



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** June 12, 2025

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The attached materials include:

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** June 6, 2025

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At its meeting on Friday, June 6 the TPB Steering Committee reviewed and adopted three resolutions to approve amendments to the FY 2023-2026 TIP that meet or are exempt from the air quality conformity requirement, as requested by the District, Maryland, and Virginia Departments of Transportation (DDOT, MDOT, and VDOT). The committee also reviewed and approved the agenda for the June 18, 2025 TPB meeting.

Approved under the first resolution SR42-2025, DDOT amended the TIP to begin studies for the **Georgia Avenue NW Bus Priority Project (T13591)** with \$1.25 million in FTA Bus and Bus Facilities Formula Program (§5339) and District funding. This resolution also approved the addition of almost \$21 million in National Highway Performance Program (NHPP) and Surface Transportation Block Grant (STBG) for the Rehabilitation of **I-395 NB Bridge over the Potomac River project (T13562)**, and \$4 million in Off-System Highway Bridge Program (HBP) and state funding for the **Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation project (T6428)**.

TPB resolution SR43-2025, requested by MDOT added \$ 20 million in NHPP, STBG, and state funding for planning and engineering in FY 2026 for the **Areawide Bridge Rehabilitation and Replacement Program (T3081)**.

TPB resolution SR44-2025, requested by VDOT advances the **northern segment of the Devlin Road Widening project (T13767)** from the long-range plan record CE3693 into the TIP with \$38.8 million in concessionaire funding for all phases through construction

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

### Attachments:

- June 6, 2025 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR42-2025 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR43-2025 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR44-2025 approving an amendment to the TIP, as requested by VDOT

**TPB Steering Committee Attendance – June 6, 2025**  
(only voting members and alternates listed)

TPB Vice Chair/MD Rep.:	Neil Harris
TPB Vice Chair/DC Rep.:	Matthew Frumin
Prior TPB Chair:	Heather Edelman (Alt.)
Tech. Committee Chair:	Victor Weissberg
DDOT:	Naomi Cohen-Shields
MDOT:	Kari Snyder
VDOT:	Regina Moore

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-63.1 WHICH ADDS A NEW STUDY FOR THE GEORGIA AVENUE NW BUS PRIORITY PROJECT AND ADD FUNDS TO TWO BRIDGE REHABILITATION PROJECTS, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

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

**WHEREAS**, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-63.1, which makes the following revisions:

- Adds \$1.25 million, using FTA Bus and Bus Facilities Formula Program (§.5339) and DC/state funding to study the **Georgia Avenue NW Bus Priority Project (T13591)**,
- Adds approximately \$20.9 million in National Highway Performance Program (NHPP) and Surface Transportation Block Grant (STBG) funding to the **Rehabilitation of I-395 NB Bridge over the Potomac River (Bridge #170-1) (T13562)** project, increasing the total project cost to \$119.8 million,
- Adds a net total of \$4.07 million to in §.5339 and DC/State funding for the **Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation (T6428)** project, revising the total project cost to \$18.27 million;

**WHEREAS**, the review and processing of the amendments included in this TIP Action have been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-63.1 creating the 63rd amended version of the FY 2023-2026 TIP, and the draft amendments were posted on the TPB's Steering Committee meeting page seven days in advance of the scheduled approval and can also be found for review online at [www.mwcog.org/TIP/FY23-26/Amendments](http://www.mwcog.org/TIP/FY23-26/Amendments); and

**WHEREAS**, funding to study the bus priority project and both bridge rehabilitation projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

**WHEREAS**, the attached materials include:

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

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

ATTACHMENT C) Letter from DDOT dated May 23, 2025, requesting the amendment; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-63.1 which makes the revisions described below and in the attached materials:

- Adds \$1.25 million, using FTA §5339 and state funding to study the **Georgia Avenue NW Bus Priority Project (T13591)**,
- Adds approximately \$20.9 million in NHPP and STBG funding to the **Rehabilitation of I-395 NB Bridge over the Potomac River (Bridge #170-1) (T13562)** project, increasing the total project cost to \$119.8 million, and
- Adds a net total of \$4.07 million to in FTA §.5339 and DC/State funding for the **Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation (T6428) project**, revising the total project cost to \$18.27 million.

