long as schedule and scope are unchanged, and as long as the funding amounts stay within the guidelines in number eight (8), below;
7. Add or delete component projects from project grouping records or associated component project information, so long as the total project grouping funding amount stays within the guidelines in number eight (8), below; or
8. Revise the total cost listed for a TIP record subject to the applicable definition of the funding limitations adopted by DDOT, MDOT, and VDOT/DRPT for their respective STIPs.
 - a. For projects to be included in the DDOT STIP, the additional funding is limited to 25% of the total cost.
 - b. For projects to be included in the MDOT STIP, any change to funding amounts is limited based upon a sliding scale that varies by the total cost as follows:
 - If the total cost is less than \$5 million, a Modification shall be used for an increase or decrease in cost of up to 50% of the total cost
 - If the total cost is greater than \$5 million but less than 20 million, a Modification shall be used for an increase or decrease in cost up to 30% of the total cost.
 - If the total cost is greater than \$20 million, a Modification shall be used for an increase or decrease of cost up to 25% of the total project cost.
 - c. For projects to be included in the VDOT or DRPT’s STIP, the additional funding is limited based upon a sliding scale that varies by funding source and total cost as follows:
 - For transit projects using Federal Transit Administration (FTA) funds:
 - If the Approved STIP total estimated project cost is \$2 million or less, a Modification shall be used for an increase of up to 100% of the total cost.
 - If the project cost is greater than \$2 million but is \$10 million or less, a Modification shall be used for an increase of up to 50% of the total cost.
 - If the project cost is greater than \$10 million, a Modification shall be used for an increase of up to 25% of the total project cost
 - For highway projects using Federal Highway Administration (FHWA) funds:
 - If the approved STIP total estimated project cost is \$2 million or less a Modification shall be used for an increase of up to 100% of the total cost.
 - If the project cost is greater than \$2 million but is \$10 million or less, a Modification shall be used for an increase of up to 50% of the total cost.
 - If the project cost is greater than \$10 million but is \$20 million or less, a Modification shall be used for an increase of up to 25% of the total cost.
 - If the project cost is greater than \$20 million but is \$35 million or less, a Modification shall be used for an increase of up to 15% of the total cost.
 - If the project cost is greater than \$35 million, a Modification shall be used for an increase of up to 10% of the total cost

An administrative modification can be processed to reflect requested changes in accordance with these procedures provided that the existing record does not:

- affect the air quality conformity determination;
- impact financial constraint; and
- require public review and comment.

Technical Corrections

Technical corrections are minor changes in the MTP or TIP that do not require federal approval. These corrections include typographical, grammatical, or syntactical errors that address, for example, an error in spelling, grammar, deletion of a redundant word or formatting that was inadvertently published. It does not include changes to funding amounts. Such changes are handled on a case-by-case basis through agreement between the state and federal agencies and coordinated with the MPOs as necessary.

ESTABLISHING FINANCIAL CONSTRAINT

One of the TPB's primary roles is to verify the financial constraint of the region's MTP and TIP. To do this, the TPB must have accurate estimates for all expenditures planned in the MTP and programmed in the TIP. With hundreds of records of projects and programs in the MTP and TIP and their planned expenditures, the Project InfoTrak database application is the primary tool that the TPB uses to meet this requirement.

As seen in the previous section, one of the most significant factors in determining whether a project or program revision can be processed by administrative modification is the change in total cost. Due to the variety of project and program types included in the MTP and TIP, there is no one-size-fits-all approach to determining the total cost of these records. For the purpose of determining total cost, the records in the Project InfoTrak have been sorted into three categories:

- Discrete Projects
- Project Groupings
- Ongoing Programs

This section explains how those categories and other factors are used to define the total costs of projects and programs so that financial constraint can be verified when revisions are requested.

Defining Record Types and Calculating Total Cost

The three types of MTP and TIP records are defined in Table 2. For the purpose of amending or modifying the TIP, how the total costs for these record types are calculated is described in the following sections.

In addition, the TPB utilizes an "Over-Archiving Project" or "OAP" record, for records that span both the MTP and TIP. More on OAP records and their total cost calculation is provided later in this section.

TABLE 2: RECORD TYPE DEFINITIONS

Discrete Projects	Project Groupings	Ongoing Programs
Any capital activity that has: • A set scope of work, • At a specific location with determined limits • A finite project cost • Final year of completion • Typically program funds for ○ planning & engineering, ○ right-of-way acquisition, ○ and construction phases.	Multiple discrete projects (2 – 300+) that are: • Non-regionally significant (NRS) for air quality analysis • Sub-projects are similar in type, scope, or primary funding source.	Operational or capital activities that are: • Non-regionally significant (NRS) for air quality analysis • Anticipated to continue indefinitely • Funded annually at or near the same level, typically adjusted to account for inflation. • Sub-projects may be listed individually on the Component Projects tab.

Total Cost for Discrete Projects

Ideally, discrete projects would move from the MTP into the TIP as a whole, all at once. Then any discrete project would be entirely in the MTP or entirely in the TIP.

However, sometimes agencies will advance one segment of a larger discrete MTP project into the TIP to begin programming it for construction. There may also be instances where an agency will begin studying, planning, preliminary engineering (PE) or even acquiring rights-of-way (ROW) for projects that are not expected to begin construction until much later.

Whether in the MTP or in the TIP, the total cost for any whole or partial discrete project record should cover the scope of work specifically described in the record's Agency Project Title, Project Type and Description including planning, preliminary engineering, right-of-way acquisition, construction, utilities, and any other capital expenditures through the expected completion of the project. New discrete project records for project segments should include the total cost for the scope of that segment only. Discrete project records for any pre-construction phases should capture the projected cost of that entire phase. This will then be considered the "total cost" for those phases or segments.

The TPB's Project InfoTrak database application automatically calculates the total cost for each TIP record by adding together these amounts:

- For discrete project records, the sum of all funding in years prior to the current four years of the TIP (shown at the bottom of TIP tables as "Total Prior Costs" funding, (This should equal all prior actual obligations),
- The sum of all planned obligation funds programmed in the current four years of the TIP, and
- For discrete project records, the sum of any reasonably anticipated funding that the implementing agency has scheduled beyond the final year of the TIP to complete a phase or full scope of work (shown at the bottom of TIP tables as "Total Future Cost").

This calculated "Total Programmed" amount will serve as the "total cost" for that discrete TIP project record. Consistent with practices used in the MTP financial analysis, all funding should be provided in Year-of-Expenditure (YOE) dollars.

Total Cost for Project Groupings

Project Groupings are made up of multiple discrete projects called component projects, all with varying completion dates. Because there is no start or end year for the project grouping, it is not possible to define a reasonable finite total cost as is done with Discrete Projects. Project groupings are ongoing, so **the total cost for project grouping records used for determining amendments or add-mods is the four-year total programmed in the TIP.** No prior funding or future funding should be entered. The project grouping total cost, because it is the sum of the funding programmed in the four years of the TIP, will not equal the sum of the total cost of its component projects as described below.

Project Groupings utilize the component project tab in Project InfoTrak. Each component project will show its total cost (entered manually and equal to the sum of prior, current four-year planned obligations, and future costs).

To account for all expenditures in the MTP, project groupings should have one TIP record to cover the first four years, and one MTP record that reflects the cost of the grouping beyond the final year of the current TIP through the horizon year of the MTP.

Total Cost for Ongoing Programs

Ongoing programs are anticipated to continue indefinitely with annual expenses. This continuous nature makes calculating a finite **total cost** somewhat arbitrary. **For ongoing program records, the four-year program total will serve as the total cost.** Funds shall be programmed in the four active years of the TIP only. No prior funding or future funding should be entered.

To account for all expenditures in the MTP, ongoing programs should have one TIP record to cover the first four years, and one MTP record that reflects the cost of the program beyond the final year of the current TIP through the horizon year of the MTP.

Total Cost for the TIP and MTP

Total cost is not calculated the same way for MTP records as it is for TIP records. Since no specific funding sources have been allocated to projects in the MTP, prospective revenues need only be “reasonably expected to be available.” The total cost for MTP records is provided by the funding agencies during a plan update. Staff will track the overall total through a simple addition of the expected amounts of federal, state, local, regional, private, or other funding mechanisms listed for the projects. Maintaining the total cost for MTP records as they relate to project records that have been advanced into the TIP is critical for maintaining financial constraint of the plan as well as the TIP. This section discusses how MTP records are eventually advanced, in whole or in part into the TIP, and how those related records are tracked.

Tracking TIP and MTP Records with Over-Archiving Projects

A project segment or phase may be advanced into the TIP as an independent discrete project record, so long as there is no change to how the project is reflected in the most recently approved air quality conformity analysis and the action complies with all other federal requirements. A segment or phase can be amended into the TIP through TPB Steering Committee approval. Once phases or segments of a singular discrete MTP project record begin advancing into the TIP, keeping track of these multi-record projects becomes very important for maintaining financial constraint. The TPB’s Project InfoTrak system uses a type of super-record called an “Over-Archiving Project” or “OAP” record. Project IDs for these records start with “G” to keep track of all records associated with the original MTP project record.

OAP records are useful for Project Grouping and Ongoing Program records as well. MTP records have been established as “companion” records for all Project Grouping and Ongoing Program records to account for the projected expenditures of those records throughout the plan year horizon.

PROCEDURES FOR SUBMITTING AMENDMENT OR ADMINISTRATIVE MODIFICATION REQUESTS

TPB staff will publish a schedule that announces in advance when submissions for MTP or TIP amendments and administrative modifications will be accepted and the associated due dates for data entry and submission of the requests. These dates are subject to change due to unforeseen circumstances, but staff will update the published schedule as far in advance as possible and make every effort to inform the implementing agencies of any such changes. Amendment and administrative modification submissions will not be accepted after the posted due dates, save for extenuating circumstances.

When it becomes necessary for an agency to revise the information for a project in the MTP and/or TIP, the agency will review the type of changes to the project and apply the above definitions to determine if it can be processed by the TPB as an administrative modification or an amendment. For an amendment, the DOT will then submit the project changes to the TPB via a letter to the TPB chair, and for an administrative modification, the DOT will send an email addressed to the TPB Staff Director.

Amendments

At the beginning of each amendment cycle, TPB staff will issue a Call for Amendments. Each agency requesting an MTP or TIP amendment must complete their data entry and submit a signed letter addressed to the Chair of the TPB by the specified deadline. The letter must be very specific for each project/program to justify approval by the TPB. The request letter will:

- Identify why the amendment is being requested,
- Note if successive administrative modifications are triggering the amendment
- Identify funds moving from the MTP (CE record) into the TIP program years,
- Identify if the project/program is a new and not previously included in the MTP,
- Specify funds that are being advanced or deducted by phase in the TIP program years, and
- Identify all sources of funding that would increase or decrease the total cost.

TPB staff will work with agency staff to determine whether that funding was included in the financial analysis of the most recently approved MTP and TIP. The requests will be reviewed by TPB staff, and a determination will be made to either present it to the Steering Committee for approval or go to the full TPB Board.

Under the TPB Bylaws, the Steering Committee “*shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.*” The Steering Committee will approve the amendment or will recommend that the TPB take up the amendment for action. For agencies requesting an amendment to update its entire section of the TPB’s TIP, a 30-day public comment period is required. In such instances, agencies must provide TPB staff with notice at least 60 days in advance to ensure that the amendment can be given adequate time for technical review and be placed on the necessary agendas.

All TPB approved requests for MTP and TIP amendments will be documented for public review on the Public Project InfoTrak website and forwarded to the requesting agency. Upon receipt of the approved amendment, the requesting agency will transmit it to FHWA and/or FTA (depending on the funding sources involved) along with the request for federal approval of an amendment to its STIP.

After approval by FHWA and FTA, the amendment will be incorporated into the DOT's STIP. Upon notification to TPB staff that the amendment has been federally approved, the federal approval date will be added to the TPB's Project InfoTrak database.

Administrative Modifications

In accordance with the posted schedule, TPB staff will announce the opening of each period for accepting administrative modification requests. The TPB has delegated approval of TIP administrative modifications to the TPB Staff Director. Requests for TIP administrative modifications must be submitted via email to the Staff Director or their designee. In the administrative modification request, the submitting agency must explain the following information:

- Why an administrative modification is needed,
- The source of any new funds that increase the project cost below the acceptable TIP thresholds as noted previously, and
- Why the action qualifies as an administrative modification, citing the definitions provided above and the agency's procedures and agreements with FHWA and FTA.

