



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** March 12, 2026

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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:** March 12, 2026

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At its March 6 meeting, the TPB Steering Committee reviewed and adopted four resolutions approving amendments to the 2026-2029 Transportation Improvement Program (TIP) as requested by the District of Columbia (DDOT), Maryland Department of Transportation (MDOT), the Virginia Department of Rail & Public Transportation (VDRPT), and the Federal Highway Administration (FHWA). The committee also reviewed and approved the agenda for the TPB's March 18, 2026 meeting.

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

- TPB SR18-2026: DDOT made the following changes:
  - Adds a total project cost of \$325,000 utilizing Surface Transportation Block Grant (STBG) funds, state, and local matching funds for the planning phase of the new **Anacostia River Pedestrian and Bike Connectivity (T13917)** project.
  - Adds \$136,216,164 in Highway Infrastructure Program (HIP) and state funding, including \$8,400,000 in Advanced Construction (AC), for the construction (CON) phase of the **Benning Road Bridges and Transportation Improvements (T5754)** project revising the total project cost to \$318,011,567.
  - Adds \$9,576,660 in Surface Transportation Block Grant (STBG) funding and state funding for the **Traffic Operations Improvements (T11611)** project revising the total project cost to \$14,639,028.
  - Adds \$1,837,000 in National Electric Vehicle Infrastructure (NEVI) funding and state funding for the **National Electric Vehicle Infrastructure Deployment Program (T11622)** project, revising the total project cost to \$10,463,082.
- TPB SR19-2026: MDOT made the following changes:
  - Adds a new project to the TIP for the Maryland National Capital Park and Planning Commission (M-NCPPC)'s **Connections on the Capital Trails Network (T13915)** project to include a \$25,000,000 Better Utilizing Investments to Leverage Development (BUILD) grant award and local funding for the construction phase of the project with a total cost of \$73,622,279.
- TPB SR20-2026: VDRPT made the following changes:
  - Adds a new project for the **PRTC Paratransit/MicroTransit Vehicles project (T13916)** totaling \$660,000 in Sect. 5307 – Urbanized Area Formula Program (S. 5307), state, and local funding in FY2026.
  - Adds approximately \$7,778,842 million in Sect. 5337 - State of Good Repair Program (S. 5337 –SGR), state, and local funding in FY2026 for the construction phase for the **VRE Franconia-Springfield Station Improvements project (T11630)** increasing the total project cost to \$40,294,842.

- Adds a net total of \$10,906,694 in funding to the **VRE Rolling Stock Acquisition – Expansion Coaches project (T11631)**, by adjusting Sect. 5307 – Urbanized Area Formula Program (S. 5307), state, and local funding for FY2026 and previous funding for the construction phase increasing the total project cost to \$95,531,257.
- TPB SR21-2026: FHWA made the following request:
  - To include the projects from its FY2025-FY2028 TIP as an attachment to each state Department of Transportation’s Statewide Transportation Improvement Program (STIP) and to the TIPs of applicable MPOs for those states.

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.

**ATTACHMENTS:**

- Adopted resolution SR18-2026 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR19-2026 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR20-2026 approving an amendment to the TIP, as requested by VDRPT
- Adopted resolution SR21-2026 approving an amendment to the TIP, as requested by FHWA

**TPB STEERING COMMITTEE ATTENDANCE – MARCH 6, 2026  
(ONLY VOTING MEMBERS AND ALTERNATES LISTED)**

TPB Chair/ MD Rep:	Neil Harris
TPB Vice Chair/DC Rep.:	
TPB Vice Chair/VA Rep.:	
Prior TPB Chair:	Walter Alcorn
Tech. Committee Chair:	Dan Malouff
DDOT:	Mark Rawlings
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 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT MEETS OR IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-04.1 (DC) WHICH ADDS ONE NEW PROJECT, THE ANACOSTIA RIVER PEDESTRIAN AND BIKE CONNECTIVITY PROJECT, AND ADDS FUNDING TO THE BENNING ROAD BRIDGES AND TRANSPORTATION IMPROVEMENTS PROJECT, TRAFFIC OPERATIONS IMPROVEMENTS PROJECTS, AND THE NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PROGRAM (NEVI) 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 December 17, 2025 the TPB adopted the FY 2026-2029 TIP; and

**WHEREAS**, DDOT has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-04.1 (DC), which makes the following revisions:

- Adds a total project cost of \$325,000 utilizing Surface Transportation Block Grant (STBG) funds, state, and local matching funds for the planning phase of the new **Anacostia River Pedestrian and Bike Connectivity (T13917)** project;
- Adds \$136,216,164 in Highway Infrastructure Program (HIP) and state funding, including \$8,400,000 in Advanced Construction (AC), for the construction (CON) phase of the **Benning Road Bridges and Transportation Improvements (T5754)** project revising the total project cost to \$318,011,567;
- Adds \$9,576,660 in Surface Transportation Block Grant (STBG) funding and state funding for the **Traffic Operations Improvements (T11611)** project revising the total project cost to \$14,639,028;
- Adds \$1,837,000 in National Electric Vehicle Infrastructure (NEVI) funding and state funding for the **National Electric Vehicle Infrastructure Deployment Program (T11622)** project, revising the total project cost to \$10,463,082; 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 26-04.1 (DC) creating the 4th 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](http://www.mwcog.org/TIP/FY26-29/Amendments); and