**Adopted by the TPB Steering Committee at its meeting on Friday, June 6, 2025.**

## T13591 - Georgia Ave NW Bus Priority Project

Lead Agency  
District Department of  
Transportation

Project Type  
Study/Planning/Research

County  
Washington

From  
Eastern Ave NW

Agency Project ID  
-

Municipality  
District of Columbia

To  
Barry Pl NW

Completion Date  
2026

Total Cost  
\$1,250,000

### Project Description

Bus priority and safety improvements on Georgia Ave NW. Full-time bus only lanes installed in the lane adjacent to the curb lane (offset) in both directions. Bicyclists can use bus lanes. Bus bulb-outs for in-lanes stops and bus stop rebalancing. Pedestrian safety improvements.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	-	-	\$250,000	-	-	\$250,000
Preliminary Engineering	S. 5339	-	-	-	\$1,000,000	-	-	\$1,000,000
Total Preliminary Engineering		-	-	-	\$1,250,000	-	-	\$1,250,000
<b>Total Programmed</b>		-	-	-	<b>\$1,250,000</b>	-	-	<b>\$1,250,000</b>

### CURRENT CHANGE REASON

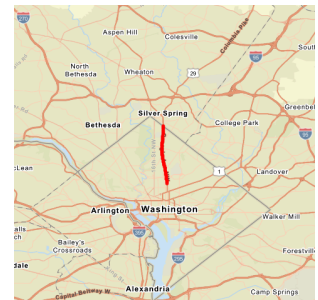
New Project

### FEDERAL PROJECT COST

Stays the same \$1,000,000

### TOTAL PROJECT COST

Stays the same \$1,250,000



## T13562 - Rehabilitation of I-395 NB Bridge over the Potomac River (Bridge # 170-1)

Lead Agency  
District Department of  
Transportation

Project Type  
Bridge - Rehab

County  
Washington

From  
-

Agency Project ID  
-

Municipality  
District of Columbia

To  
-

Completion Date  
2027

Total Cost  
\$119,789,000

### Project Description

The Rehabilitation of the I-395 NB Bridge over the Potomac River Project includes the replace the existing deteriorated bascule span with a fixed span, repair cracks and modify bascule span bridge piers for the new fixed span, replace the deteriorated and structurally deficient steel barriers on the bridge with current MASH crash-tested barriers, replace the fender system and dolphins, and other work including concrete repair, steel repair, and other bridge preservation actions.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	BFP	-	\$1,800,000	\$6,210,000	-	-	-	\$8,010,000
Preliminary Engineering	DC/STATE	-	\$200,000	\$690,000	-	-	-	\$890,000
Total Preliminary Engineering		-	\$2,000,000	\$6,900,000	-	-	-	\$8,900,000
Construction	BIP	-	-	-	\$72,000,000	-	-	\$72,000,000
Construction	DC/STATE	-	-	-	\$18,000,000	-	-	\$18,000,000
Construction	NHPP	-	-	-	\$10,889,000	-	-	\$10,889,000
Construction	STBG	-	-	-	\$10,000,000	-	-	\$10,000,000
Total Construction		-	-	-	\$110,889,000	-	-	\$110,889,000
<b>Total Programmed</b>		-	<b>\$2,000,000</b>	<b>\$6,900,000</b>	<b>\$110,889,000</b>	-	-	<b>\$119,789,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Cost change(s), Cost estimate increase due to Increasing formula funding to meet revised construction estimate
<b>FUNDING CHANGES</b>	<p><b>STBG</b></p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$10,000,000</p> <p><b>NHPP</b></p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$10,889,000</p>
<b>FEDERAL PROJECT COST</b>	Increased from \$0 to \$20,889,000 (0%)
<b>TOTAL PROJECT COST</b>	Increased from \$98,900,000 to \$119,789,000 (21.12%)





## T6428 - Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation

Lead Agency  
District Department of  
Transportation

Project Type  
Bridge - Rehab

County  
-

From  
-

Agency Project ID  
-

Municipality  
District of Columbia, Region-wide

To  
-

Completion Date  
2026

Total Cost  
\$18,269,500

### Project Description

The existing bridge (No. 78) needs total rehabilitation to become efficient and structurally sound as part of the roadway network and enhancing traffic movement through the corridor. The rehabilitation includes total replacement of the deck, the compression joint seals over both abutments and the pier.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$140,000	-	-	-	-	-	\$140,000
Preliminary Engineering	NHPP	\$560,000	-	-	-	-	-	\$560,000
Total Preliminary Engineering		\$700,000	-	-	-	-	-	\$700,000
Construction	DC/STATE	-	-	-	\$3,513,900	-	-	\$3,513,900
Construction	HBP-Off System	-	-	-	\$14,055,600	-	-	\$14,055,600
Total Construction		-	-	-	\$17,569,500	-	-	\$17,569,500
<b>Total Prior Costs</b>		<b>\$700,000</b>	-	-	-	-	-	<b>\$700,000</b>
<b>Total Programmed</b>		<b>\$700,000</b>	-	-	<b>\$17,569,500</b>	-	-	<b>\$18,269,500</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Cost change(s) - Programming Update
<b>FUNDING CHANGES</b>	<p><b>DC/STATE</b></p> <p>- Decrease funds in FY 2023 in CON from \$2,700,000 to \$0</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$3,513,900</p> <p><b>HBP-Off System</b></p> <p>- Decrease funds in FY 2023 in CON from \$10,800,000 to \$0</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$14,055,600</p>
<b>FEDERAL PROJECT COST</b>	Stays the same \$560,000
<b>TOTAL PROJECT COST</b>	Increased from \$14,200,000 to \$18,269,500 (28.66%)