TPB staff will work with agency staff to determine if the funds were included in the most recent financial analysis of the MTP and TIP and if the request meets the definition of administrative modification will be approved and posted in the Project InfoTrak system. Approved TIP administrative modifications will be forwarded to the requested implementing agency for incorporation into its STIP with no federal action required.

Cumulative Administrative Modification Totals

Since administrative modifications are not reviewed and approved by FHWA or FTA, the total cost of the most recent TIP adopted or subsequent amendments is used for determining an administrative modification. Therefore, when calculating the percentage increase in a total cost across successive administrative modification requests, the baseline total cost will always refer to the total cost most recently approved by adoption of, or amendment to the TIP. Once the threshold of successive administrative modifications is reached, the next action taken must be by amendment, regardless of the size of the administrative modification request. This will prevent a situation where successive administrative modification requests would effectively bypass the intended limit to an increase of a project or program's cost without TPB and public review.

DISPUTE RESOLUTION

If a question arises on the interpretation of the definition of an amendment, the TPB, the requesting DOT, FHWA and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an amendment, the final decision will rest with the TPB's federal representative at FTA for transit projects and FHWA for highway projects.

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 ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-16.2 (MDOT STIP) WHICH ADDS FUNDING TO THREE EXISTING PROJECTS, THE MD 410 HIGHWAY RECONSTRUCTION PROJECT, THE MD 414 (ST. BARNABAS ROAD) SAFETY PROJECT, AND THE NEW CHARLES COUTNY BUS OPERATIONS AND MAINTENANCE FACILITY PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

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

WHEREAS, MDOT SHA has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-16.2 (MDOT STIP), consisting of the following records:

- **T13880 – MD 410 Highway Reconstruction** - Adds \$2,900,000 to the project, increasing the total project cost to \$23,070,000. The project adds \$2,610,000 in HSIP funding and \$290,000 in state match funding for the preliminary engineering phase in FY 2027 and the utilities phase in FY 2027 and FY 2028.
- **T13921 – MD 414 (St. Barnabas Road) Safety Project** – Adds \$15,390,000 to the project, increasing the total project cost to \$18,000,000. The amendment adds \$13,951,000 in HSIP funding and \$1,549,000 in state funding for the construction and utilities phases in FY 2027 through FY 2029 and removes \$110,000 in private funding from the utilities phase during the same fiscal years.
- **T13606 – New Charles County Bus Operations and Maintenance Facility** - Adds \$12,500,020 to the project, increasing the total project cost to \$25,875,020. The project adds \$10,000,016 in Section 5339 (C) funding and \$2,500,004 in local funding for the right-of-way and construction phases 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 26-16.2 (MDOT STIP) creating the 16th 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 September 18, 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 26-16.2 (MDOT STIP), consisting of the following records:

- **T13880 – MD 410 Highway Reconstruction** - Adds \$2,900,000 to the project, increasing the total project cost to \$23,070,000. The project adds \$2,610,000 in HSIP funding and \$290,000 in state match funding for the preliminary engineering phase in FY 2027 and the utilities phase in FY 2027 and FY 2028.
- **T13921 – MD 414 (St. Barnabas Road) Safety Project** – Adds \$15,390,000 to the project, increasing the total project cost to \$18,000,000. The amendment adds \$13,951,000 in HSIP funding and \$1,549,000 in state funding for the construction and utilities phases in FY 2027 through FY 2029 and removes \$110,000 in private funding from the utilities phase during the same fiscal years.
- **T13606 – New Charles County Bus Operations and Maintenance Facility** - Adds \$12,500,020 to the project, increasing the total project cost to \$25,875,020. The project adds \$10,000,016 in Section 5339 (C) funding and \$2,500,004 in local funding for the right-of-way and construction phases in FY 2027.

September 18, 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 three existing projects on behalf of the State Highway Administration (SHA) and the Maryland Transit Administration (MTA) as described below and in the attached memo.

This action updates the programmed expenditures and project schedules in FY 2026-2029 for the two SHA projects listed below and the receipt of a discretionary grant for the MTA project. Additionally, this action does not affect the Air Quality Conformity Determination of Visualize 2050.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
13880	MD 410 Highway Reconstruction	26-29: \$ 2,900 Total: \$ 2,900	Adds new preliminary engineering and utilities funds.
13921	MD 414 (St. Barnabas Road) Safety Project	26-29: \$ 15,390 Total: \$ 15,390	Adds new utility and construction funds.
13606	New Charles County Bus Operations and Maintenance Facility	26-29: \$ 12,500 Total: \$ 12,500	Adds new construction and right-of-way 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, flowing style.

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)  9/18/2026
CHIEF TARA PENDERS

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

DATE: SEPTEMBER 18, 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
T13880	MD 410 Highway Reconstruction	PE UT	\$400,000 \$2,500,000
T13921	MD 414 (St. Barnabas Road) Safety Project	UT CO	\$390,000 \$15,000,000

ANALYSIS

MD 410 Highway Reconstruction (TPB 13880) – This amendment reflects the addition \$400,000 in FY 2026-2029 TPB TIP preliminary engineering funding to accommodate SHA updated project expenditures and project schedules in FY 2026-2029. This amendment also reflects the addition of \$2,500,000 in funds for utilities. The project’s total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from \$20,170,000 to \$23,070,000, which includes funding programmed in years prior to and beyond the FY 2026-2029 TPB TIP.

MD 414 (St. Barnabas Road) Safety Project (TPB 13921) – This amendment reflects the addition \$390,000 in FY 2026-2029 TPB TIP funding for utilities to accommodate SHA updated project expenditures and project schedules in FY 2026-2029. This amendment also reflects the redistribution and shift in the fund source of \$110,000 in utility funds from private funds to federal Highway Safety Improvement Program (HSIP) and state funds. This amendment also reflects the addition of \$15,000,000 in funds for construction. The project's total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from \$2,610,000 to \$18,000,000, which includes funding programmed in years prior to the FY 2026-2029 TPB TIP.

The attached Statewide TIP (STIP) report documents MDOT's requested modification with respect to funding for the above project. This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The modified 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>) and FY 2025-2028 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

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

ATTACHMENTS

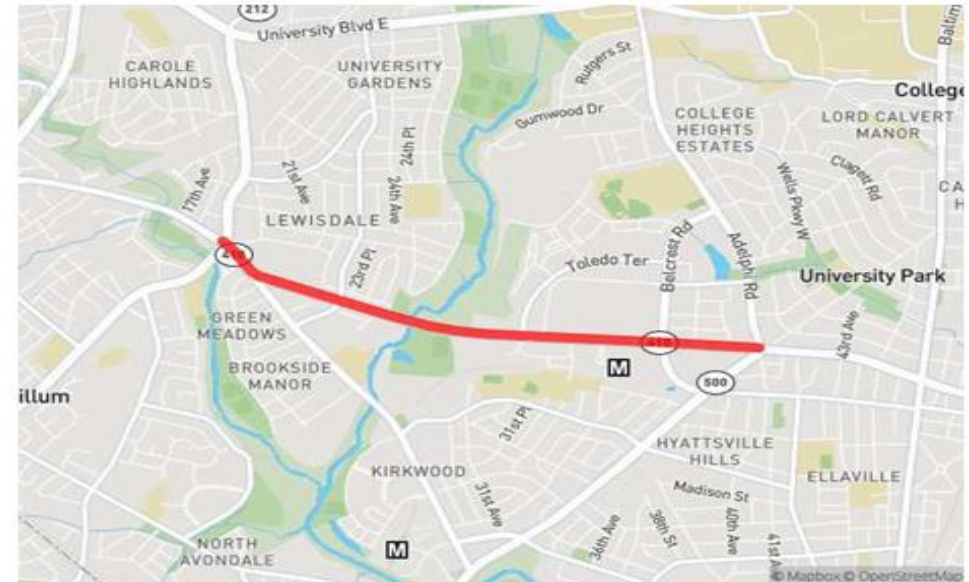
- FY 2026-2029 TPB TIP project T13880 report
- FY 2025-2028 Maryland STIP project TPB 13880 report
- FY 2026-2029 TPB TIP project T13921 report
- FY 2025-2028 Maryland STIP project TPB 13921 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, SHA
Mr. Nate Evans, Assistant Chief, RIPD, OPPE, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Emad Gheibi, Ph.D., P.E., Deputy Director, OPPE, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA
Ms. Dorey Uong, Transportation Engineer Manager, Engineering Systems Team,
District 3, SHA
Marta Yimer, P.E., Project Manager, Engineering Systems Team, District 3, SHA

T13880 - MD 410 Highway Reconstruction

Safety and accessibility improvements in the MD 410 corridor from Adelphi Road/ MD 500 to MD 212. Improvements include the elimination of channelized right-turn lanes, sidewalks, bicycle lanes, ADA ramps, bus lanes, pedestrian refuge areas, and curb extensions.

Plan Revision:	26-16.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PGA441
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Hyattsville
Estimated Completion Year:	2030
Total Cost:	\$23,070,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$189,000	\$89,000	\$0	\$0	\$278,000
Preliminary Engineering	HSP	\$1,702,000	\$801,000	\$0	\$0	\$2,503,000
Total Preliminary Engineering		\$1,891,000	\$890,000	\$0	\$0	\$2,781,000
Right of Way	DC/STATE	\$21,000	\$34,000	\$23,000	\$24,000	\$102,000
Right of Way	HSP	\$187,000	\$306,000	\$217,000	\$216,000	\$926,000
Total Right of Way		\$208,000	\$340,000	\$240,000	\$240,000	\$1,028,000
Construction	DC/STATE	\$0	\$82,000	\$320,000	\$278,000	\$680,000
Construction	HSP	\$0	\$1,566,000	\$6,081,000	\$5,274,000	\$12,921,000
Total Construction		\$0	\$1,648,000	\$6,401,000	\$5,552,000	\$13,601,000
Utility	DC/STATE	\$0	\$108,000	\$142,000	\$0	\$250,000
Utility	HSP	\$0	\$974,000	\$1,276,000	\$0	\$2,250,000
Total Utility		\$0	\$1,082,000	\$1,418,000	\$0	\$2,500,000
STIP Total		\$2,099,000	\$3,960,000	\$8,059,000	\$5,792,000	\$19,910,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,419,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Future Costs		\$0	\$0	\$0	\$0	\$1,741,000
Total Programmed		\$2,099,000	\$3,960,000	\$8,059,000	\$5,792,000	\$23,070,000

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13880 MC#25-127 Approved 5/8/2026

SUMMARY TABLE

Project		Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
					Federal	State/Local	Total
MD 410 Highway Reconstruction (T13880)		B	Exempt	tbd	\$ 11,562	\$ 718	\$ 12,280
		Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
					Federal	State/Local	Total
		SHA	TPB	SHA-PG-5 2026	\$ 2,610	\$ 290	\$ 2,900
Description	Safety and accessibility improvements in the MD 410 corridor from Adelphi Road/ MD 500 to MD 212. Improvements include the elimination of channelized right-turn lanes, sidewalks, bicycle lanes, ADA ramps, bus lanes, pedestrian refuge areas, and curb extensions.						
Justification	This project will make Context Driven improvements on MD 410 from MD 212 (Riggs Road) to Adelphi Road/ MD 500 (Queens Chapel Road) making travel safe for all users. This project is part of the Pedestrian Safety Action Plan Program which utilizes a data-driven approach to prioritize corridors for vulnerable road user safety.						