**WHEREAS**, the **Benning Rd Bridges and Transportation Improvements (T5754)** project is included in the Air Quality Conformity Analysis of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP; 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) 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 B) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained,

ATTACHMENT C) Letter from DDOT dated February 20, 2026, requesting the amendments; 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 26-04.1 (DC), which

- Adds a total project cost of \$325,000 utilizing STBG, state, and local matching funds for the planning phase of the new **Anacostia River Pedestrian and Bike Connectivity (T13917)** project;
- Adds \$136,216,164 in HIP and state funding, including \$8,400,000 in Advanced Construction (AC), for the construction (CON) phase of the **Benning Road Bridges and Transportation Improvements (T5754)** project revising the total project cost to \$318,011,567;
- Adds \$9,576,660 in STBG and state funds for the **Traffic Operations Improvements (T11611)** project revising the total project cost to \$14,639,028;
- Adds \$1,837,000 in NEVI and state funding for the **National Electric Vehicle Infrastructure Deployment Program (T11622)** project, revising the total project cost to \$10,463,082.

Adopted by the TPB Steering Committee at its meeting on Friday, March 6, 2026.

## T11611 - Traffic Operations Improvements Projects

This project advances physical infrastructure projects related to traffic operations. a. 295 DMS Replacement b. Fiber Communication Networks on Major Arterial Corridors c. Moveable Pavement Marking Retroreflectivity Measurement and Data Collection e. Moveable Barrier System

<b>Plan Revision:</b>	26-04.1 (DC)
<b>Record Type:</b>	Ongoing
<b>Lead Agency:</b>	District Department of Transportation
<b>Project Type:</b>	Road - ITS/Technology
<b>Agency Project ID:</b>	-
<b>Facility:</b>	-
<b>From:</b>	-
<b>To:</b>	-
<b>County:</b>	Washington
<b>Municipality:</b>	District of Columbia
<b>Completion Year:</b>	2029
<b>Total Cost:</b>	\$14,639,028

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$2,233,353	\$88,402	\$274,547	\$331,502	\$2,927,804
Construction	NHPP	\$1,272,086	\$353,610	\$353,610	\$1,326,009	\$3,305,315
Construction	STBG	\$7,661,328	\$0	\$744,581	\$0	\$8,405,909
Total Construction		\$11,166,767	\$442,012	\$1,372,738	\$1,657,511	\$14,639,028
TIP Total		\$11,166,767	\$442,012	\$1,372,738	\$1,657,511	\$14,639,028
Total Programmed		\$11,166,767	\$442,012	\$1,372,738	\$1,657,511	\$14,639,028

<b>Current Change Reason:</b>	Schedule / Funding / Scope- Update Programming Update
<b>Project Changes:</b>	Plan Revision Name changed from "26-00" to "26-04.1 (DC)"
<b>Funding Changes:</b>	DC/STATE + Increase funds in FY 2026 in CON from \$0 to \$1,915,332
	STBG + Increase funds in FY 2026 in CON from \$0 to \$7,661,328
<b>Federal Project Cost:</b>	Increased from \$4,049,896 to \$11,711,224 (189.17%)
<b>Total Project Cost:</b>	Increased from \$5,062,368 to \$14,639,028 (189.17%)

## T11622 - National Electric Vehicle Infrastructure Deployment Program (NEVI)

The National Electric Vehicle Infrastructure (NEVI) Formula Program provides dedicated funding for the deployment of EV charging infrastructure. This funding will establish a publicly accessible interconnected network of EV charging stations to facilitate data collection, access, and reliability. Funding under this program is initially directed to designated Alternative Fuel Corridors (AFCs) for electric vehicles to build out this national network, particularly the Interstate Highway System.

<b>Plan Revision:</b>	26-04.1 (DC)
<b>Record Type:</b>	Ongoing
<b>Lead Agency:</b>	District Department of Transportation
<b>Project Type:</b>	Other - Alt Fuel Infrastructure
<b>Agency Project ID:</b>	-
<b>Facility:</b>	-
<b>From:</b>	-
<b>To:</b>	-
<b>County:</b>	Washington
<b>Municipality:</b>	District of Columbia
<b>Completion Year:</b>	2028
<b>Total Cost:</b>	\$10,463,082

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$2,092,616	\$0	\$0	\$0	\$2,092,616
Construction	NEVI	\$8,370,466	\$0	\$0	\$0	\$8,370,466
Total Construction		\$10,463,082	\$0	\$0	\$0	\$10,463,082
TIP Total		\$10,463,082	\$0	\$0	\$0	\$10,463,082
Total Programmed		\$10,463,082	\$0	\$0	\$0	\$10,463,082

<b>Current Change Reason:</b>	Schedule / Funding / Scope- Update Programming Update
<b>Project Changes:</b>	Plan Revision Name changed from "26-00" to "26-04.1 (DC)" Email changed from "matthew.gaskin@dc.gov" to "tasin.malik@dc.gov" Primary Contact changed from "Matthew Gaskin" to "Tasin Malik"
<b>Funding Changes:</b>	NEVI - Decrease funds in FY 2026 in PE from \$933,333 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$8,370,466 DC/STATE - Decrease funds in FY 2026 in PE from \$233,333 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$2,092,616
<b>Federal Project Cost:</b>	Increased from \$933,333 to \$8,370,466 (796.84%)
<b>Total Project Cost:</b>	Increased from \$1,166,666 to \$10,463,082 (796.84%)

## T13917 - Anacostia River Pedestrian and Bike Connectivity Project

A new pedestrian and bicycle connection to the Anacostia River Trail (ART) from East Capitol Street starting at 35th Street NE over CSX and Interstate 295 (I-295) and terminating at Kenilworth Avenue NE.