**ATTACHMENT B**  
**PROGRAMMED SUMMARY BY FUND**

<b>Fund Type</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
<b>FEDERAL</b>					
HBP-Off System	\$5,909,600	\$0	\$14,819,440	\$2,170,000	\$22,899,040
NHPP	\$71,013,565	\$93,277,738	\$73,160,530	\$70,174,653	\$307,626,486
S. 5339	\$1,000,000	\$0	\$1,000,000	\$0	\$2,000,000
STBG	\$165,193,870	\$136,173,298	\$155,310,183	\$135,096,833	\$591,774,184
<b>Federal Subtotal</b>	<b>\$243,117,035</b>	<b>\$229,451,036</b>	<b>\$244,290,153</b>	<b>\$207,441,486</b>	<b>\$924,299,710</b>
<b>STATE</b>					
DC/STATE	\$163,334,478	\$110,004,076	\$132,996,364	\$179,010,348	\$585,345,266
<b>State Subtotal</b>	<b>\$163,334,478</b>	<b>\$110,004,076</b>	<b>\$132,996,364</b>	<b>\$179,010,348</b>	<b>\$585,345,266</b>
<b>Grand Total</b>	<b>\$406,451,513</b>	<b>\$339,455,112</b>	<b>\$377,286,517</b>	<b>\$386,451,834</b>	<b>\$1,509,644,976</b>

# Government of the District of Columbia

## Department of Transportation



May 23, 2025

The Honorable James Walkinshaw, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street N.E., Suite 300  
Washington, DC 20002-4290

Dear Chair Walkinshaw,

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

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes	Revision Classification Reason
<b>Reconstruction of Anacostia Ave. Bridge over Anacostia River Outlet (Bridge 78)</b>	Off-System Bridge	T6428	Construction	\$ (13,500,000)	2023	80/20	Decrease Off-System Bridge funding for Construction by \$13,500,000 in FY 2023	Funding increase over 20%
<b>Reconstruction of Anacostia Ave. Bridge over Anacostia River Outlet (Bridge 78)</b>	Off-System Bridge	T6428	Construction	\$ 17,569,500	2025	80/20	Increase Off-System Bridge funding for Construction by \$17,569,500 in FY 2025	Funding increase over 20%
<b>Rehabilitation of I-395 NB Bridge over the Potomac River (Bridge # 170-1)</b>	Formula/NHPP	T13562	Construction	\$ 10,889,000	2025	100/0	Increase Formula/NHPP funding for Construction by \$10,889,000 in FY 2025	Funding increase over 20%
<b>Rehabilitation of I-395 NB Bridge over the Potomac River (Bridge # 170-1)</b>	Formula/STBG	T13562	Construction	\$ 10,000,000	2025	100/0	Increase Formula/STBG funding for Construction by \$10,000,000 in FY 2025	Funding increase over 20%
<b>Georgia Avenue NW Bus Priority</b>	Sec. 5339	T13591	PE	\$ 1,250,000	2025	80/20	Increase Sec. 5339 funding for PE by \$1,250,000 in FY 2025	New Project

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Shirley Kwan-Hui', with a long horizontal line extending to the right.

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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-63.2 WHICH ADDS FUNDING TO THE AREAWIDE BRIDGE REHABILITATION & REPLACEMENT PROGRAM, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-63.2 which adds \$20 million in National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG), and state funding for planning and engineering in FY 2026 for the **Areawide Bridge Rehabilitation and Replacement Program (T3081)**, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the record will appear in the TIP following approval, ATTACHMENT B) Letter from MDOT dated June 5, 2025, requesting the amendment; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-63.2, creating the 63<sup>rd</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-63.2 which adds \$20 million in NHPP, STBG, and state funding for planning and engineering in FY 2026 for the **Areawide Bridge Rehabilitation and Replacement Program (T3081)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, June 6, 2025.**

# ATTACHMENT A

## T3081 - Areawide Bridge Replacement and Rehabilitation

Lead Agency  
Maryland Department of Transportation - State  
Highway Administration

Project Type  
Bridge - Rehab

County  
Charles, Frederick, Montgomery, Prince Georges

From

Agency Project ID  
AWBR

Municipality  
City of Frederick, City of Rockville

To

Completion Date  
2026

Total Cost  
\$251,032,000

### Project Description

Ongoing program to provide major upgrades to and maintenance of structures on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance.