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
☐ A) Adds new individual projects to the current STIP ☐ B) Increase/decrease, scope change, advance, delay, or phase change ☐ C) Removes or deletes individual listed project from the STIP ☒ D) Other [Administrative modification to add and shift federal/state construction funding]	Current (000s)	Total	\$ 1,062	\$ 2,099	\$ 2,478	\$ 6,641	\$ 12,280
		Federal	\$ 1,062	\$ 1,889	\$ 2,313	\$ 6,298	\$ 11,562
		State/Local	\$ -	\$ 210	\$ 165	\$ 343	\$ 718
	Proposed (000s)	Total	\$ 1,062	\$ 2,099	\$ 3,960	\$ 8,059	\$ 15,180
		Federal	\$ 1,062	\$ 1,889	\$ 3,647	\$ 7,574	\$ 14,172
		State/Local	\$ -	\$ 210	\$ 313	\$ 485	\$ 1,008
	Change (000s)	Total	\$ -	\$ -	\$ 1,482	\$ 1,418	\$ 2,900
		Federal	\$ -	\$ -	\$ 1,334	\$ 1,276	\$ 2,610
		State/Local	\$ -	\$ -	\$ 148	\$ 142	\$ 290

PHASE DETAIL

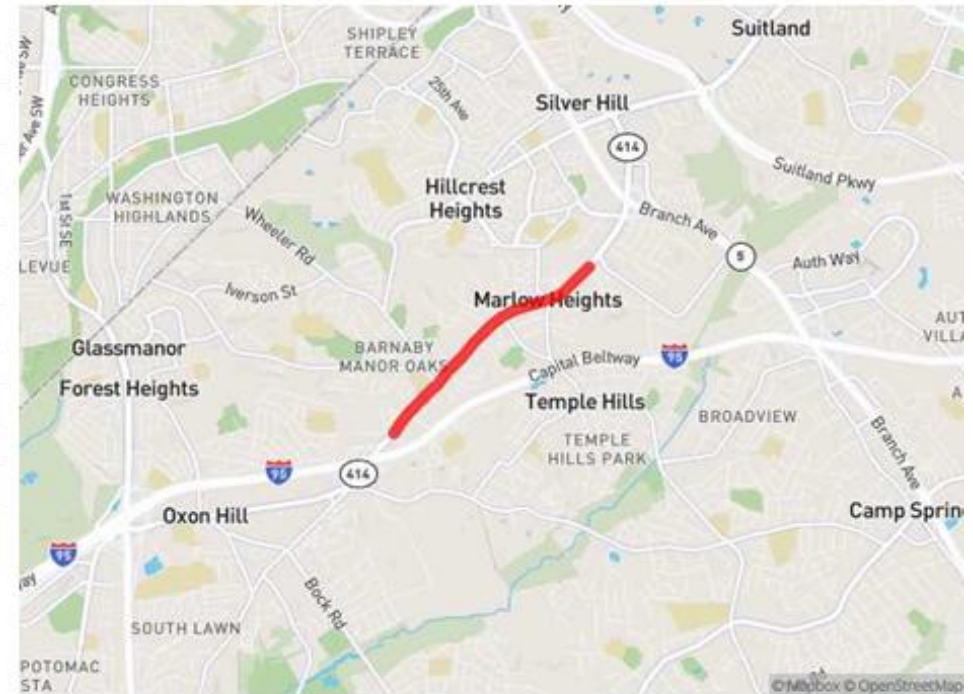
Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	HSIP	\$ 1,062	\$ -	\$ 1,702	\$ -	\$ 441	\$ -	\$ -	\$ -	\$ 3,205	\$ -	\$ 3,205
	State	\$ -	\$ -	\$ -	\$ 189	\$ -	\$ 49	\$ -	\$ -	\$ -	\$ 238	\$ 238
RW	HSIP	\$ -	\$ -	\$ 187	\$ -	\$ 306	\$ -	\$ 217	\$ -	\$ 710	\$ -	\$ 710
	State	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 34	\$ -	\$ 23	\$ -	\$ 78	\$ 78
UT	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ 1,566	\$ -	\$ 6,081	\$ -	\$ 7,647	\$ -	\$ 7,647
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82	\$ -	\$ 320	\$ -	\$ 402	\$ 402
Total		\$ 1,062	\$ -	\$ 1,889	\$ 210	\$ 2,313	\$ 165	\$ 6,298	\$ 343	\$ 11,562	\$ 718	\$ 12,280

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	HSIP	\$ 1,062	\$ -	\$ 1,702	\$ -	\$ 801	\$ -	\$ -	\$ -	\$ 3,565	\$ -	\$ 3,565
	State	\$ -	\$ -	\$ -	\$ 189	\$ -	\$ 89	\$ -	\$ -	\$ -	\$ 278	\$ 278
RW	HSIP	\$ -	\$ -	\$ 187	\$ -	\$ 306	\$ -	\$ 217	\$ -	\$ 710	\$ -	\$ 710
	State	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 34	\$ -	\$ 23	\$ -	\$ 78	\$ 78
UT	HSIP	\$ -	\$ -	\$ -	\$ -	\$ 974	\$ -	\$ 1,276	\$ -	\$ 2,250	\$ -	\$ 2,250
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108	\$ -	\$ 142	\$ -	\$ 250	\$ 250
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ 1,566	\$ -	\$ 6,081	\$ -	\$ 7,647	\$ -	\$ 7,647
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82	\$ -	\$ 320	\$ -	\$ 402	\$ 402
Total		\$ 1,062	\$ -	\$ 1,889	\$ 210	\$ 3,647	\$ 313	\$ 7,574	\$ 485	\$ 14,172	\$ 1,008	\$ 15,180
Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	HSIP	\$ -	\$ -	\$ -	\$ -	\$ 360	\$ -	\$ -	\$ -	\$ 360	\$ -	\$ 360
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ -	\$ -	\$ 40	\$ 40
RW	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	HSIP	\$ -	\$ -	\$ -	\$ -	\$ 974	\$ -	\$ 1,276	\$ -	\$ 2,250	\$ -	\$ 2,250
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108	\$ -	\$ 142	\$ -	\$ 250	\$ 250
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 1,334	\$ 148	\$ 1,276	\$ 142	\$ 2,610	\$ 290	\$ 2,900
TOTAL PROJECT COST												
Prior Cost (≤ FY 2024)				STIP Cost (FY 2025-2028)			Balance to Complete (≥ FY 2029)			Total Project Cost		
Federal			\$ 357	Federal		\$ 14,172	Federal		\$ 7,134	Federal		\$ 21,663
State/Local			\$ -	State/Local		\$ 1,008	State/Local		\$ 399	State/Local		\$ 1,407
Total			\$ 357	Total		\$ 15,180	Total		\$ 7,533	Total		\$ 23,070

T13921 - MD 414 (St. Barnabas Road) Safety Project

Pedestrian safety improvements including new pavement, markings, signage, pedestrian ramps, median refuges with hybrid beacons, landscaping, driveway entrance upgrades, and bus stops that meet ADA standards. The project also includes the removal of channelized right-turns and upgrading of existing traffic signals, including signal phasing changes and APS/CPS throughout the corridor. Project limits extend from Virginia Lane to Clifton Road.

Plan Revision:	26-16.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA431
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Estimated Completion Year:	2028
Total Cost:	\$18,000,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$120,000	\$60,000	\$0	\$0	\$180,000
Preliminary Engineering	NHPP	\$480,000	\$242,000	\$0	\$0	\$722,000
Total Preliminary Engineering		\$600,000	\$302,000	\$0	\$0	\$902,000
Construction	DC/STATE	\$0	\$462,000	\$684,000	\$353,000	\$1,499,000
Construction	HSIP	\$0	\$4,158,000	\$6,161,000	\$3,182,000	\$13,501,000
Total Construction		\$0	\$4,620,000	\$6,845,000	\$3,535,000	\$15,000,000
Utility	DC/STATE	\$0	\$18,000	\$21,000	\$11,000	\$50,000
Utility	HSIP	\$0	\$162,000	\$192,000	\$96,000	\$450,000
Total Utility		\$0	\$180,000	\$213,000	\$107,000	\$500,000
-	NHPP	\$0	\$0	\$0	\$0	\$0
TIP Total		\$600,000	\$5,102,000	\$7,058,000	\$3,642,000	\$16,402,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,598,000
Total Programmed		\$600,000	\$5,102,000	\$7,058,000	\$3,642,000	\$18,000,000

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13921

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 414 (St. Barnabas Road) Safety Project (T13921)	B	Exempt	CE - tbd	\$ 1,202	\$ 387	\$ 1,589
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	A-11 FY 2026	\$ 10,673	\$ 1,098	\$ 11,771
Description	Pedestrian safety improvements including new pavement, markings, signage, pedestrian ramps, median refuges with hybrid beacons, landscaping, driveway entrance upgrades, and bus stops that meet ADA standards. The project also includes the removal of channelized right-turns and upgrading of existing traffic signals, including signal phasing changes and APS/CPS throughout the corridor. Project limits extend from Virginia Lane to Clifton Road.					
Justification	This project will make the corridor safe for pedestrians.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
☒ A) Adds new individual projects to the current STIP ☒ B) Increase/decrease, scope change, advance, delay, or phase change ☐ C) Removes or deletes individual listed project from the STIP ☐ D) Other [Administrative modification to add and shift federal/state construction]	Current (000s)	Total	\$ 600	\$ 600	\$ 342	\$ 47	\$ 1,589
		Federal	\$ 480	\$ 480	\$ 242	\$ -	\$ 1,202
		St/Loc/Prvt	\$ 120	\$ 120	\$ 100	\$ 47	\$ 387
	Proposed (000s)	Total	\$ 600	\$ 600	\$ 5,102	\$ 7,058	\$ 13,360
		Federal	\$ 480	\$ 480	\$ 4,562	\$ 6,353	\$ 11,875
		St/Loc/Prvt	\$ 120	\$ 120	\$ 540	\$ 705	\$ 1,485
	Change (000s)	Total	\$ -	\$ -	\$ 4,760	\$ 7,011	\$ 11,771
		Federal	\$ -	\$ -	\$ 4,320	\$ 6,353	\$ 10,673
		St/Loc/Prvt	\$ -	\$ -	\$ 440	\$ 658	\$ 1,098

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Total
PP	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP/State	\$ 480	\$ 120	\$ 480	\$ 120	\$ 242	\$ 60	\$ -	\$ -	\$ 1,202	\$ 300	\$ 1,502
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP/Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 47	\$ -	\$ 87	\$ 87
CO	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 480	\$ 120	\$ 480	\$ 120	\$ 242	\$ 100	\$ -	\$ 47	\$ 1,202	\$ 387	\$ 1,589

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Total
PP	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP/State	\$ 480	\$ 120	\$ 480	\$ 120	\$ 242	\$ 60	\$ -	\$ -	\$ 1,202	\$ 300	\$ 1,502
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ 162	\$ 18	\$ 192	\$ 21	\$ 354	\$ 39	\$ 393
CO	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ 4,158	\$ 462	\$ 6,161	\$ 684	\$ 10,319	\$ 1,146	\$ 11,465
Total		\$ 480	\$ 120	\$ 480	\$ 120	\$ 4,562	\$ 540	\$ 6,353	\$ 705	\$ 11,875	\$ 1,485	\$ 13,360
Change												
Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Total
PP	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ 162	\$ (22)	\$ 192	\$ (26)	\$ 354	\$ (48)	\$ 306
CO	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ 4,158	\$ 462	\$ 6,161	\$ 684	\$ 10,319	\$ 1,146	\$ 11,465
Total		\$ -	\$ -	\$ -	\$ -	\$ 4,320	\$ 440	\$ 6,353	\$ 658	\$ 10,673	\$ 1,098	\$ 11,771
TOTAL PROJECT COST												
Prior Cost (≤ FY 2024)			STIP Cost (FY 2025-2028)			Balance to Complete (≥ FY 2029)			Total Project Cost			
Federal			\$ 799	Federal			\$ 11,875	Federal			\$ 3,278	Federal \$ 15,952
State/Local/Private			\$ 199	State/Local/Private			\$ 1,485	State/Local/Private			\$ 364	State/Local/Private \$ 2,048
Total			\$ 998	Total			\$ 13,360	Total			\$ 3,642	Total \$ 18,000

* \$110,000 private funds was redistributed as HSIP and State funds in FY2027, FY2028, and FY2029. The \$110,000 was absorbed into the \$500,000 total, resulting in a net increase of \$390,000.

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

ATTN: OPPPD REGIONAL PLANNER KARI SNYDER
OPPPD REGIONAL PLANNER DAN JANOUSEK

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

DATE: SEPTEMBER 9, 2026

SUBJECT: REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2026-2029
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPPOD request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2026-2029 TIP. This amendment will add \$10,000,016 5339 discretionary funds, \$1,340,000 in right-of-way (part of the federal match) and \$1,160,004 in local match to FY 27.

SUMMARY

The MTA requests that the TPB approve the amendment to the FY 2026-2029 TPB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T13606	New Charles County Bus Operations and Maintenance Facility	5339c	\$10,000,016
		Local	\$ 1,160,004
		RW (local)	\$ 1,340,000

ANALYSIS

Charles County received a Bus and Bus Facilities Discretionary Grant for \$10,000,016 for their new Bus Operations and Maintenance Facility. The match includes \$1,340,000 in the value of property and \$1,160,004 in local funding. FY 27 will be the year of obligation for this award.

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

Please amend the FY 2026-2029 TPB TIP and the FY 2025-2028 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at smiller6@mta.maryland.gov.