<b>Plan Revision:</b>	26-04.1 (DC)
<b>Record Type:</b>	Discrete
<b>Lead Agency:</b>	District Department of Transportation
<b>Project Type:</b>	Bicycle/Pedestrian - Bike/Ped
<b>Agency Project ID:</b>	-
<b>Facility:</b>	-
<b>From:</b>	-
<b>To:</b>	-
<b>County:</b>	-
<b>Municipality:</b>	District of Columbia
<b>Completion Year:</b>	2029
<b>Total Cost:</b>	\$325,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	\$0	\$5,000	\$0	\$0	\$5,000
Planning	LOCAL (NM)	\$300,000	\$0	\$0	\$0	\$300,000
Planning	STBG	\$0	\$20,000	\$0	\$0	\$20,000
Total Planning		\$300,000	\$25,000	\$0	\$0	\$325,000
TIP Total		\$300,000	\$25,000	\$0	\$0	\$325,000
Total Programmed		\$300,000	\$25,000	\$0	\$0	\$325,000

<b>Current Change Reason:</b>	New Project
<b>Federal Project Cost:</b>	Stays the same \$20,000
<b>Total Project Cost:</b>	Stays the same \$325,000
<b>CMP Documentation Changes:</b>	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.

# T5754 - Benning Rd Bridges and Transportation Improvements

Benning Rd Bridges and Transportation Improvements from OK Ave to East Capitol St Br# 503(EB), 503(WB), 104, 104-1.

<b>Plan Revision:</b>	26-04.1 (DC)
<b>Record Type:</b>	Discrete
<b>Lead Agency:</b>	District Department of Transportation
<b>Project Type:</b>	Bridge - Rehab
<b>Agency Project ID:</b>	CM080A
<b>Facility:</b>	Benning Rd Ne
<b>From:</b>	Oklahoma Ave
<b>To:</b>	East Capitol Street
<b>County:</b>	Washington
<b>Municipality:</b>	District of Columbia
<b>Completion Year:</b>	2029
<b>Total Cost:</b>	\$318,011,567



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	BUILD	\$12,000,000	\$0	\$0	\$0	\$12,000,000
Construction	DC/STATE	\$25,200,000	\$0	\$0	\$0	\$25,200,000
Construction	HIP	\$33,600,000	\$0	\$0	\$0	\$33,600,000
Construction	NHPP	\$21,600,000	\$0	\$0	\$0	\$21,600,000
Construction	State (NM)	\$31,216,165	\$38,333,333	\$38,333,333	\$28,333,333	\$136,216,164
Construction	STBG	\$33,600,000	\$0	\$0	\$0	\$33,600,000
Total Construction		\$157,216,165	\$38,333,333	\$38,333,333	\$28,333,333	\$262,216,164
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	NHPP	\$0	\$0	\$0	\$0	\$0
TIP Total		\$157,216,165	\$38,333,333	\$38,333,333	\$28,333,333	\$262,216,164
Total Prior Costs		\$0	\$0	\$0	\$0	\$55,795,403
Total AC		\$42,000,000	\$0	\$0	\$0	\$42,000,000
Total Programmed		\$157,216,165	\$38,333,333	\$38,333,333	\$28,333,333	\$318,011,567

<b>Current Change Reason:</b>	Schedule / Funding / Scope- Update Programming Update
<b>Project Changes:</b>	<p>Description changed from "Benning Rd Bridges and Transportation Improvements from OK Ave to East Capitol St Br# 503(EB), 503(WB), 104, 104-1. Local funding will be used to extend the DC Streetcar line to the Benning Road Metro Station." to "Benning Rd Bridges and Transportation Improvements from OK Ave to East Capitol St Br# 503(EB), 503(WB), 104, 104-1."</p> <p>Plan Revision Name changed from "26-00" to "26-04.1 (DC)"</p> <p>Project Type changed from "Rail/Fixed Guideways - Streetcar/Light Rail" to "Bridge - Rehab"</p> <p>Email changed from "scott.kubly@dc.gov" to "dawit.kebede@dc.gov"</p> <p>Estimated Completion Date changed from "2028" to "2029"</p> <p>Primary Contact changed from "Scott Kubly" to "Dawit Kebede"</p>
<b>Funding Changes:</b>	<p>NHPP</p> <p>- Decrease funds in FY 2028 in CON from \$33,600,000 to \$0</p> <p>DC/STATE</p>

	- Decrease funds in FY 2028 in CON from \$8,400,000 to \$0
	+ Increase funds in FY 2026 in CON from \$0 to \$8,400,000 (AC)
	+ Increase funds in FY 2026 in CON from \$0 to \$8,400,000
	HIP
	+ Increase funds in FY 2026 in CON from \$0 to \$33,600,000
	STBG
	+ Increase funds in FY 2026 in CON from \$0 to \$33,600,000 (AC)
	State (NM)
	+ Increase funds in FY 2026 in CON from \$0 to \$31,216,165
	+ Increase funds in FY 2027 in CON from \$0 to \$38,333,333
	+ Increase funds in FY 2028 in CON from \$0 to \$38,333,333
	+ Increase funds in FY 2029 in CON from \$0 to \$28,333,333
<b>Federal Project Cost:</b>	Stays the same \$136,647,997
<b>Total Project Cost:</b>	Increased from \$181,795,403 to \$318,011,567 (74.93%)