PHASE	FUND SOURCE	FY2023	FY2024	FY2025	FY2026	TOTAL
PE	DC/STATE	\$1,999,000	\$2,228,000	\$890,000	\$4,445,000	\$9,562,000
PE	NHPP	\$6,690,000	\$11,025,000	\$6,683,000	\$6,945,000	\$31,343,000
PE	STBG	\$17,559,000	\$17,497,000	\$10,987,000	\$17,875,000	\$63,918,000
Total PE		\$26,248,000	\$30,750,000	\$18,560,000	\$29,265,000	\$104,823,000
ROW	DC/STATE	\$38,000	\$38,000	\$38,000	\$38,000	\$152,000
ROW	NHPP	\$381,000	\$381,000	\$381,000	\$381,000	\$1,524,000
ROW	STBG	\$381,000	\$381,000	\$381,000	\$381,000	\$1,524,000
Total ROW		\$800,000	\$800,000	\$800,000	\$800,000	\$3,200,000
CON	DC/STATE	\$2,338,000	\$3,032,000	\$3,622,000	\$2,233,000	\$11,225,000
CON	NHPP	\$12,853,000	\$14,700,000	\$9,345,000	\$12,338,000	\$49,236,000
CON	STBG	\$21,664,000	\$20,568,000	\$20,576,000	\$19,740,000	\$82,548,000
Total CON		\$36,855,000	\$38,300,000	\$33,543,000	\$34,311,000	\$143,009,000
Total Programmed		\$63,903,000	\$69,850,000	\$52,903,000	\$64,376,000	\$251,032,000

### CURRENT CHANGE REASON

Schedule / Funding / Scope- Update Cost change(s) - Programming Update, Adding \$20 million for the preliminary engineering phase. due to Adding \$20 million in NHPP, STBG, and State funds for the preliminary engineering phase.

### FUNDING CHANGES

#### STBG

+ Increase funds in FY 2026 in PE from \$6,675,000 to \$17,875,000

#### NHPP

+ Increase funds in FY 2026 in PE from \$2,145,000 to \$6,945,000

#### DC/STATE

+ Increase funds in FY 2026 in PE from \$337,000 to \$3,137,000

+ Increase funds in FY 2026 in PE from \$108,000 to \$1,308,000

### FEDERAL PROJECT COST

Increased from \$214,093,000 to \$230,093,000 (7.47%)

### TOTAL PROJECT COST

Increased from \$231,032,000 to \$251,032,000 (8.66%)

**Attachment B**  
**Programmed Summary by Fund**

Fund Type	2023	2024	2025	2026	Total
NHPP	\$19,924,000	\$26,106,000	\$16,409,000	\$19,664,000	\$82,103,000
STBG	\$39,604,000	\$38,446,000	\$31,944,000	\$37,996,000	\$147,990,000
Federal Subtotal	\$59,528,000	\$64,552,000	\$48,353,000	\$57,660,000	\$230,093,000
DC/STATE	\$4,375,000	\$5,298,000	\$4,550,000	\$6,716,000	\$20,939,000
State Subtotal	\$4,375,000	\$5,298,000	\$4,550,000	\$6,716,000	\$20,939,000
Grand Total	\$63,903,000	\$69,850,000	\$52,903,000	\$64,376,000	\$251,032,000



June 5, 2025

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

Dear Chair Walkinshaw:

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

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

TIP ID	Project	Amount of New Funding (In 000s)	Comment
3081	Areawide Bridge Replacement and Rehabilitation	\$ 20,000	Adds new preliminary engineering to FY2026

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

The Honorable James Walkinshaw  
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at [ksnyder3@mdot.maryland.gov](mailto: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

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**MEMORANDUM**

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**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:** *D. Roberts* REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)  
*For* CHIEF TARA PENDERS

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

**DATE:** JUNE 5, 2025

**RESPONSE**  
**REQUESTED BY:** N/A

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**PURPOSE OF MEMORANDUM**

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

**SUMMARY**

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

TIP	PROJECT	PHASE	NEW FUNDING
T3081	Areawide Bridge Replacement and Rehabilitation	PE	\$20M

## **ANALYSIS**

*Areawide Bridge Replacement and Rehabilitation (T3081)* – This amendment reflects the addition of \$20,000,000 in funds from the FY 2023-2026 TPB TIP preliminary engineering funding for TPB T3081. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$231,032,000 to \$251,032,000.