ATTACHMENTS

- FY 2026-2029 TPB TIP Project Report
- FY 2025-2028 Maryland STIP Project Report

cc: Ms. Courtney Carter, Deputy Director, Office of Capital Programming, MTA
Mr. Erika Falk, Acting Manager, Office of Capital Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA
Mr. Darrell Smith, Director, Statewide Project Development, MTA
Ms. Amanda Wilson, Manager, Office of Capital Programming, MTA

TPB TIP FY 2026-2029

MDOT TIP ID: T13606

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
New Charles County Bus Operations and Maintenance Facility	B	Exempt		\$ 7,400	\$ 1,850	\$ 9,250
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	TPB	N/a	\$ 10,000	\$ 2,500	\$ 12,500
Description	Construct a new bus operations and maintenance facility for Charles County to support its VanGo transit service. The new facility will be roughly 6.6 acres and include space for approximately fifty-six buses and fifty-one parking spaces for employees and visitors, as well as administrative offices, a maintenance shop, vehicle wash, bus fueling and fare collection structures. Property will not be acquired as part of this project.					
Justification	The project will support bus operations within Charles County.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2026	FY 2027	FY 2028	FY 2029	Total
☐ A) Adds new individual projects to the current STIP ☒ B) Increase/decrease, scope change, advance, delay, or phase change ☐ C) Removes or deletes individual listed project from the STIP ☐ D) Other	Current (000s)	Total	\$ 9,250	\$ -	\$ -	\$ -	\$ 9,250
		Federal	\$ 7,400	\$ -	\$ -	\$ -	\$ 7,400
		State/Local	\$ 1,850	\$ -	\$ -	\$ -	\$ 1,850
	Proposed (000s)	Total	\$ 9,250	\$ 12,500	\$ -	\$ -	\$ 21,750
		Federal	\$ 7,400	\$ 10,000	\$ -	\$ -	\$ 17,400
		State/Local	\$ 1,850	\$ 2,500	\$ -	\$ -	\$ 4,350
	Change (000s)	Total	\$ -	\$ 12,500	\$ -	\$ -	\$ 12,500
		Federal	\$ -	\$ 10,000	\$ -	\$ -	\$ 10,000
		State/Local	\$ -	\$ 2,500	\$ -	\$ -	\$ 2,500

PHASE DETAIL

Current		FY 2026		FY 2027		FY 2028		FY 2029		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
Construction	Section 5307	\$ 7,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,400	\$ -	\$ 7,400
	Section 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Section 5339(c)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ 925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 925	\$ 925
	State	\$ -	\$ 925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 925	\$ 925
RW	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 7,400	\$ 1,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,400	\$ 1,850	\$ 9,250

Proposed		FY 2026		FY 2027		FY 2028		FY 2029		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
Construction	Section 5307	\$ 7,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,400	\$ -	\$ 7,400
	Section 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Section 5339(c)	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000
	Local	\$ -	\$ 925	\$ -	\$ 1,160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,085	\$ 2,085
	State	\$ -	\$ 925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 925	\$ 925
RW	Local	\$ -	\$ -	\$ -	\$ 1,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,340	\$ 1,340
Total		\$ 7,400	\$ 1,850	\$ 10,000	\$ 2,500.004	\$ -	\$ -	\$ -	\$ -	\$ 17,400	\$ 4,350	\$ 21,750

Change		FY 2026		FY 2027		FY 2028		FY 2029		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
Construction	Section 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Section 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Section 5339(c)	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000
	Local	\$ -	\$ -	\$ -	\$ 1,160.004	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,160	\$ 1,160
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	Local	\$ -	\$ -	\$ -	\$ 1,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,340	\$ 1,340
Total		\$ -	\$ -	\$ 10,000	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ 12,500

TOTAL PROJECT COST

Prior Cost (≤ FY 2026)		TIP Cost (FY 2026-2029)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 3,300	Federal	\$ 17,400	Federal	\$ -	Federal	\$ 20,700
State/Local	\$ 825	State/Local	\$ 4,350	State/Local	\$ -	State/Local	\$ 5,175
Total	\$ 4,125	Total	\$ 21,750	Total	\$ -	Total	\$ 25,875

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP ID: T13606

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
New Charles County Bus Operations and Maintenance Facility	A	Exempt		\$ 7,400	\$ 1,850	\$ 9,250
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	TPB	N/a	Federal	State/Local	Total
				\$ 10,000	\$ 2,500	\$ 12,500
Description:	Construct a new bus operations and maintenance facility for Charles County to support its VanGo transit service. The new facility will be roughly 6.6 acres and include space for approximately fifty-six buses and fifty-one parking spaces for employees and visitors, as well as administrative offices, a maintenance shop, vehicle wash, bus fueling and fare collection structures. Property will not be acquired as part of this project.					
Justification:	The project will support bus operations within Charles County.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
☒ A) Adds new individual projects to the current STIP ☐ B) Increase/decrease, scope change, advance, delay, or phase change ☐ C) Removes or deletes individual listed project from the STIP ☐ D) Other	Current (000s)	Total	\$ -	\$ 9,250	\$ -	\$ -	\$ 9,250
		Federal	\$ -	\$ 7,400	\$ -	\$ -	\$ 7,400
		State/Local	\$ -	\$ 1,850	\$ -	\$ -	\$ 1,850
	Proposed (000s)	Total	\$ -	\$ 9,250	\$ 12,500	\$ -	\$ 21,750
		Federal	\$ -	\$ 7,400	\$ 10,000	\$ -	\$ 17,400
		State/Local	\$ -	\$ 1,850	\$ 2,500	\$ -	\$ 4,350
	Change (000s)	Total	\$ -	\$ -	\$ 12,500	\$ -	\$ 12,500
		Federal	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000
		State/Local	\$ -	\$ -	\$ 2,500	\$ -	\$ 2,500

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
Construction	Section 5307	\$ -	\$ -	\$ 7,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,400	\$ -	\$ 7,400
	Section 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Section 5339(c)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ 925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 925	\$ 925
	State	\$ -	\$ -	\$ -	\$ 925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 925	\$ 925
RW	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 7,400	\$ 1,850	\$ -	\$ -	\$ -	\$ -	\$ 7,400	\$ 1,850	\$ 9,250

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
Construction	Section 5307	\$ -	\$ -	\$ 7,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,400	\$ -	\$ 7,400
	Section 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Section 5339(c)	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000
	Local	\$ -	\$ -	\$ -	\$ 925	\$ -	\$ 1,160	\$ -	\$ -	\$ -	\$ 2,085	\$ 2,085
	State	\$ -	\$ -	\$ -	\$ 925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 925	\$ 925
RW	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,340	\$ -	\$ -	\$ -	\$ 1,340	\$ 1,340
Total		\$ -	\$ -	\$ 7,400	\$ 1,850	\$ 10,000	\$ 2,500	\$ -	\$ -	\$ 17,400	\$ 4,350	\$ 21,750

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
Construction	Section 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Section 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Section 5339(c)	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,160	\$ -	\$ -	\$ -	\$ 1,160	\$ 1,160
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,340	\$ -	\$ -	\$ -	\$ 1,340	\$ 1,340
Total		\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ 12,500

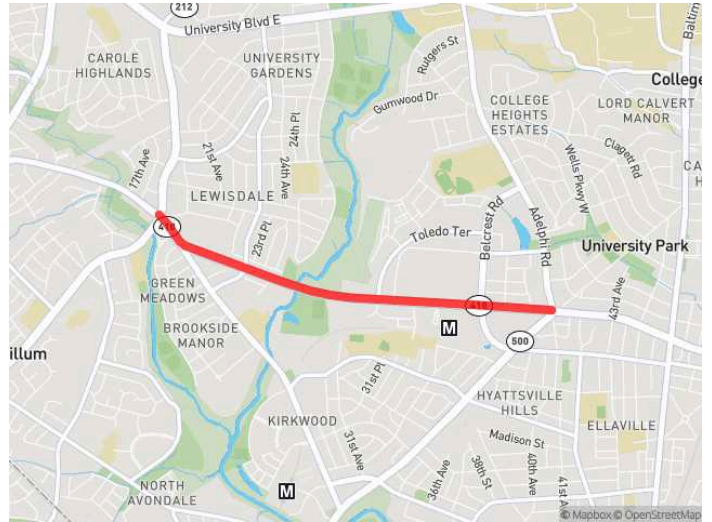
TOTAL PROJECT COST

Prior Cost (≤ FY 2025)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 3,300	Federal	\$ 17,400	Federal	\$ -	Federal	\$ 20,700
State/Local	\$ 825	State/Local	\$ 4,350	State/Local	\$ -	State/Local	\$ 5,175
Total	\$ 4,125	Total	\$ 21,750	Total	\$ -	Total	\$ 25,875

T13880 - MD 410 Highway Reconstruction

Safety and accessibility improvements in the MD 410 corridor from Adelphi Road/ MD 500 to MD 212. Improvements include the elimination of channelized right-turn lanes, sidewalks, bicycle lanes, ADA ramps, bus lanes, pedestrian refuge areas, and curb extensions.

Plan Revision:	26-16.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PGA441
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Hyattsville
Estimated Completion Year:	2030
Total Cost:	\$23,070,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$189,000	\$0	\$0	\$0	\$189,000
Preliminary Engineering	HSIP	\$1,702,000	\$0	\$0	\$0	\$1,702,000
Preliminary Engineering	HSIP	\$0	\$801,000	\$0	\$0	\$801,000
↳ Preliminary Engineering	DC/STATE	\$0	\$89,000	\$0	\$0	\$89,000
Total Preliminary Engineering		\$1,891,000	\$890,000	\$0	\$0	\$2,781,000
Right of Way	DC/STATE	\$21,000	\$0	\$0	\$24,000	\$45,000
Right of Way	HSIP	\$187,000	\$0	\$0	\$216,000	\$403,000
Right of Way	HSIP	\$0	\$306,000	\$0	\$0	\$306,000
↳ Right of Way	DC/STATE	\$0	\$34,000	\$0	\$0	\$34,000
Right of Way	HSIP	\$0	\$0	\$217,000	\$0	\$217,000
↳ Right of Way	DC/STATE	\$0	\$0	\$23,000	\$0	\$23,000
Total Right of Way		\$208,000	\$340,000	\$240,000	\$240,000	\$1,028,000
Construction	DC/STATE	\$0	\$82,000	\$320,000	\$278,000	\$680,000
Construction	HSIP	\$0	\$1,566,000	\$6,081,000	\$5,274,000	\$12,921,000
Total Construction		\$0	\$1,648,000	\$6,401,000	\$5,552,000	\$13,601,000
Utility	HSIP	\$0	\$974,000	\$0	\$0	\$974,000
↳ Utility	DC/STATE	\$0	\$108,000	\$0	\$0	\$108,000
Utility	HSIP	\$0	\$0	\$1,276,000	\$0	\$1,276,000
↳ Utility	DC/STATE	\$0	\$0	\$142,000	\$0	\$142,000
Total Utility		\$0	\$1,082,000	\$1,418,000	\$0	\$2,500,000
TIP Total		\$2,099,000	\$3,960,000	\$8,059,000	\$5,792,000	\$19,910,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,419,000
Total Future Costs		\$0	\$0	\$0	\$0	\$1,741,000
Total Programmed		\$2,099,000	\$3,960,000	\$8,059,000	\$5,792,000	\$23,070,000

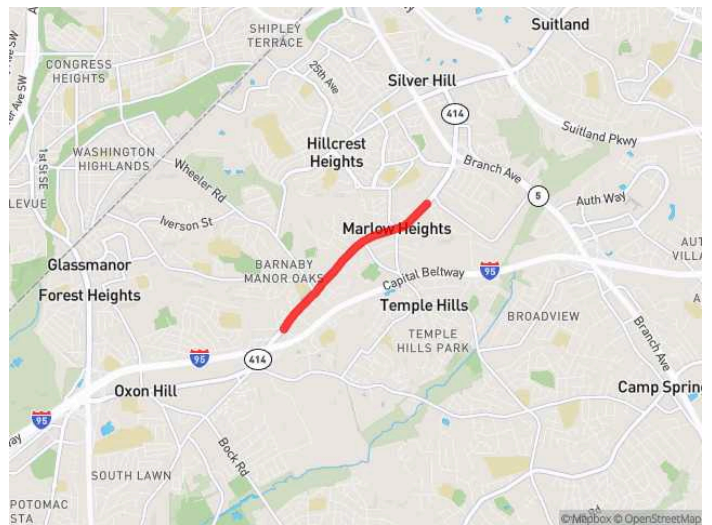
Current Change Reason:	Schedule / Funding / Scope- Update:
	Programming change adding funds for preliminary engineering and utilities due to adding \$400,000 for preliminary engineering and \$2.5M for utilities.
Project Changes:	Plan Revision Name changed from "26-13" to "26-16.2 (MDOT STIP)"

	HSIP
Funding Changes:	+ Increase funds in FY 2027 in PE from \$441,000 to \$801,000
	+ Increase funds in FY 2027 in UT from \$0 to \$974,000
	+ Increase funds in FY 2028 in UT from \$0 to \$1,276,000
	DC/STATE
	+ Increase funds in FY 2027 in PE from \$49,000 to \$89,000
	+ Increase funds in FY 2027 in UT from \$0 to \$108,000
	+ Increase funds in FY 2028 in UT from \$0 to \$142,000
Federal Project Cost:	Increased from \$19,053,000 to \$21,663,000 (13.70%)
Total Project Cost:	Increased from \$20,170,000 to \$23,070,000 (14.38%)

T13921 - MD 414 (St. Barnabas Road) Safety Project

Pedestrian safety improvements including new pavement, markings, signage, pedestrian ramps, median refuges with hybrid beacons, landscaping, driveway entrance upgrades, and bus stops that meet ADA standards. The project also includes the removal of channelized right-turns and upgrading of existing traffic signals, including signal phasing changes and APS/CPS throughout the corridor. Project limits extend from Virginia Lane to Clifton Road.