DISTRICT DEPARTMENT OF TRANSPORTATION  
 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	\$12,000,000	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HIP	\$33,600,000	\$33,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NEVI	\$8,370,466	\$8,370,466	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$22,872,086	\$22,872,086	\$0	\$33,953,610	\$33,953,610	\$0	\$353,610	\$353,610	\$0	\$1,326,009	\$1,326,009	\$0
STBG	\$7,661,328	\$7,661,328	\$0	\$20,000	\$20,000	\$0	\$744,581	\$744,581	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$84,503,880</b>	<b>\$84,503,880</b>	<b>\$0</b>	<b>\$33,973,610</b>	<b>\$33,973,610</b>	<b>\$0</b>	<b>\$1,098,191</b>	<b>\$1,098,191</b>	<b>\$0</b>	<b>\$1,326,009</b>	<b>\$1,326,009</b>	<b>\$0</b>

# Government of the District of Columbia

## Department of Transportation



February 20, 2026

The Honorable Neil Harris, 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 Harris,

The District Department of Transportation (DDOT) requests that the FY 2026-2029 Transportation Improvement Program (TIP) be amended for the projects below:

Name	Funding Types	TIP ID	Total	Years	Fed/State Split	Published Notes
<b>Benning Road Bridges and Transportation Improvements Project</b>	STBG(AC) HIP STATE NM	T575 4	\$262,216,164	2026 2027 2028 2029	80/20	<ul style="list-style-type: none"> <li>• Add \$42,000,000 (AC) FY26 for CON</li> <li>• Add \$42,000,000 (Formula/HIP) FY26 for CON</li> <li>• Add \$31,216,165 (STATE NM) FY26 for CON</li> <li>• Add \$38,333,333 (STATE NM) FY27 for CON</li> <li>• Add \$38,333,333 (STATE NM) FY28 for CON</li> <li>• Add \$28,333,333 (STATE NM) FY29 for CON</li> </ul>
<b>Anacostia River Pedestrian and Bike Connectivity</b>	STBG	N/A	\$325,000	2027	80/20	<ul style="list-style-type: none"> <li>• Add \$25,000 (Formula/STBG) FY27 for PLANNING</li> <li>• Add \$300,000 (STATE NM) FY26 for Planning</li> </ul>
<b>Fiber Communication Networks on Major Arterial Corridors</b>	STBG	T116 11b	\$14,639,028	2026	80/20	<ul style="list-style-type: none"> <li>• Add \$9,676,600 (Formula/STBG) FY26 for CON</li> </ul>

National Electric Vehicle Infrastructure Deployment Program (NEVI)	NEVI	T116 22	\$ 10,463,082	2026	80/20	<ul style="list-style-type: none"> <li>• Add \$9,296,416 NEVI FY26 for CON</li> </ul>
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**Benning Road Bridges and Transportation Improvements (TIP ID - T5754)**

This project was included in the air conformity analysis of Visualize 2050 and does not add additional capacity for motorized vehicles. This amendment is needed to increase the total project cost from \$181,795,403 to \$262,216,164

**Anacostia River Pedestrian and Bike Connectivity (New Project)**

This project does not require air conformity analysis and does not add additional capacity for motorized vehicles. This project will add a bicycle and pedestrian facility across the CSX bridge and I-295. This amendment is needed to add this new project to the FY 2026 – FY 2029 TIP. This amendment will add \$325,000 to the project.

**Fiber Communication Networks on Major Arterial Corridors (T11611b)**

This project does not require air conformity analysis and does not add additional capacity for motorized vehicles. This amendment is needed to add \$9,676,600 to the project.

**National Electric Vehicle Infrastructure Deployment Program (NEVI) (T11622)**

This project does not require air conformity analysis and does not add additional capacity for motorized vehicles. This amendment is needed to add \$9,296,416 in NEVI funds to the project.

The funding sources for each project have been identified through the sources mentioned above, so the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve the amendment at its March 6<sup>th</sup> meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Zachary Smith at (202) 286-2071 or by e-mail at [Zachary.smith1@dc.gov](mailto:Zachary.smith1@dc.gov). Of course, please feel free to contact me directly.

Sincerely,



Shirley Kwan-Hui  
 Chief Administrative Officer  
 District Department of Transportation  
 (202) 420-1128  
[Shirley.Kwan-Hui@dc.gov](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 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-04.2 (MD) WHICH ADDS ONE NEW PROJECT, M-NCPPC'S CONNECTIONS ON THE CAPITAL TRAILS NETWORK AS REQUESTED BY 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 has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-04.2 (MD), which adds a total project cost of \$73,622,279 utilizing \$25,000,000 in Better Utilizing Investments to Leverage Development (BUILD) grant funds and \$48,622,279 in local funds for the construction (CON) phase of the new **Connections on the Capital Trails Network (T13915)** project; and

**WHEREAS**, the review and processing of the amendments included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures; and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 26-04.2 (MD) creating the 4th 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](http://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) 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 B) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained,

ATTACHMENT C) Letter from MDOT dated February 19, 2026, requesting the amendments; 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 26-04.2 (MD), which adds a total project cost of \$73,622,279 utilizing \$25,000,000 in BUILD grant funds and \$48,622,279 in local funds for the construction (CON) phase of the new **Connections on the Capital Trails Network (T13915)** project.