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

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

**ATTACHMENTS**

- FY 2023-2026 TPB TIP project T3081 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Erich Florence, P.E., Deputy District Engineer, District 3, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Eric Marabello, P.E., Director, OHD, SHA  
Andrew Ratcliffe, P.E., District Engineer, District 7, SHA  
Mr. David Rodgers, Regional Planner, RIPD, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA  
Robert Stewart, P.E., PTOE, Team Leader, District 3 - Traffic, SHA  
Mr. David Schlie, Regional Planner, RIPD, SHA  
Ms. April Stitt, Chief, Engineering Systems Team, District 7, SHA

### T3081 - Areawide Bridge Replacement and Rehabilitation

Lead Agency	Maryland Department of Transportation - State Highway Administration							
Project Type	Bridge - Rehab							
County	Charles, Frederick, Montgomery, Prince Georges							
From	-							
Agency Project ID	AWBR							
Municipality	City of Frederick, City of Rockville							
To	-							
Completion Date	2026							
Total Cost	\$251,032,000							
Project Description	Ongoing program to provide major upgrades to and maintenance of structures on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance.							
Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	-	\$1,999,000	\$2,228,000	\$890,000	\$4,445,000	-	\$9,562,000
Preliminary Engineering	NHPP	-	\$6,690,000	\$11,025,000	\$6,683,000	\$6,945,000	-	\$31,343,000
Preliminary Engineering	STBG	-	\$17,559,000	\$17,497,000	\$10,987,000	\$17,875,000	-	\$63,918,000
Total Preliminary Engineering		-	\$26,248,000	\$30,750,000	\$18,560,000	\$29,265,000	-	\$104,823,000
Right of Way	DC/STATE	-	\$38,000	\$38,000	\$38,000	\$38,000	-	\$152,000
Right of Way	NHPP	-	\$381,000	\$381,000	\$381,000	\$381,000	-	\$1,524,000
Right of Way	STBG	-	\$381,000	\$381,000	\$381,000	\$381,000	-	\$1,524,000
Total Right of Way		-	\$800,000	\$800,000	\$800,000	\$800,000	-	\$3,200,000
Construction	DC/STATE	-	\$2,338,000	\$3,032,000	\$3,622,000	\$2,233,000	-	\$11,225,000
Construction	NHPP	-	\$12,853,000	\$14,700,000	\$9,345,000	\$12,338,000	-	\$49,236,000
Construction	STBG	-	\$21,664,000	\$20,568,000	\$20,576,000	\$19,740,000	-	\$82,548,000
Total Construction		-	\$36,855,000	\$38,300,000	\$33,543,000	\$34,311,000	-	\$143,009,000
Total Programmed		-	\$63,903,000	\$69,850,000	\$52,903,000	\$64,376,000	-	\$251,032,000

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT MEETS THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-63.3 WHICH ADVANCES THE METROPOLITAN TRANSPORTATION PLAN (MTP) RECORD FOR THE DEVLIN ROAD WIDENING (NORTHERN SEGMENT) PROJECT INTO THE TIP, 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 June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-63.3, which advances the MTP record for the **Devlin Road Widening (Northern Segment) project** between Jennell Drive and University Boulevard into the TIP with approximately \$38.8 million in Concessionaire funding for preliminary engineering (PE), right of way acquisition (ROW), and construction phases; and

**WHEREAS**, the review and processing of the amendment included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

**WHEREAS**, the MTP record for this project (CE3693) has been converted into a new TIP record (T13767) in the TPB's Project InfoTrak database under TIP Action 23-63.3 creating the 63rd amended version of the FY 2023-2026 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at [www.mwcog.org/TIP/FY23-26/Amendments](http://www.mwcog.org/TIP/FY23-26/Amendments); and

**WHEREAS**, the northern segment (T13767) and the southern segment (already in the TIP as T13559) of the widening of Devlin Road between Linton Hall Road and Wellington Road was included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP under MTP record CE3693 and the conformity record (Con ID 996/Con Code VSP3D) covering both segments will convey to record T13767; and

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

**WHEREAS**, the attached materials include:

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

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

ATTACHMENT C) Letter from VDOT dated June 2, 2025, requesting the amendment; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-63.3 advances the MTP record for the **Devlin Road Widening (Northern Segment) project** between Jennell Drive and University Boulevard into the TIP (T13767) with approximately \$38.8 million in Concessionaire funding for PE, ROW, and construction.