Plan Revision:	26-16.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA431
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Estimated Completion Year:	2028
Total Cost:	\$18,000,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$120,000	\$60,000	\$0	\$0	\$180,000
Preliminary Engineering	NHPP	\$480,000	\$242,000	\$0	\$0	\$722,000
Total Preliminary Engineering		\$600,000	\$302,000	\$0	\$0	\$902,000
Construction	DC/STATE	\$0	\$462,000	\$684,000	\$353,000	\$1,499,000
Construction	HSIP	\$0	\$4,158,000	\$6,161,000	\$3,182,000	\$13,501,000
Total Construction		\$0	\$4,620,000	\$6,845,000	\$3,535,000	\$15,000,000
Utility	DC/STATE	\$0	\$18,000	\$21,000	\$11,000	\$50,000
Utility	HSIP	\$0	\$162,000	\$192,000	\$96,000	\$450,000
Total Utility		\$0	\$180,000	\$213,000	\$107,000	\$500,000
-	NHPP	\$0	\$0	\$0	\$0	\$0
TIP Total		\$600,000	\$5,102,000	\$7,058,000	\$3,642,000	\$16,402,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,598,000
Total Programmed		\$600,000	\$5,102,000	\$7,058,000	\$3,642,000	\$18,000,000

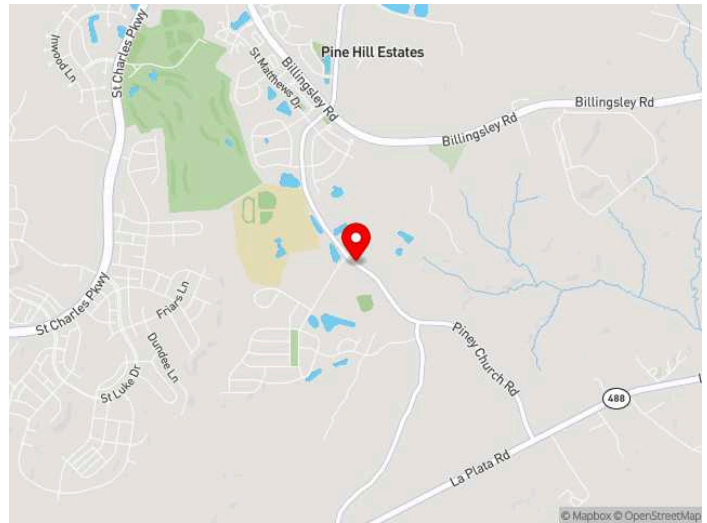
Current Change Reason:	Schedule / Funding / Scope- Update: Programming Change, Adding funds for utilities and construction. due to Adding \$390K in additional funds for utilities and \$15M for construction.
Project Changes:	Plan Revision Name changed from "26-06.2 (MDOT STIP)" to "26-16.2 (MDOT STIP)"
Funding Changes:	DC/STATE + Increase funds in FY 2027 in CON from \$0 to \$462,000 + Increase funds in FY 2027 in UT from \$0 to \$18,000 + Increase funds in FY 2028 in CON from \$0 to \$684,000 + Increase funds in FY 2028 in UT from \$0 to \$21,000 + Increase funds in FY 2029 in CON from \$0 to \$353,000 + Increase funds in FY 2029 in UT from \$0 to \$11,000 Private - Decrease funds in FY 2027 in UT from \$40,000 to \$0 - Decrease funds in FY 2028 in UT from \$47,000 to \$0 - Decrease funds in FY 2029 in UT from \$23,000 to \$0

Funding Changes:	HSIP
	+ Increase funds in FY 2027 in CON from \$0 to \$4,158,000
	+ Increase funds in FY 2027 in UT from \$0 to \$162,000
	+ Increase funds in FY 2028 in CON from \$0 to \$6,161,000
	+ Increase funds in FY 2028 in UT from \$0 to \$192,000
	+ Increase funds in FY 2029 in CON from \$0 to \$3,182,000
	+ Increase funds in FY 2029 in UT from \$0 to \$96,000
Federal Project Cost:	Increased from \$2,001,000 to \$15,952,000 (697.20%)
Total Project Cost:	Increased from \$2,610,000 to \$18,000,000 (589.66%)

T13606 - New Charles County Bus Operations and Maintenance Facility

Construct a new bus operations and maintenance facility for Charles County to support its VanGo transit service. The new facility will be roughly 6.6 acres and include space for approximately fifty-six buses and fifty-one parking spaces for employees and visitors, as well as administrative offices, a maintenance shop, vehicle wash, bus fueling and fare collection structures. Property will not be acquired as part of this project.

Plan Revision:	26-16.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Bus/BRT - Capital/SGR
Agency Project ID:	-
Facility:	11730 VanGO Way, Waldorf, MD 21602
From:	-
To:	-
County:	Charles
Municipality:	-
Estimated Completion Year:	2027
Total Cost:	\$25,875,020



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	LOCAL	\$0	\$1,340,000	\$0	\$0	\$1,340,000
Total Right of Way		\$0	\$1,340,000	\$0	\$0	\$1,340,000
Construction	DC/STATE	\$925,000	\$0	\$0	\$0	\$925,000
Construction	LOCAL	\$925,000	\$1,160,004	\$0	\$0	\$2,085,004
Construction	S. 5307	\$7,400,000	\$0	\$0	\$0	\$7,400,000
Construction	S. 5339 (C)	\$0	\$10,000,016	\$0	\$0	\$10,000,016
Total Construction		\$9,250,000	\$11,160,020	\$0	\$0	\$20,410,020
TIP Total		\$9,250,000	\$12,500,020	\$0	\$0	\$21,750,020
Total Prior Costs		\$0	\$0	\$0	\$0	\$4,125,000
Total Programmed		\$9,250,000	\$12,500,020	\$0	\$0	\$25,875,020

Current Change Reason:	Schedule / Funding / Scope- Update:
	Programming Change
Project Changes:	Plan Revision Name changed from "26-00" to "26-16.2 (MDOT STIP)"
	Complete Streets Exempt changed from "Absence of need" to "None"
Funding Changes:	LOCAL
	+ Increase funds in FY 2027 in CON from \$0 to \$1,160,004
	+ Increase funds in FY 2027 in ROW from \$0 to \$1,340,000
	S. 5339 (C)
	+ Increase funds in FY 2027 in CON from \$0 to \$10,000,016
Federal Project Cost:	Increased from \$10,700,000 to \$20,700,016 (93.46%)
Total Project Cost:	Increased from \$13,375,000 to \$25,875,020 (93.46%)

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
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
HSIP	\$1,889,000	\$1,889,000	\$0	\$7,967,000	\$7,967,000	\$0	\$13,927,000	\$13,927,000	\$0	\$8,768,000	\$8,768,000	\$0
NHPP	\$480,000	\$480,000	\$0	\$242,000	\$242,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S. 5307	\$7,400,000	\$7,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S. 5339 (C)	\$0	\$0	\$0	\$10,000,016	\$10,000,016	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$9,769,000	\$9,769,000	\$0	\$18,209,016	\$18,209,016	\$0	\$13,927,000	\$13,927,000	\$0	\$8,768,000	\$8,768,000	\$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 ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-16.3 (VDOT STIP) WHICH ADDS A NEW PROJECT FOR DISTRICT-WIDE PRIMARY PLANT MIX, 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 26-16.3 (VDOT STIP), which creates a new district-wide project for **Primary Plan Mix #SGR27VP PM-9L-27 (T13949)**. This project adds \$2,218,174 to the TIP, consisting of \$2,000,000 in NHPP funding and \$218,174 in state funding; 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 26-16.3 (VDOT STIP) creating the 16th 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 September 18, 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 26-16.3 (VDOT STIP), which creates a new district-wide project for **Primary Plan Mix #SGR27VP PM-9L-27 (T13949)**. This project adds \$2,218,174 to the TIP, consisting of \$2,000,000 in NHPP funding and \$218,174 in state funding



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

September 18, 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) Amendment:
Primary Plant Mix #SGR27VP PM-9L-27 (TIP ID T13949 / UPC 129376)

Dear Chair Harris:

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

Primary Plant Mix #SGR27VP PM-9L-27 (TIP ID T13949 / UPC 129376)

This is a new VDOT project under TIP record T13949 which will distribute needed primary plant mix to be used district wide. 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 \$2,000,000 in NHPP and \$218,174 in State funding.

VDOT requests approval of this project amendment in the TIP by the Transportation Planning Board's Steering Committee at its meeting on October 2, 2026. VDOT representatives will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Cuttler".

for Bill Cuttler, P.E.
Northern Virginia District Engineer

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

T13949 - Primary Plant Mix #SGR27VP PM-9L-27

Primary plant mix to be used district-wide in Northern Virginia. This project is being delivered under the federal project number PM09386.

Plan Revision:	26-16.3 (VDOT STIP)
Record Type:	Discrete
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	129376
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Estimated Completion Year:	2028
Total Cost:	\$2,218,174

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$0	\$218,174	\$0	\$0	\$218,174
Construction	NHPP	\$0	\$2,000,000	\$0	\$0	\$2,000,000
Total Construction		\$0	\$2,218,174	\$0	\$0	\$2,218,174
TIP Total		\$0	\$2,218,174	\$0	\$0	\$2,218,174
Total Programmed		\$0	\$2,218,174	\$0	\$0	\$2,218,174

Current Change Reason:	New Project- Update:
	Other
Federal Project Cost:	Stays the same \$2,000,000
Total Project Cost:	Stays the same \$2,218,174
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
NHPP	\$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 26-16.4 (VDRPT STIP) WHICH ADDS FUNDING TO THE L'ENFANT STATION AND FOURTH TRACK PROJECT AS REQUESTED BY THE VIRGINIA RAILWAY EXPRESS (VRE)

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, VRE has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-16.4 (VDRPT STIP), which adds \$25,006,239 to the total project cost increasing the cost to \$175,665,721 for the **L'Enfant Station and Fourth Track (T11581)** project. This project adds \$37,852,998 in state funding, identified the unfunded \$25,000,000 in funding as BUILD grant funding, removes \$12,235,009 in S. 5337 funding and removes \$611,750 in state funding all 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 26-16.4 (VDRPT STIP) creating the 16th 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 the Potomac & Rappahannock Transportation Commission (PRTC) dated September 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 26-16.4 (VDRPT STIP), which adds \$25,006,239 to the total project cost increasing the cost to \$175,665,721 for the **L'Enfant Station and Fourth Track (T11581)** project. This project adds \$37,852,998 in state funding, identified the unfunded \$25,000,000 in funding as BUILD grant funding, removes \$12,235,009 in S. 5337 funding and removes \$611,750 in state funding all for the construction phase in FY 2027.



September 16, 2026

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

Subject: TIP Action No. 26-16 for Amendments (FY 2026-2029 TIP)

Dear Mr. Harris:

The Potomac & Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE) are requesting an amendment to add funding to the National Capital Region Transportation Planning Board's FY 2026-2029 Transportation Improvement Program (TIP) to reflect the following project funding amendment and additions as provided below:

Virginia Railway Express (VRE) Project:

L'Enfant Station and Fourth Track (TIP ID: T11581)

This amendment adds DRPT I-66 Outside the Beltway (OTB) funds and reprograms U.S. Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) funds awarded to PRTC/VRE in July 2026 for the VRE L'Enfant Station and Fourth Track Project. These additional funds will support an expanded station that will support simultaneous boarding of two full length trains. The project will improve station access and customer convenience while also improving service reliability.