**Adopted by the TPB Steering Committee at its meeting on Friday, March 6, 2026.**

## T13915 - RAISE - Connections on the Capital Trails Network

This project funds the rehabilitation of pedestrian pathways and bridges; implementation of pedestrian safety countermeasures along county and state roadways; and new pathways to schools, parks, rail stations and other community facilities in Montgomery and Prince George's Counties, Maryland and the District of Columbia. This entry includes the project components in Montgomery & Prince George's County in Maryland. See also: T6497 - Arboretum Bridge and Trail for DC project. M-NCPPC is the direct recipient for the project.

<b>Plan Revision:</b>	26-04.2 (MD)
<b>Record Type:</b>	-
<b>Lead Agency:</b>	Maryland-National Capital Park and Planning Commission
<b>Project Type:</b>	Bicycle/Pedestrian - Bike/Ped
<b>Agency Project ID:</b>	-
<b>Facility:</b>	-
<b>From:</b>	-
<b>To:</b>	-
<b>County:</b>	Montgomery, Prince Georges
<b>Municipality:</b>	Baltimore Washington Region
<b>Completion Year:</b>	2031
<b>Total Cost:</b>	\$73,622,279

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	BUILD	\$0	\$25,000,000	\$0	\$0	\$25,000,000
Construction	LOCAL	\$0	\$48,622,279	\$0	\$0	\$48,622,279
Total Construction		\$0	\$73,622,279	\$0	\$0	\$73,622,279
TIP Total		\$0	\$73,622,279	\$0	\$0	\$73,622,279
Total Programmed		\$0	\$73,622,279	\$0	\$0	\$73,622,279

<b>Current Change Reason:</b>	New Project
<b>Federal Project Cost:</b>	Stays the same \$25,000,000
<b>Total Project Cost:</b>	Stays the same \$73,622,279
<b>CMP Documentation Changes:</b>	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.

MARYLAND - DEPARTMENT OF TRANSPORTATION  
 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
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

February 19, 2026

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

Dear Chair Harris:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2026-2029 Transportation Improvement Program (TIP) for one new project on behalf of the Maryland National Capital Park and Planning Commission (M-NCPPC) as described below and in the attached memo.

This action reflects M-NCPPC’s Rebuilding American Infrastructure with Sustainability and Equity (RAISE) June 2023 grant award for the Connections on the Capital Trails Network project. This action to the FY 2026-2029 TIP does not affect the Air Quality Conformity Determination of Visualize 2050.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
T13915	RAISE – Connections on the Capital Trails Network	26-29: \$73,622 Total: \$73,622	Adds new project and associated new construction funds.

The Honorable Neil Harris  
Page Two

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

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

Sincerely,



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  
Mr. John Thomas, Planning Supervisor, M-NCPPC

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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

**FROM:** M-NCPPC DEPARTMENT OF PARKS & RECREATION  
PRINCE GEORGES COUNTY  
PARK PLANNING & ENVIRONMENTAL STEWARDSHIP DIVISION  
JOHN (JT) THOMAS, PLANNING SUPERVISOR *JBT*

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

**DATE:** FEBRUARY 13, 2026

**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 National Capital Park & Planning Commission (M-NCPPC) hereby requests the amendment of the FY 2026-2029 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
T13915	<i>RAISE – Connections on the Capital Trails Network</i>	CO	\$73,622,279

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## **ANALYSIS**

*RAISE – Connections on the Capital Trails Network (T13915) – This amendment reflects the addition of a new project, T13915, and \$73,622,279 in construction funds to the FY 2026-2029 TPB TIP. Total project cost includes \$48,622,279 in local funds and \$25,000,000 in awarded federal Rebuilding American Infrastructure with Sustainability and Equity (“RAISE”), now known as “BUILD” (Better Utilizing Investments to Leverage Development) grant funds for construction. This amendment reflects the addition of those construction funds to T13915 in the FY 2026-2029 TPB TIP.*

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies’ latest economic estimates. The MDOT published funding details in the FY draft 2026-2031 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>).

Please amend the FY 2026-2029 TPB TIP and the FY 2025-2028 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact me at (202) 794-4554 or [John.Thomas@pgparks.com](mailto:John.Thomas@pgparks.com).

## **ATTACHMENTS**

- FY 2026-2029 TPB TIP project T13915 report
- FY 2025-2028 Maryland STIP project TPB T13915 report

cc: Mr. Vic Weisberg, Special Assistant to the Director, Prince George’s County DPW&T  
Ms. Sonja Ewing, Chief, Park Planning & Environmental Stewardship, M-NCPPC  
Mr. Andrew Frank, Chief, Park Development, M-NCPPC Montgomery County  
Ms. Eugenia Brown, Grants and Public Partnership Manager, M-NCPPC

## T13915 - RAISE - Connections on the Capital Trails Network

This project funds the rehabilitation of pedestrian pathways and bridges; implementation of pedestrian safety countermeasures along county and state roadways; and new pathways to schools, parks, rail stations and other community facilities in Montgomery and Prince George's Counties, Maryland and the District of Columbia. This entry includes the project components in Montgomery & Prince George's County in Maryland. See also: T6497 - Arboretum Bridge and Trail for DC project. M-NCPPC is the direct recipient for the project.