**Adopted by the TPB Steering Committee at its meeting on Friday, June 6, 2025.**



# ATTACHMENT A

## T13767 - Devlin Road Widening (Northern Segment)

Lead Agency  
Virginia Department of  
Transportation

Project Type  
Road - Add Capacity/Widening

County  
Prince William

From  
Jennell Drive

Agency Project ID  
118253, 121761

Municipality  
-

To  
University Boulevard

Completion Date  
2027

Total Cost  
\$38,786,328

### Project Description

This project will widen Devlin Road 2 to 4 lanes from Terminus of realigned Balls Ford Road Interchange (UPC 112815) south of the Wellington Road to the intersection with University Blvd. The project consists of (4) 12' travel lanes, 5' sidewalk and 10' shared use path. This TIP project is the northern segment of CE3693.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
PE	CONCESSION	\$3,701,310	-	-	\$394,103	-	-	\$4,095,413
Total PE		\$3,701,310	-	-	\$394,103	-	-	\$4,095,413
ROW	CONCESSION	-	-	\$2,975,699	\$1,851,758	-	-	\$4,827,457
Total ROW		-	-	\$2,975,699	\$1,851,758	-	-	\$4,827,457
CON	CONCESSION	\$25,300,418	-	-	\$4,563,040	-	-	\$29,863,458
Total CON		\$25,300,418	-	-	\$4,563,040	-	-	\$29,863,458
Total Prior \$		\$29,001,728	-	-	-	-	-	\$29,001,728
Total Programmed		\$29,001,728	-	\$2,975,699	\$6,808,901	-	-	\$38,786,328

### CURRENT CHANGE REASON

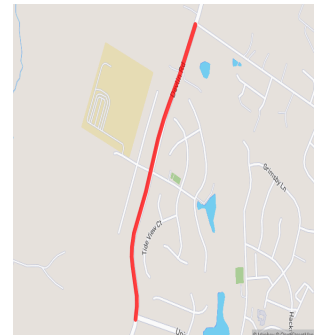
New Project

### FEDERAL PROJECT COST

Stays the same \$0

### TOTAL PROJECT COST

Stays the same \$38,786,328



**ATTACHMENT B**  
**PROGRAMMED SUMMARY BY FUND**

<b>Fund Type</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
<b>OTHER</b>					
CONCESSION	\$0	\$2,975,699	\$6,808,901	\$0	\$9,784,600
<b>Other Subtotal</b>	<b>\$0</b>	<b>\$2,975,699</b>	<b>\$6,808,901</b>	<b>\$0</b>	<b>\$9,784,600</b>
<b>Grand Total</b>	<b>\$0</b>	<b>\$2,975,699</b>	<b>\$6,808,901</b>	<b>\$0</b>	<b>\$9,784,600</b>



## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

June 2, 2025

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

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendment:  
Devlin Road Widening (TIP ID T13767 / UPC 118253) – New TIP Project

Dear Chair Walkinshaw:

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

Devlin Road Widening (TIP ID T13767 / UPC 118253) – New TIP Project

This Prince William County administered project creates a new TIP record (T13767) which widens Devlin Road from 2 to 4 lanes between Jennell Drive and University Boulevard and includes a sidewalk and shared-use path. This project falls within CE3693, which was included in the Visualize 2045 (2022 Update), to widen Devlin Road from 2 to 4 lanes between Linton Hall Road and Wellington Road and was included in the air quality conformity analysis for Visualize 2045 (2022 Update). This TIP amendment is needed to reflect the concession project costs in the PE, ROW, and CN phases of the project. The proposed amendment to T13767 will be to:

- Add \$3,701,310 (Local/Concession) Prior FFY for PE Phase
- Add \$25,300,418 (Local/Concession) Prior FFY for CON Phase
- Add \$2,975,699 (Local/Concession) FFY 2024 for ROW Phase
- Add \$394,103 (Local/Concession) FFY 2025 for PE Phase
- Add \$1,851,758 (Local/Concession) FFY 2025 for ROW Phase
- Add \$4,563,040 (Local/Concession) FFY 2025 for CON Phase

VDOT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on June 6, 2025. VDOT staff will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

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

Bill Cuttler, P.E.  
Northern Virginia District Engineer

VirginiaDOT.org  
WE KEEP VIRGINIA MOVING

Hon. Walkinshaw  
April 18, 2025  
Page Two

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** June 12, 2025

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



U.S. Department  
of Transportation

Federal Transit Administration  
Region III  
1835 Market Street, Suite 1903  
Philadelphia, PA 19103  
215-656-7100

Federal Highway Administration  
DC Division Office (E61-205)  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
202-493-7020

May 28, 2025

The Honorable James Walkinshaw, Chair  
National Capital Region Transportation Planning Board  
c/o, Mr. Kanti Srikanth, Director Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capital Street, NW, Suite 300  
Washington, D.C. 20002-4201

**Re: Approval of FY 2026 Unified Planning Work Program**

Dear Chair Walkinshaw:

The Fiscal Year (FY) 2026 Unified Planning Work Program (UPWP) for the Washington, D.C. urbanized area that was developed and approved by the Transportation Planning Board (TPB) on March 19, 2025, has been jointly reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and is approved effective July 1, 2025.