- Add \$25,000,000 (Federal BUILD) FFY27 for CON Phase
- Deduct \$12,235,009 (Section 5337) FFY27 for CON Phase
- Add \$37,852,998 (DC/State) FFY27 for CON Phase
- Deduct \$611,750 (Local) FFY27 for CON Phase
- Deduct \$25,000,000 (Unfunded) FFY30 for CON Phase
- Add \$25,006,239 to project cost for \$175,665,721 new total project cost and FY24-27 cost of \$145,539,721.

Letter to Chair Neil Harris
 September 16, 2026
 Page 2 of 3

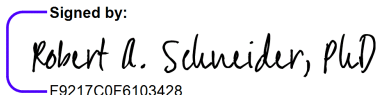
VRE L'Enfant Station and Fourth Track									
Phase	Funding Source	FFY2023	FFY2024	FFY2025	FFY2026	FFY2027	FFY2028	Total Project Cost	FY24-27 STIP Cost
PE	Federal			17,500,000				17,500,000	17,500,000
	DC/State			3,500,000				3,500,000	3,500,000
	State (NM)	2,226,000						2,226,000	-
	LOCAL	1,000,000		875,000				1,875,000	875,000
CON	Federal 5307				5,891,777	10,000,000	10,000,000	25,891,777	15,891,777
	Federal BUILD					25,000,000		25,000,000	25,000,000
	Federal 5337					-		-	-
	DC/State				1,178,355	42,300,000	2,000,000	45,478,355	43,478,355
	Local				294,589	500,000	500,000	1,294,589	794,589
	State (NM)	300,000		2,100,000	18,200,000	18,200,000	14,100,000	52,900,000	38,500,000
	Unfunded							-	-
Total								175,665,721	145,539,721

The TIP will remain fiscally constrained. The VRE L'Enfant Station and Fourth Track Project (TIP ID: T11581) is already included in the Air Quality Conformity Analysis for the Visualize 2050 Long-Range Transportation Plan Update and the FY 2026-2029 TIP, which was approved on December 17, 2025. Furthermore, since this amendment only adds funds to the project and there is no scope change, an additional conformity analysis is not required for this project. No public review and comment are required although VRE solicits public comment at all Operations Board meetings, including the December 19, 2025, meeting where the VRE FY 2027-2032 Capital Improvement Plan (CIP) was adopted.

PRTC and VRE request approval of the VRE L'Enfant Station and Fourth Track Project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on Friday, October 2, 2026, so that the funding for this project can also be updated in the DRPT State Transportation Improvement Program (STIP). PRTC and VRE representatives will be available to answer any questions about this amendment request. In the meantime, if you have any questions or concerns, please feel free to contact Brittany Sumpter at 571-970-7023 or bsumpter@vre.org.

Thank you for your consideration of this matter.

Sincerely,

Signed by:

 F9217C0F6103428...
 Robert A, Schneider, PhD
 Executive Director

Letter to Chair Neil Harris

September 16, 2026

Page 3 of 3

cc: Kanti Srikanth, MWCOG-TPB
Andrew Austin, MWCOG-TPB
Sara Stockdale, MWCOG-TPB
Marc Moser, MWCOG-TPB
Deanna Oware, DRPT
Sharon Williams, DRPT
Alex Krupp, DRPT
Amy Garbarini, DRPT
Kim McCool, VDOT
Regina Moore, VDOT
Carol Bondurant, VDOT
Mark Schofield, VRE
Brittany Sumpter, VRE
Christine Hoeffner, VRE
Philip Parella, Jr., PRTC
Bhupendra Kantha, PRTC
Cynthia Porter-Johnson, PRTC
Gerridain Lloyd, PRTC

T11581 - L'Enfant Station and Fourth Track

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

Plan Revision:	26-16.4 (VDRPT STIP)
Record Type:	Discrete
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	-
Facility:	VRE L'Enfant Station
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Estimated Completion Year:	2028
Total Cost:	\$175,665,721

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	BUILD	\$0	\$25,000,000	\$0	\$0	\$25,000,000
Construction	DC/STATE	\$1,178,355	\$42,300,000	\$2,000,000	\$0	\$45,478,355
Construction	LOCAL	\$294,589	\$500,000	\$500,000	\$0	\$1,294,589
Construction	S. 5307	\$5,891,777	\$10,000,000	\$10,000,000	\$0	\$25,891,777
Construction	State (NM)	\$18,200,000	\$18,200,000	\$14,100,000	\$0	\$50,500,000
Total Construction		\$25,564,721	\$96,000,000	\$26,600,000	\$0	\$148,164,721
TIP Total		\$25,564,721	\$96,000,000	\$26,600,000	\$0	\$148,164,721
Total Prior Costs		\$0	\$0	\$0	\$0	\$27,501,000
Total Programmed		\$25,564,721	\$96,000,000	\$26,600,000	\$0	\$175,665,721

Current Change Reason:	Schedule / Funding / Scope- Update:
	Programming Change
Project Changes:	Plan Revision Name changed from "26-07" to "26-16.4 (VDRPT STIP)"
Funding Changes:	LOCAL - Decrease funds in FY 2027 in CON from \$1,111,750 to \$500,000 DC/STATE + Increase funds in FY 2027 in CON from \$4,447,002 to \$42,300,000 S. 5337-SGR - Decrease funds in FY 2027 in CON from \$12,235,009 to \$0 TBD - Decrease funds in FY 2030 in CON from \$25,000,000 to \$0 BUILD + Increase funds in FY 2027 in CON from \$0 to \$25,000,000
Federal Project Cost:	Increased from \$55,626,786 to \$68,391,777 (22.95%)
Total Project Cost:	Increased from \$150,659,482 to \$175,665,721 (16.60%)

VIRGINIA RAILWAY EXPRESS (VRE) 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
BUILD	\$0	\$0	\$0	\$25,000,000	\$25,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S. 5307	\$5,891,777	\$5,891,777	\$0	\$10,000,000	\$10,000,000	\$0	\$10,000,000	\$10,000,000	\$0	\$0	\$0	\$0
Total	\$5,891,777	\$5,891,777	\$0	\$35,000,000	\$35,000,000	\$0	\$10,000,000	\$10,000,000	\$0	\$0	\$0	\$0



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: October 15, 2026

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



National Capital Region
Transportation Planning Board

September 17, 2026

Mr. Marc Molinaro, Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: FY 2026 Low or No Emissions Program Submission by Prince George's County, Maryland

Dear Administrator Molinaro:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Prince George's County for the FY 2026 Low or No Emissions Grant Program.

Prince George's County is requesting grant funding through FTA's Low or No Emissions Program to replace older and less efficient transit vehicles in their fleet that have met and exceeded their useful life benchmark with the latest generation of hybrid-electric and propane-based vehicles. This effort is a part of the County's rebranding of their transit services and is a hallmark of the County's commitment to provide high-quality transit service to the community. The new vehicles will provide County community members with a more fuel-efficient mode of transportation to travel to work, healthcare facilities, grocery stores, and more.

This project is also consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2050. The TPB has long-supported investment in transit to improve the region's transportation network, and improvements in the region's transportation network will provide benefits to the region's residents and visitors through higher quality transportation options.

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

Sincerely,

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Oluseyi Olugbenle, Acting Director, Prince George's County Dept of Public Works & Transportation



National Capital Region
Transportation Planning Board

September 30, 2026

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

Re: FY 2024-2026 PROTECT Program Grant Application by the City of Manassas, Virginia for the City's Watershed Resilience Plan Project

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 application by the City of Manassas, Virginia for a planning grant under the FY 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program for the City's Watershed Resilience Plan, a citywide flood hazard assessment.

The grant funding will be used to conduct a citywide flood resilience assessment to identify areas vulnerable to both rainfall-driven and river-related flooding under current and future conditions. The project will build off existing watershed studies and vulnerability assessments to identify community flood risks and develop flood mitigation and resilience strategies such as nature-based infrastructure like rain gardens or more traditional approaches such as improved drainage systems. Its prioritization framework, decision-support tool, and public map-based dashboard are innovative planning tools that will produce implementation-ready projects for the City's capital improvement program.

In 2020, the TPB adopted the goal of making the region's transportation system significantly resilient by 2030. The TPB's Transportation Resilience Improvement Plan (TRIP) serves as a regional resource that describes key regional transportation asset vulnerabilities and identifies priority resilience investments, and this project is both consistent with the TPB's regional resilience goals for 2030 and has been identified as a priority resilience investment in the TRIP. This grant would advance the region's long-term transportation priorities in accordance with our Visualize 2050 long-range transportation plan.

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

Sincerely,

A handwritten signature in black ink, reading "Neil Harris", is positioned below the "Sincerely," text.

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Steve Burke, City Manager, City of Manassas



National Capital Region
Transportation Planning Board

September 30, 2026

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

Re: FY 2024-2026 PROTECT Resilience Improvement Grant Application — Prince William County
Evacuation Operationalization Plan

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 an application by Prince William County for a FY 2024–2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) grant for the Prince William County Evacuation Operationalization Plan.

The proposed plan will help Prince William County prepare for transportation disruptions caused by severe weather, flooding, and other emergencies. Building on existing state and local emergency planning, it will assess how different hazards could affect travel and evacuation at the neighborhood, community, and countywide levels. The plan will identify potential evacuation routes, transportation network constraints, and coordination needs among responding agencies. It will also evaluate geospatial and data visualization tools that could give agencies a clearer picture of changing conditions and support timely decisions on evacuation, detours, and recovery.

The TPB's adopted Transportation Resilience Improvement Plan (TRIP) serves as a regional resource that describes key regional transportation asset vulnerabilities and identifies priority resilience investments, and this project is identified in TPB's TRIP prioritized project list. This project would also advance the region's long-term transportation priorities in accordance with our Visualize 2050 long-range transportation plan. The proposed work advances the region's efforts to identify transportation vulnerabilities and prepare practical responses to events that could disrupt travel and access to essential services.

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

Sincerely,

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Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Philippe Simon, Prince William County Department of Transportation



National Capital Region
Transportation Planning Board

September 30, 2026

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

Re: FY 2024-2026 PROTECT Resilience Improvement Grant Application — Valley View Drive Bridge Replacement over Kettle Run Project

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 an application by Prince William County for a FY 2024–2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) grant for the Valley View Drive Bridge Replacement over Kettle Run Project.

The Valley View Drive Rural Bridge Resiliency Project will raise a bridge that is within a federally designated rural area and frequently experiences flooding and flash-flooding out of the 100-year floodplain. Frequent flooding and flash-flooding in the project area interrupts travel and creates dangerous conditions for drivers that require swiftwater rescues. The project will replace the existing one-lane bridge with a two-lane bridge to align with the existing roadway, in addition to raising the bridge and roadway leading to it. These improvements would reduce flood-related disruptions, improve safety, and provide a more reliable connection for residents and emergency responders.

The TPB's adopted Transportation Resilience Improvement Plan (TRIP) serves as a regional resource that describes key regional transportation asset vulnerabilities and identifies priority resilience investments, and this project is identified in TPB's TRIP prioritized project list. This project would also advance the region's long-term transportation priorities in accordance with our Visualize 2050 long-range transportation plan and is included in TPB's approved Visualize 2050 project list. Replacing this flood-prone crossing advances the region's goal of making transportation infrastructure more resilient to severe weather while preserving dependable access through Prince William County.

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

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Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Philippe Simon, Prince William County Department of Transportation



National Capital Region
Transportation Planning Board

October 1, 2026

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

Re: FY 2024-2026 PROTECT Program Grant Application by the Potomac and Rappahannock Transportation Commission (PRTC) on behalf of Virginia Railway Express (VRE) and Virginia Passenger Rail Authority (VPRA) for the Protecting Virginia's Rail Transformation Project

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 application by the Potomac and Rappahannock Transportation Commission (PRTC) on behalf of Virginia Railway Express (VRE) and Virginia Passenger Rail Authority (VPRA) for a Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program grant for the Protecting Virginia's Rail Transformation Project.