<b>Plan Revision:</b>	26-04.2 (MD)
<b>Record Type:</b>	-
<b>Lead Agency:</b>	Maryland-National Capital Park and Planning Commission
<b>Project Type:</b>	Bicycle/Pedestrian - Bike/Ped
<b>Agency Project ID:</b>	-
<b>Facility:</b>	-
<b>From:</b>	-
<b>To:</b>	-
<b>County:</b>	Montgomery, Prince Georges
<b>Municipality:</b>	Baltimore Washington Region
<b>Completion Year:</b>	2031
<b>Total Cost:</b>	\$73,622,279

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	BUILD	\$0	\$25,000,000	\$0	\$0	\$25,000,000
Construction	LOCAL	\$0	\$48,622,279	\$0	\$0	\$48,622,279
Total Construction		\$0	\$73,622,279	\$0	\$0	\$73,622,279
TIP Total		\$0	\$73,622,279	\$0	\$0	\$73,622,279
Total Programmed		\$0	\$73,622,279	\$0	\$0	\$73,622,279

<b>Current Change Reason:</b>	New Project
<b>CMP Documentation Changes:</b>	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
<b>CMP Documentation Changes:</b>	CMP has changed from None to CMP Documentation is not required.

# MARYLAND STATEWIDE TIP FY 2025-2028

TIP # 13915

**SUMMARY TABLE**

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
RAISE - Connections on the Capital Trails Network	A	Exempt	N/A	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	M-NCPPC	TPB	N/A	\$ 25,000	\$ 48,622	\$ 73,622

**Description:** This project funds the rehabilitation of pedestrian pathways and bridges; implementation of pedestrian safety countermeasures along county and state roadways; and new pathways to schools, parks, rail stations and other community facilities in Montgomery and Prince George's Counties, Maryland and the District of Columbia. This entry includes the project components in Montgomery & Prince George's County in Maryland. See also: T6497 - Arboretum Bridge and Trail for DC project. M-NCPPC is the direct recipient for the project.

**Justification:** Adds new project and BUILD (was RAISE) federal and local funds.

**INDIVIDUAL REQUEST FORM**

STIP/TIP Amendment Criteria	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total	
							(000s)
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	<b>Current</b>	<b>Total</b>	\$ -	\$ -	\$ -	\$ -	
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	
	<b>Proposed</b>	<b>Total</b>	\$ -	\$ -	\$ 73,622	\$ -	\$ 73,622
	Federal	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000	
	State/Local	\$ -	\$ -	\$ 48,622	\$ -	\$ 48,622	
<b>Change</b>	<b>Total</b>	\$ -	\$ -	\$ 73,622	\$ -	\$ 73,622	
Federal	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000		
State/Local	\$ -	\$ -	\$ 48,622	\$ -	\$ 48,622		



**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
CO	<b>BUILD</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Local</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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
CO	<b>BUILD</b>	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000
	<b>Local</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,622	\$ -	\$ -	\$ -	\$ 48,622	\$ 48,622
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 48,622	\$ -	\$ -	\$ 25,000	\$ 48,622	\$ 73,622

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
CO	<b>BUILD</b>	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000
	<b>Local</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,622	\$ -	\$ -	\$ -	\$ 48,622	\$ 48,622
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 48,622	\$ -	\$ -	\$ 25,000	\$ 48,622	\$ 73,622

**TOTAL PROJECT COST**

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
\$ -	\$ -	\$ 25,000	\$ 48,622	\$ -	\$ -	\$ 25,000	\$ 48,622
<b>Total</b>	<b>Total</b>	<b>Total</b>	<b>Total</b>	<b>Total</b>	<b>Total</b>	<b>Total</b>	<b>Total</b>

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-04.3 (VA) WHICH ADDS A NEW PROJECT FOR THE PRTC PARATRANSIT/MICROTRANSIT VEHICLES, ADDS FUNDING FOR THE VRE FRANCONIA-SPRINGFIELD STATION IMPROVEMENTS, AND ADDS FUNDINGS FOR THE VRE ROLLING STOCK ACQUISITION – EXPANSION COACHES PROJECT AS REQUESTED BY THE POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION (PRTC) AND 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**, the Potomac and Rappahannock Transportation Commission (PRTC) and Virginia Railway Express (VRE) has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-04.3 (VA), which makes the following revisions:

- Adds a new project for the **PRTC Paratransit/MicroTransit Vehicles project (T13916)** totaling \$660,000 in Sect. 5307 – Urbanized Area Formula Program (S. 5307), state, and local funding in FY2026;
- Adds approximately \$7,778,842 million in Sect. 5337 - State of Good Repair Program (S. 5337-SGR), state, and local funding in FY2026 for the construction phase for the **VRE Franconia-Springfield Station Improvements project (T11630)** increasing the total project cost to \$40,294,842;
- Adds a net total of \$10,906,694 in funding to the **VRE Rolling Stock Acquisition – Expansion Coaches project (T11631)**, by adjusting Sect. 5307 – Urbanized Area Formula Program (S. 5307), state, and local funding for FY2026 and previous funding for the construction phase increasing the total project cost to \$95,531,257;

**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 26-04.3 (VA) creating the 4th 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](http://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) 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 B) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained;
- ATTACHMENT C) Letter from PRTC dated February 19, 2026 requesting the amendments; 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 TIP Action 26-04.3 (VA), which makes the following revisions:

- Adds a new project for the **PRTC Paratransit/MicroTransit Vehicles project (T13916)** totaling \$660,000 in S. 5307, state, and local funding in FY2026;
- Adds approximately \$7,778,842 million in S. 5337-SGR, state, and local funding in FY2026 for the construction phase for the **VRE Franconia-Springfield Station Improvements project (T11630)** increasing the total project cost to \$40,294,842;
- Adds a net total of \$10,906,694 in funding to the **VRE Rolling Stock Acquisition - Expansion Coaches project (T11631)**, by adjusting S. 5307, state, and local funding for FY2026 and previous funding for the construction phase increasing the total project cost to \$95,531,257.