Our authorization is subject to the availability of Federal funds for transportation planning activities in the urbanized area. The work program is effective from July 1, 2025, through June 30, 2026. The funds may be requested in accordance with established TPB procedures.

Any questions concerning this approval should be directed to Richard Duran, Deputy Division Administrator of the FHWA District of Columbia Division, at (202) 493-7030 or Daniel Koenig, Community Planner of the FTA Region III Office, at (202) 366-8224.

Sincerely,

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David Schilling  
DC Metro Director  
Federal Transit Administration

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Lamin Williams  
DC Division Administrator  
Federal Highway Administration



National Capital Region  
**Transportation Planning Board**

May 30, 2025

U.S. Department of Transportation  
West Building Ground Floor  
Room W12-140  
1200 New Jersey Avenue SE,  
Washington, DC 20590-0001

Subject: Comment on 'Agency Information Collection Activities: Notice of Request for Reinstatement of Previously Approved Information Collection.' Docket No. FHWA-2025-0003<sup>1</sup>

The National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization (MPO) for the Washington D.C. area. The TPB's planning area is currently in non-attainment of the National Ambient Air Quality Standards (NAAQS) for ground level Ozone. Consequently, the region receives CMAQ funds to implement projects / programs that reduce ozone precursors, such as Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx).

Additionally the last three federal transportation bills, the Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) Act and the current Infrastructure and Investment Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Law (BIL)), contain requirements for State Departments of Transportation (DOTs), Transit operators, and Metropolitan Planning Organizations (MPOs) to establish and conduct performance-based planning and programming (PBPP). This includes the establishment of targets for measures as they relate to the Congestion Mitigation and Air Quality (CMAQ) program. As part of the federal PBPP requirements, the TPB has developed and adopted CMAQ targets specifically on reducing emissions of pollutants and uses the CMAQ Public Access System (PAS) for this purpose.

The development and maintenance of a cumulative database of all CMAQ projects, as required by 23 U.S.C. 149(i)(1), is fundamental for reporting on the CMAQ on-road, mobile-source emissions performance measure as established in 23 U.S.C. 150(c)(5)(B) and under the transportation performance management requirements in 23 CFR part 490. Additionally, the CMAQ tracking system is useful in assessing how effectively the region is using the CMAQ funds to help reduce the emissions of pollutants and bring the air quality in compliance with federal standards.

I am writing in support of retaining the Congestion Mitigation and Air Quality Improvement Program (CMAQ) project tracking system.

In response to the specific topics listed in the comment invitation, the TPB would like to share the following:

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<sup>1</sup> "Agency Information Collection Activities: Notice of Request for Reinstatement of Previously Approved Information Collection," Notice, Federal Register, Vol. 90, No. 84, 18889 (U.S. Department of Transportation, Federal Highway Administration, May 2, 2025), <https://www.govinfo.gov/content/pkg/FR-2025-05-02/pdf/2025-07673.pdf>.

**(1) Whether the proposed collection is necessary for the FHWA's performance**

The FHWA's Transportation Performance Management (TPM) program reflects a strategic, data-driven approach to transportation decision-making that enables transportation planning agencies to efficiently allocate resources, maximize return on investments, and achieve desired performance outcomes while increasing accountability and transparency to the public. One of the performance topics under the TPM initiative is congestion mitigation and air quality. The CMAQ program funds projects that reduces/mitigates congestion and/or emissions. Rigorous and science-driven quantitative estimates of the potential reduction in congestion and/or emissions of pollutants are fundamental to objective decision-making and achieving desired performance outcomes cost-effectively. As such the prevailing systems of collecting estimated benefits of CMAQ funded projects is necessary.

**(2) the accuracy of the estimated burdens**

The FHWA has and can play an important role in helping bring consistency and increased accuracy in the estimated benefits and burdens of CMAQ funded projects. The FHWA's CMAQ Emissions Calculator Toolkit is a good example of federal assistance.

**(3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information**

The FHWA could expand on the existing CMAQ Emissions Calculator Toolkit<sup>2</sup> and other such resources. The FHWA could conduct a more rigorous review of the analyses to ensure standardization and accuracy. The TPB also encourages faster processing of the State DOTs submissions, as there currently is generally a year of lag between state reporting and publication in the CMAQ Public Access System (PAS).

**(4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information.**

Electronic/on-line portals for submission data and use of automated tools where appropriate to review the analysis is a proven way to reduce reporting burden for agencies. While it is important to minimize regulatory burdens, it is also important that accurate estimates of benefits using consistent methodologies be developed for a program that provides \$2.5 billion of funding annually. The use of quantitative data and effective review would help ensure federal funds are used in a cost-effective and productive way to meet federal goals.