VRE and VPRA seek funding for a comprehensive study on the risks to railroad infrastructure in VRE's operating territory posed by excessive heat, inland flooding, and other adverse weather events. This study will guide VRE and VPRA efforts to develop specific resiliency projects for the rail network and position the organizations for future implementation of critical infrastructure improvements to protect billions of dollars in existing and programmed future rail network investments from heat impacts, flooding, and extreme weather events.

In 2020, the TPB adopted the goal of making the region's transportation system significantly resilient by 2030. The TPB's Transportation Resilience Improvement Plan (TRIP) serves as a regional resource that describes key regional transportation asset vulnerabilities and identifies priority resilience investments, and this project is both consistent with the TPB's regional resilience goals for 2030 and has been identified as a priority resilience investment in the TRIP. This grant would advance the region's long-term transportation priorities in accordance with our Visualize 2050 long-range transportation plan.

The TPB requests your favorable consideration of this request by PRTC on behalf of VRE and VPRA. 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.

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Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Rich Dalton, CEO, Virginia Railway Express
Mr. DJ Stadtler, Executive Director, Virginia Passenger Rail Authority



National Capital Region
Transportation Planning Board

September 30, 2026

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

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The grant funding will be used to conduct a citywide flood resilience assessment to identify areas vulnerable to both rainfall-driven and river-related flooding under current and future conditions. The project will build off existing watershed studies and vulnerability assessments to identify community flood risks and develop flood mitigation and resilience strategies such as nature-based infrastructure like rain gardens or more traditional approaches such as improved drainage systems. Its prioritization framework, decision-support tool, and public map-based dashboard are innovative planning tools that will produce implementation-ready projects for the City's capital improvement program.

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

Sincerely,

A handwritten signature in black ink that reads "Neil Harris". The signature is fluid and cursive, with the first name "Neil" and last name "Harris" clearly distinguishable.

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Steve Burke, City Manager, City of Manassas



National Capital Region
Transportation Planning Board

September 30, 2026

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

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Chair, National Capital Region Transportation Planning Board

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National Capital Region
Transportation Planning Board

September 30, 2026

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

Re: FY 2024-2026 PROTECT Resilience Improvement Grant Application — Valley View Drive Bridge Replacement over Kettle Run Project

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Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Philippe Simon, Prince William County Department of Transportation



National Capital Region
Transportation Planning Board

October 1, 2026

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

Re: FY 2024-2026 PROTECT Program Grant Application by the Potomac and Rappahannock Transportation Commission (PRTC) on behalf of Virginia Railway Express (VRE) and Virginia Passenger Rail Authority (VPRA) for the Protecting Virginia's Rail Transformation Project

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Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Rich Dalton, CEO, Virginia Railway Express
Mr. DJ Stadtler, Executive Director, Virginia Passenger Rail Authority



October 7, 2026

Kanti Srikanth
Deputy Executive Director for Metropolitan Planning
Metropolitan Washington Council of Governments
KSrikanth@mwcog.org

Mr. Srikanth,

The City of Gaithersburg has been working on updates to its Land Use and Transportation Elements of the City's Master Plan. A copy of the draft elements for your review and comment may be found on the project page on the City's website at: <https://www.gaithersburgmd.gov/government/projects-in-the-city/build-gaithersburg-2040>. The 60-day comment period began today, October 7, 2026, and ends at 5:00PM on December 7, 2026. A joint public hearing with the Mayor & City Council and Planning Commission is tentatively scheduled for January 4, 2027 in City Council Chambers at 16 S. Summit Avenue.

Any comments you or your agency would like to be submit should be emailed to Build2040@gaithersburgmd.gov or directly to the Long Range Planning Manager, Mike Hayes, at Michael.Hayes@gaithersburgmd.gov. All comments received will be included in the public hearing packet. If you are interested in any additional information, please see the [project page](#). If you have any specific questions or would like to discuss anything, feel free to reach out to Mike Hayes via email or phone, 240-805-1015.

Thank you in advance for your time in reviewing these documents and any comments you may have.

Greg Mann
Director of Planning and Code Administration
City of Gaithersburg, MD
240-805-1071

cc: Greg Goodwin, Senior Regional Planner

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

MAYOR
Jud Ashman

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

CITY MANAGER
Tanisha R. Briley



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: October 15, 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: Laura Bachle, TPB Transportation Planner
SUBJECT: Application period is open for the 2027-2028 Community Advisory Committee (CAC)
DATE: October 15, 2026

The TPB is now accepting applications for the 2027-2028 Community Advisory Committee (CAC). More information, a link to the application form, and a recruitment video can be found at www.mwcog.org/cac. The application deadline is November 15, 2026.

We encourage members of the TPB to spread the word! This is a great opportunity for community members who are interested in regional transportation issues to provide input to decision-makers and promote public involvement in the regional planning process.

The CAC is a group of 24 people who represent diverse viewpoints on regional transportation issues, including long-term planning concerns, and short-term policies and programs. The CAC's mission is:

- to promote public involvement in transportation planning for the region,
- to advance equitable representation in regional transportation planning, and
- to provide independent, region-oriented citizen advice to the TPB on transportation plans and issues.

The 24 members of the CAC are appointed. Fifteen members are appointed evenly between the District of Columbia, Suburban Maryland, and Northern Virginia. An additional nine members are appointed to represent TPB member jurisdictions, different perspectives on transportation, and to ensure a diverse committee. According to CAC operating procedures, committee membership should represent environmental, business, and civic interests in transportation, including appropriate representation from low-income individuals, individuals with disabilities, and traditionally disadvantaged racial and ethnic population groups and from the geographical area served by the TPB.

The CAC meets once a month on Thursdays, six days prior to the monthly TPB meeting. The CAC meetings have typically been held in the evening from 6:00 P.M. to 8:00 P.M. Meetings are hybrid or virtual. There is always a virtual option for members. In-person meetings are typically held at the Metropolitan Washington Council of Governments.

For more information on the CAC's activities, including committee reports and agendas, please visit the committee webpage at TPB Community Advisory Committee | Metropolitan Washington Council of Governments. You can also contact Laura Bachle at (202) 962-3273 or lbachle@mwkog.org.



WATCH FOR THE REGIONAL TRAVEL SURVEY

If you see this postcard in your mailbox, we need your support to improve transportation in the National Capital Region.



The Regional Travel Survey will ask you how you get from place to place. It will ask what forms of transportation you use, when you use them, and how frequently you use them. Your answers help guide our priorities for planning future transportation improvements. The survey will collect input from people of all ages and abilities who walk, roll, drive, bike, and take transit around the region.



Complete the survey. Let's plan our future together!

RECEIVE \$5 TO GET STARTED!

Earn \$5-\$10 per household member after finishing the full survey.

Sponsored by:



Help us recognize outstanding leadership

From Clark Mercer, COG <no-reply@mwccog.org>

Date Thu 10/8/2026 11:15 AM

To Transportation Planning Board



Each year, COG's Annual Membership Meeting brings together local leaders to present its three highest honors—the Scull, Kirby, and Freudberg awards. These award recipients come from the public, private, and nonprofit sectors, working across borders so that all residents can thrive.

As we take a look back at some of our recent awardees who have helped shape our region, we ask you to consider the individuals and organizations who are shaping our future. By taking just a few minutes to fill out our easy, online form, you can help us recognize outstanding leadership. **The deadline to submit a nomination is Friday, October 30.**



The Elizabeth and David Scull Metropolitan Public Service Award is presented to a local, state, or federal elected official serving a COG member jurisdiction in the memory of Elizabeth and David Scull, two former Montgomery County Councilmembers, who were strong supporters of COG and regional cooperation. The recipient is selected based on one or more outstanding contributions to the well-being of the region.

The Ronald F. Kirby Award for Collaborative Leadership is presented in the memory of Ron Kirby, COG's former Director of Transportation Planning, whose knowledge, counsel, and leadership helped the region reach consensus on major challenges over the years. The award honors area government (non-elected) executives, who work collaboratively with elected officials, stakeholders, and their communities to shape a better region.

The Stuart A. Freudberg Award for Regional Partnership is presented in the memory of former COG Deputy Executive Director Stuart Freudberg, who forged lasting connections with area leaders to create numerous regional partnerships and programs. The award recognizes a nonprofit, private sector organization, philanthropy, foundation, or individual that provided leadership in support of regional policies or programs endorsed by COG.

SUBMIT YOUR NOMINATIONS

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Metropolitan Washington Council of Governments



National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Tom Harrington, TPB Multimodal Planning Program Director and Eli Russ, COG Senior Public Safety Planner

SUBJECT: Signature Requested: NCR Transportation Mutual Aid Operations Plan (TMAOP)

DATE: October 15, 2026

At the March 2026 TPB meeting, COG staff presented the NCR Transportation Mutual Aid Operations Plan (TMAOP) to educate members on the benefits of signing the agreement. The plan provides an operational framework for the transportation and transit sector to implement the federally authorized regional process for mutual aid and resource sharing of personnel, equipment, and supplies. Becoming a signatory to the TMAOP, and its overarching NCR Mutual Aid Agreement (MAA), provides agencies and jurisdictions with a mechanism to request help or assist during a regional emergency or special event and does not obligate jurisdictions to participate.

The attached presentation on the TMAOP was also made to the COG Chief Administrative Officers Committee in June. Since that time, three jurisdictions have signed the agreement: Montgomery County, City of Fairfax, and City of Manassas Park.

The TMAOP is now executed and out for additional signatures. The agreement can be accessed via this link: [COG Transportation MAOP Rev 03242026 Signed 09172026.pdf](#)

If your agency would like to participate in the TMAOP or if you have any questions, please contact eruss@mwco.org with the name and email address of the signatory (e.g., CAO or DOT/DPW director) so we can send an AdobeSign link for their electronic signature.

NCR TRANSPORTATION MUTUAL AID OPERATIONS PLAN (TMAOP)

Regional Emergency Support Function (RESF) #1 – Transportation Emergency Preparedness Committee

Eli Russ

Senior Public Safety Planner

COG Department of Homeland Security & Public Safety

CAO Committee - June Meeting

June 3, 2026



National Capital Region
Transportation Planning Board

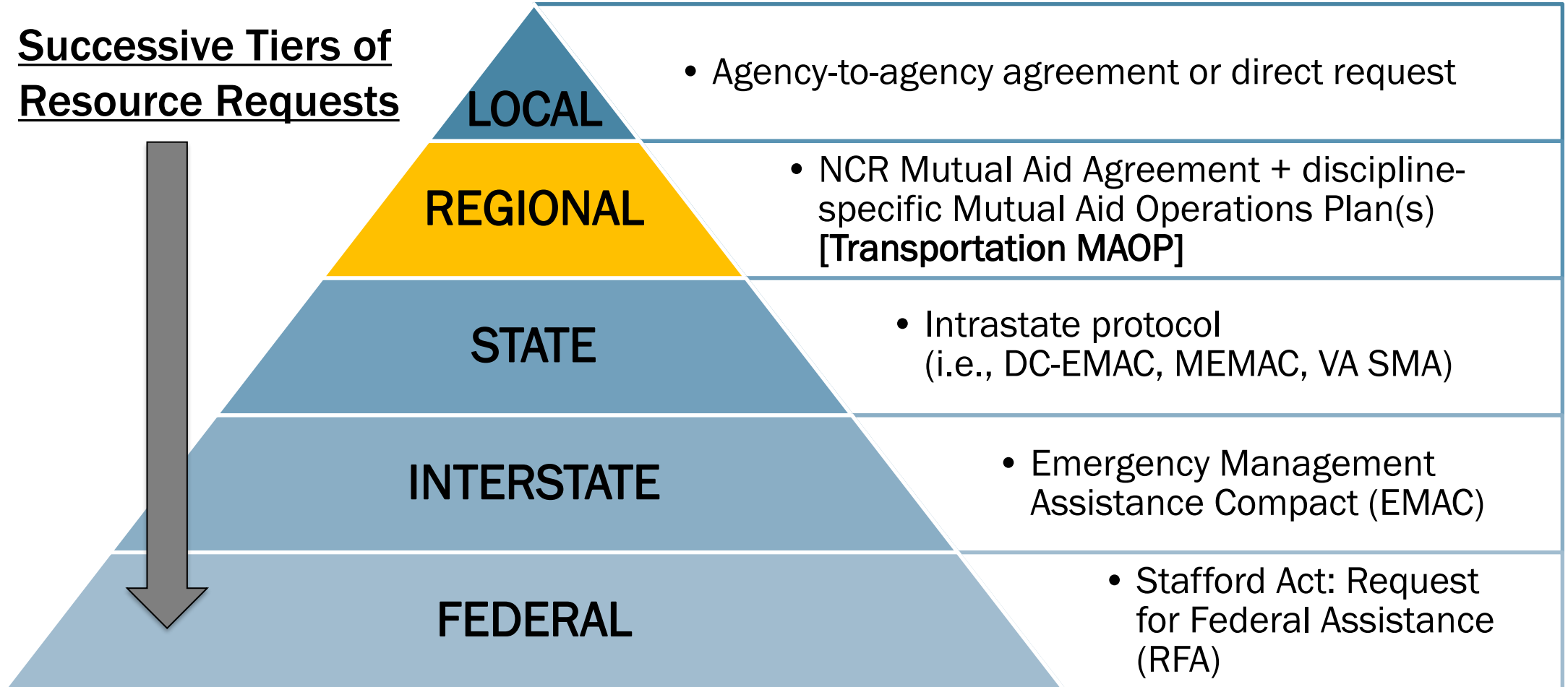
RESF-1: Transportation Emergency Preparedness Committee

- Re-established in 2006, meets monthly to build relationships, exchange knowledge, and coordinate and enhance transportation emergency preparedness and response efforts and programs across the NCR.
- Representation from around 30 public sector agencies and organizations (Appendix slide), including the Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Facilitates coordination and communication among NCR entities concerning regional transportation issues and activities before, during, and after a regional incident or emergency.
- Traffic Incident Management (TIM) is a newly added component of the Committee's work plan.