Adopted by the TPB Steering Committee at its meeting on Friday, March 6, 2026.

## T13916 - PRTC Paratransit/MicroTransit Vehicles

This amendment adds funding to new project PRTC Paratransit/MicroTransit Vehicles to purchase (2) new Paratransit/Microtransit vehicles to allow for expansion of fleet and to replace two (2) Ford gasoline vans purchased in 2019 that have reached the end of their useful life. The Paratransit/MicroTransit Vehicles will support growth and provide relief by introducing newer and more reliable vehicles to serve both the paratransit and Microtransit services operated by OmniRide.

<b>Plan Revision:</b>	26-04.3 (VA)
<b>Record Type:</b>	Discrete
<b>Lead Agency:</b>	PRTC
<b>Project Type:</b>	Other
<b>Agency Project ID:</b>	-
<b>Facility:</b>	-
<b>From:</b>	-
<b>To:</b>	-
<b>County:</b>	-
<b>Municipality:</b>	-
<b>Completion Year:</b>	2027
<b>Total Cost:</b>	\$660,000

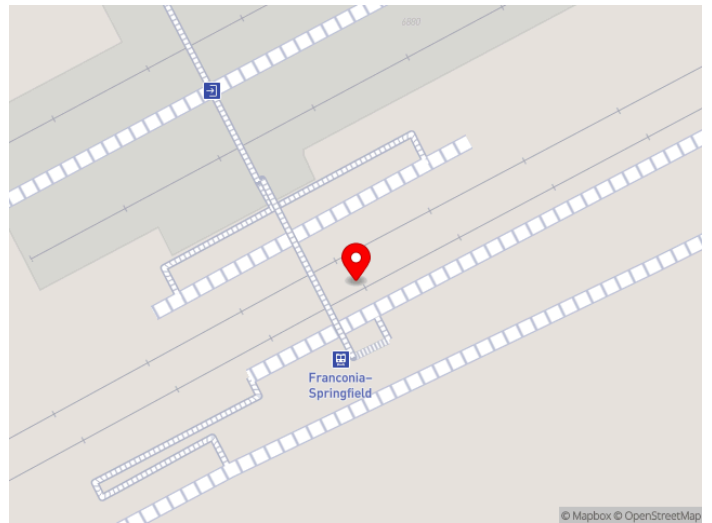
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$105,600	\$0	\$0	\$0	\$105,600
Other	LOCAL	\$26,400	\$0	\$0	\$0	\$26,400
Other	S. 5307	\$528,000	\$0	\$0	\$0	\$528,000
Total Other		\$660,000	\$0	\$0	\$0	\$660,000
TIP Total		\$660,000	\$0	\$0	\$0	\$660,000
Total Programmed		\$660,000	\$0	\$0	\$0	\$660,000

<b>Current Change Reason:</b>	New Project
<b>Federal Project Cost:</b>	Stays the same \$528,000
<b>Total Project Cost:</b>	Stays the same \$660,000
<b>CMP Documentation Changes:</b>	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.

## T11630 - VRE Franconia-Springfield Station Improvements

Design and construct an extension to the existing VRE Franconia-Springfield Station west platform (adjacent to the WMATA Metrorail Station), an extension to the existing east platform, and a new pedestrian ramp and tunnel entrance at the east platform. These improvements will enable the station to serve trains up to eight cars long and improve pedestrian flows to allow for improved operational efficiency. The tunnel will maintain continuous, safe pedestrian access to the VRE Station when the Franconia to Occoquan Third Track is constructed by others.

<b>Plan Revision:</b>	26-04.3 (VA)
<b>Record Type:</b>	Discrete
<b>Lead Agency:</b>	VRE
<b>Project Type:</b>	Rail/Fixed Guideways - Capital/SGR
<b>Agency Project ID:</b>	-
<b>Facility:</b>	VRE Franconia-Springfield Station
<b>From:</b>	-
<b>To:</b>	-
<b>County:</b>	Fairfax
<b>Municipality:</b>	-
<b>Completion Year:</b>	2027
<b>Total Cost:</b>	\$40,294,842



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$1,244,615	\$0	\$0	\$0	\$1,244,615
Construction	LOCAL	\$311,154	\$0	\$0	\$0	\$311,154
Construction	S. 5337-SGR	\$6,223,073	\$0	\$0	\$0	\$6,223,073
Total Construction		\$7,778,842	\$0	\$0	\$0	\$7,778,842
TIP Total		\$7,778,842	\$0	\$0	\$0	\$7,778,842
Total Prior Costs		\$0	\$0	\$0	\$0	\$32,516,000
Total Programmed		\$7,778,842	\$0	\$0	\$0	\$40,294,842