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<sup>2</sup> "CMAQ Emissions Calculator Toolkit," U.S. Department of Transportation, Federal Highway Administration, December 16, 2022, [https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/toolkit/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/).



Thank you for providing this opportunity to comment.

Sincerely,

A handwritten signature in green ink, reading "Srikanth Kan." with a horizontal line underneath the name.

Kanathur Srikanth  
Executive Director, National Capital Region Transportation Planning Board



National Capital Region  
**Transportation Planning Board**

June 10, 2025

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

Re: FY 2024 Buses and Bus Facilities Grant Application by Charles County for its VanGO Transit Facility 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 request by Charles County, Maryland for federal funding through the FY24 Buses and Bus Facilities grant program (FTA-2025-007-TPM-BUS) for the VanGO Transit Facility Project.

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "James W.", is located below the "Sincerely," text.

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

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



National Capital Region  
**Transportation Planning Board**

June 10, 2025

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

Re Regional Infrastructure Accelerator (RIA) Grant Application by the District Department of Transportation to advance the Southeast Boulevard and Barney Circle 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 grant application by the District Department of Transportation (DDOT) under the FY 2024 Regional Infrastructure Accelerator (RIA) Program to advance the Southeast Boulevard and Barney Circle project.

The former Southeast Freeway, between the new 11th Street Bridges and Barney Circle, has been planned to be converted to an urban boulevard for local traffic. While no longer part of the freeway system, the facility retains its freeway design, which acts as a barrier between the residences of Capitol Hill and the Anacostia Riverfront. The Southeast Boulevard and Barney Circle project will remove this barrier, reestablish the street grid, create new pedestrian/bicycle connections to the Anacostia River along the boulevard, create four acres of new land available to the District for development, and deliver an underground bus storage facility. This project is a cooperative effort between DDOT, the District of Columbia Deputy Mayor for Planning and Economic Development (DMPED), District of Columbia Office of Planning (OP), and CSX Transportation. To advance this significant project, DDOT is requesting \$2 million in funds to develop a financial vision strategy and finalize concepts and feasibility to implement this important project.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure to provide a broad range of transportation choices for our region.

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

Sincerely,

A handwritten signature in blue ink, reading "James W.", is positioned below the "Sincerely," text.

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** June 12, 2025

---

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Victoria Caudullo, TPB Transportation Planner  
**SUBJECT:** Solicitation for Applications: The Transit Within Reach Program  
**DATE:** June 12, 2025

---

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

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

## PROGRAM OVERVIEW

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

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

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

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

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

## **BACKGROUND**

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

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

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

## **APPLICATION PROCESS**

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

The current application period, which is the second round for the program, will open on June 12, 2025 and will close on August 8, 2025. Applicants may submit an optional abstract by June 30, 2025. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal. In advance of convening a selection panel, TPB staff will ask state and regional agencies to comment on the applications.

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

## SCHEDULE

- Application period opens: June 12, 2025
- Abstracts due (optional): June 30, 2025
- Applications due: August 8, 2025
- Selection panel review and recommendations: August-September 2025
- TPB approves projects: October/November 2025
- Task Orders developed for projects: December 2025 to January 2026
- Project kickoff meetings: February 2026
- Project completion: December 2026

## FUNDING PRIORITIES

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

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

## FOR MORE INFORMATION

The Transit Within Reach application can be downloaded at:

[www.mwcog.org/transportation/programs/transit-within-reach-program](http://www.mwcog.org/transportation/programs/transit-within-reach-program)

For more information, contact

- Victoria Caudullo, [vcaudullo@mwco.org](mailto:vcaudullo@mwco.org)





# National Capital Region Transportation Planning Board

## MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Eric Randall, TPB Transportation Engineer  
Charlene Howard, TPB Planning Data Resources Program Manager  
Jessica Storck, TPB GIS Analyst

**SUBJECT:** Performance-Based Planning and Programming (PBPP) Highway Asset and Highway System Performance – Data Dashboard Update

**DATE:** June 12, 2025

On June 6, 2025, the TPB Technical Committee was briefed on recent regional performance for the federally required performance-based planning and programming (PBPP) performance measures in the areas of Highway Assets and Highway System Performance, information for which will be included in Visualize 2050 and the FY 2026 – 2029 TIP. The [briefing](#) included new data on 2023 pavement condition and 2024 bridge condition.

As part of the briefing, the [regional Highway Asset Performance Measures dashboard](#) on the TPB Resources and Applications Page (TRAP) was updated with the latest information. Users can zoom in on the map to examine road pavement condition or bridge status and click on specific assets to get a detailed snapshot. The ‘Select Jurisdiction’ filter allows users to view pavement and bridge conditions by their selection and compare those statistics to the regional statistics. A screenshot of the dashboard is shown below.

### Highway Asset Performance Measures Dashboard