Mutual Aid in the NCR

Successive Tiers of Resource Requests



Escalating Levels of Support as Resources are Exhausted



2005 NCR Mutual Aid Agreement (MAA)

Mutual aid is the provision of law enforcement, fire, rescue, emergency health/medical services, transportation, communications, public works and engineering, mass care, and resource support.

- Authorized by the National Intelligence Reform and Terrorism Prevention Act (2004), the MAA provides liability protection when public safety and other services cross jurisdictional boundaries, increasing the ability to preserve the safety and welfare of the entire NCR.
- The Act allows for mutual aid in the following situations:
 - A public service event (e.g., single or repeating public gathering)
 - An emergency (e.g., declared or undeclared state of emergency, or local day-to-day emergency responses across state lines)
 - Training or exercises for either situation



MAA: Liability Provisions and Protections

- Mutual aid participation is **voluntary**. Responses to requests for assistance should be timely and through the MAOP protocol to ensure liability protections for personnel.
- Responding Agencies remain governed by the liability laws of their home state/jurisdiction.
- The Affected Jurisdiction includes the property under federal or state jurisdiction AND the underlying political jurisdiction.
- Other agency-to-agency memorandums, agreements, assistance compacts, or Requests for Federal Assistance processes may not include the Act/MAA's liability protection provisions.

MAA Signatories		
DC MWAA WMATA <i>[All Federal entities]</i>	Bowie, Charles Co., College Park, Frederick, Frederick Co., Gaithersburg, Greenbelt, Hyattsville, Montgomery Co., Prince George's Co., Rockville, Seat Pleasant, Takoma Park; Anne Arundel Co.	Alexandria, Arlington Co., Fairfax, Fairfax Co., Falls Church, Loudoun Co., Manassas, Manassas Park, Prince William Co.; Virginia Commonwealth



Mutual Aid Operations Plans (MAOP)

- Operational agreements between jurisdictions to provide mutual aid.
- Agreed upon methods and procedures among the signatories for their respective jurisdictional response to a request for mutual aid.
- Contain the “nuts and bolts” of how a discipline puts the MAA into action.
- COG MAOPs of the Greater Washington Metropolitan Area / NCR:
 - Fire/Rescue
 - Law Enforcement
 - Corrections
 - Debris Removal
 - Water & Wastewater Utilities (NCRWARN)
 - *Unsigned:* Transportation (TMAOP)
 - *Draft:* Cybersecurity



RESF-1 TMAOP Overview

- Produced in 2022 to provide transportation/transit mutual aid across jurisdictions in the Greater Washington area, including the provision of traffic incident management, emergency infrastructure inspection, maintenance and repair, public safety, evacuation, and the protection of life, property, and environment.
- Sections:
 - Mutual aid request procedures
 - Notification
 - Coordination
 - Deployment
 - Command
 - Accountability
 - Demobilization
 - Training
 - Planning
 - Communication
 - References
 - Signatories



TMAOP Process Overview

- Following an existing or imminent Emergency, Public Service Event, or training, the Requesting Jurisdiction/Agency requests regional assistance.
 - To amplify and deconflict the mutual aid request, COG can disseminate a RICCS notification and convene a regional coordination conference call
- Responding Jurisdiction(s) coordinate with the Requesting Agency for deployment.
- Responding Jurisdiction is deployed to assist the Requesting Agency.
- Responding Jurisdiction conducts demobilization procedures to return home.

Regular education, training, and exercising on TMAOP operational procedures is key.



TMAOP Resources

Planning, Operational Coordination, and Situational Awareness:

- COG Regional Conference Call
- RICCS (Regional Incident Communication and Coordination System) Program
- MView CCTV Sharing Program
- NCR Watch Desk - HSIN Chat Room
- RITIS (Regional Integrated Transportation Information System) Program
- NCR Geospatial Data Exchange (GDX) Program
- NCR Incident Management Team (IMT) Program
- NCR EOC Phone Book
- Regional AAR repository on SharePoint
- Regional task order contract for preparedness planning, after-action reporting, and training & exercise services
- COG Cooperative Purchasing Program and the NCR Contracts Database

Interoperable Communications:

- NCR Radio Cache Program (CIG) Program
- MATOC's Transportation Mutual Aid Radio System (TMARS)
- Shared channels/talkgroups and gateways





Benefits of Signing the MAA/TMAOP

- **Resource sharing** from nearby local, state, regional, and federal entities for rapid response to planned events or emergencies
- Provisions for **liability** and **disputes**
- **Reimbursement** guidelines that set clear expectations
- **Reduced** administrative red tape compared to the nation-wide Emergency Management Assistance Compact (EMAC) request process
- Participation in a longstanding **regional framework** for mutual assistance strengthened by regular emergency planning and coordination



Call to Action – Signing the TMAOP

- All transportation/transit agencies in the NCR are strongly encouraged to become signatories to the MAA **and** the TMAOP to take advantage of its full benefits.
- **No agencies have currently signed the TMAOP.**
 - COG Staff will follow-up with an emailed request for your DOT/DPW department executive to sign the TMAOP and your jurisdiction's CAO to sign the MAA
 - COG can provide additional informational briefings to your jurisdiction's leadership and counsel
 - RESF-1 is looking for the following entities to sign the TMAOP: DDOT, MDOT, VDOT, NPS, WMATA, MWAA, Transurban, Express Mobility Partners, transit agencies, and local DOTs

"When disaster strikes, the time to prepare has passed"

- Steve Cyros



Eli Russ

Senior Public Safety Planner

(202) 962-3289

eruss@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

APPENDIX: Active RESF-1 Committee Members

DISTRICT OF COLUMBIA:

- DC DOT
- DC Homeland Security & Emergency Management Agency (HSEMA)

REGIONAL:

- Metropolitan Area Transportation Operations Coordination (MATOC) Program
- WMATA
- MWAA

FEDERAL:

- U.S. DOT
- Transportation Security Administration
- National Park Service - NCR
- Amtrak and Amtrak Police
- FEMA Office of the NCR Coordination and Region 3 (HSEMA FIT)
- U.S. Office of Personnel Management

MARYLAND:

- Maryland DOT; Maryland Transit Administration; State Highway Administration; Maryland Area Rail Commuter; Maryland Transportation Authority (MDTA)
- Maryland Coordination & Analysis Center
- Montgomery County DOT
- City of College Park Public Services
- Baltimore Metropolitan Council

VIRGINIA:

- Virginia DOT NoVA
- Virginia Department of Emergency Management - Region 7
- Virginia State Police
- OmniRide PRTC
- Alexandria DASH
- Alexandria DOT and Environmental Services
- Express Mobility Partners
- Transurban
- Virginia Rail Express





MEMORANDUM

TO: Transportation Planning Board

FROM: Tom Harrington, TPB Multimodal Planning Program Director
Eric Randall, TPB Transportation Engineer

SUBJECT: Federal Transit Administration's Proposed Capital Investment Grants (CIG) Program Policy Guidance

DATE: October 15, 2026

On October 1, 2026, the Federal Transit Administration of the US Department of Transportation published in the Federal Register for comment revised policy guidance for the Capital Investment Grants (CIG) program. The proposed guidance “provides an overview of CIG project types and the CIG process from project initiation to construction grant award. The proposed revisions are intended to streamline the CIG process, improve accountability of CIG project sponsors, and improve overall readability of the policy guidance.”¹

Beyond changes in criteria and cost levels for New Starts, Small Starts, and Core Capacity CIG grants, the proposed guidance also includes criteria which would prioritize “families on public transportation systems by applying a boost to the CIG percentage share for projects located in transit corridors with marriage or birth rates at or above the national average, or within one- percentage point below the national average.” (pp. 17-18).

The Association of Metropolitan Planning Organizations (AMPO), the American Public Transportation Association, and other groups and agencies are reviewing the proposed guidance. Comments on the proposed guidance are due by November 16, 2026.

AMPO Summary

AMPO has provided the following summary of the proposed guidance, as well as a detailed 9-page analysis.²

The proposal includes earlier project-development milestones, changes to how projects are rated, a new formula for determining the federal CIG share, expanded use of project warrants, stricter financial review, and other changes that could affect projects already in the pipeline.

A few of the biggest proposed changes include:

- Earlier NEPA and Project Development milestones
- A 50 percent non-CIG funding commitment requirement before Engineering phase for New Starts and Core Capacity projects
- Greater weight on cost effectiveness, mobility, and congestion relief
- New birth and marriage rate adjustments to the federal CIG share
- Expanded warrants that could simplify review for qualifying projects
- Stricter financial evaluation and annual Engineering phase oversight

¹ <https://www.federalregister.gov/documents/2026/10/01/2026-20179/notice-of-availability-of-proposed-policy-guidance-for-the-capital-investment-grants-program>

² <https://ampo.org/wp-content/uploads/2026/10/CIG-Proposed-Guidance-2026-Analysis-10.9.26.pdf>

- Immediate application to projects already in the CIG pipeline, although approved CIG shares would remain locked for New Starts and Core Capacity projects already in the Engineering phase.

The Region and Capital Investment Grants

There are currently four projects in the region that are in the CIG process and have requested federal funds in the amounts listed³:

Red Line Modernization Project	\$960M	WMATA
Richmond Highway Bus Rapid Transit Project	\$346.7M	Fairfax County
MD 355 Central Flash Bus Rapid Transit Project	\$246.5M	Montgomery County
Veirs Mill Road Bus Rapid Transit	\$149.9M	Montgomery County

Other transit projects in the region have also been suggested for CIG funding but have not yet applied to enter the federal process.

While entering into the CIG process is a prerequisite for funding, there is no guarantee that CIG funding will be provided in the amounts requested given the federal funding available – \$4.6 billion annually under the IIJA surface transportation act through a combination of traditional annual authorizations and of annual advance appropriations – in comparison to the currently fifty projects requesting a total over \$27 billion.

Transportation Reauthorization and CIG Appropriations

On September 2, the President signed the Continuing Resolution and Surface Transportation Authorization Extension Act, extending funding for transportation funding through December 11, 2026. As part of the extension act, advance appropriations for federal transit and passenger rail programs were cut, including CIG funding which was reduced from \$3.3 billion appropriated in FY 2026 to \$1.6 billion, a 48 percent reduction. APTA and other organizations are requesting that Congress restore this funding in a full reauthorization of federal funding for surface transportation.

³ <https://www.transit.dot.gov/sites/fta.dot.gov/files/2026-09/CIG-Public-Dashboard-09-11-2026.pdf>



Reignite HR: Sparking Passion, Purpose, and People

KEYNOTE SPEAKERS



Dr. Chris Sopa

The Future of Employee Experience



Susan Ways

The Power of Reinvention – Your Next Level Starts Now



Pam Green

Unmute Yourself – Living Out Loud

**EARN
6 HR
CREDITS!**

AGENDA

Breakout Sessions

- Managing Post Election Emotions
- Re-engage with Purpose
- Performance Management
- Culture During Tumultuous Times
- Intersection of FMLA/STD/ADA
- Beyond the Basics: Getting Real Value from AI in Your HR Work



Oct 21 2026
8:00am - 4:00pm



777 N. Capitol St. NE,
Washington, D.C. 20002



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