<b>Current Change Reason:</b>	Schedule / Funding / Scope- Update Cost change(s) - Programming Update
<b>Project Changes:</b>	Plan Revision Name changed from "26-00" to "26-04.3 (VA)" Record Type changed from "None" to "Discrete" Current Implementation Status changed from "PROJECT CLOSE-OUT" to "Construction/Project Implementation begins"
<b>Funding Changes:</b>	S. 5337-SGR + Increase funds in FY 2026 in CON from \$0 to \$6,223,073 DC/STATE + Increase funds in FY 2026 in CON from \$0 to \$1,244,615 LOCAL + Increase funds in FY 2026 in CON from \$0 to \$311,154
<b>Federal Project Cost:</b>	Increased from \$15,612,800 to \$21,835,873 (39.86%)
<b>Total Project Cost:</b>	Increased from \$32,516,000 to \$40,294,842 (23.92%)

## T11631 - VRE Rolling Stock Acquisition - Expansion Coaches

This project includes the procurement of 21 passenger coaches for use in VRE Fredericksburg Line service (11) and Manassas Line service (10) to support planned VRE service increases.

<b>Plan Revision:</b>	26-04.3 (VA)
<b>Record Type:</b>	Discrete
<b>Lead Agency:</b>	VRE
<b>Project Type:</b>	Rail/Fixed Guideways - Capital/SGR
<b>Agency Project ID:</b>	111654, 113526
<b>Facility:</b>	-
<b>From:</b>	-
<b>To:</b>	-
<b>County:</b>	-
<b>Municipality:</b>	-
<b>Completion Year:</b>	2027
<b>Total Cost:</b>	\$95,531,257

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	S. 5307	\$11,577,412	\$0	\$0	\$0	\$11,577,412
Total Construction		\$11,577,412	\$0	\$0	\$0	\$11,577,412
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	LOCAL	\$0	\$0	\$0	\$0	\$0
TIP Total		\$11,577,412	\$0	\$0	\$0	\$11,577,412
Total Prior Costs		\$0	\$0	\$0	\$0	\$83,953,845
Total Programmed		\$11,577,412	\$0	\$0	\$0	\$95,531,257

<b>Current Change Reason:</b>	Schedule / Funding / Scope- Update Programming Update - Cost change(s)
<b>Project Changes:</b>	Plan Revision Name changed from "26-00" to "26-04.3 (VA)" Current Implementation Status changed from "PROJECT CLOSE-OUT" to "Construction/Project Implementation begins" Record Type changed from "None" to "Discrete"
<b>Funding Changes:</b>	S. 5307 + Increase funds in FY 2026 in CON from \$0 to \$11,577,412 DC/STATE - Decrease funds in FY 2025 in CON from \$2,205,777 to \$1,489,203 LOCAL + Increase funds in FY 2025 in CON from \$326,444 to \$372,300
<b>Federal Project Cost:</b>	Increased from \$17,768,097 to \$29,345,509 (65.16%)
<b>Total Project Cost:</b>	Increased from \$84,624,563 to \$95,531,257 (12.89%)

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION (PRTC) & VIRGINIA RAILWAY EXPRESS  
 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
S. 5307	\$12,105,412	\$12,105,412	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S. 5337-SGR	\$6,223,073	\$6,223,073	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$18,328,485</b>	<b>\$18,328,485</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



February 19, 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. 26-04 for Amendments (FY 2026-2029 TIP)

Dear Mr. Harris:

The Potomac & Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE) are requesting amendments 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 amendments and additions as provided below:

**Potomac & Rappahannock Transportation Commission (PRTC) Project:**

**PRTC Paratransit/Microtransit Vehicles *(New Project)***

This amendment adds funding to new project **PRTC Paratransit/MicroTransit Vehicles** to acquire (2) new paratransit/microtransit vehicles to allow for expansion of fleet to support growth in paratransit and microtransit service. In addition, the funding includes replacement of two (2) Ford gasoline vans purchased in 2019 that have reached the end of their useful life. The Paratransit/MicroTransit Vehicles will provide relief by introducing newer and more reliable vehicles to serve both the paratransit and microtransit services operated by OmniRide.

- Add \$528,000 (FTA 5307) FFY26
- Add \$105,600 (State Match) FFY26
- Add \$26,400 (Local Match) FFY26

**\$660,000 Total Project Cost**

<b>PRTC Paratransit/MicroTransit Vehicles</b>		
<b>Fiscal Year</b>	<b>Funding Source</b>	<b>Total Amount</b>
2026	FTA 5307	\$ 528,000
2026	State	\$ 105,600
2026	Local	\$ 26,400
<b>Total</b>		<b>\$ 660,000</b>

Letter to Chair Neil Harris  
 February 19, 2026  
 Page 2 of 4

**Virginia Railway Express (VRE) Projects:**

**VRE Rolling Stock Acquisition - Expansion Coaches (TIP ID: T11631)**

This amendment adds additional 5307 funding to the VRE Rolling Stock Acquisition - Expansion Coaches project, which supports the purchase of eleven (11) coaches to expand capacity on Fredericksburg Line trains and the purchase of ten (10) expansion coaches to facilitate near-term Manassas Line capacity expansion.

- Deduct \$716,574 (DC/State) FFY25 for CON Phase
- Add \$45,856 (Local Match) FFY25 for CON Phase
- Add \$11,577,412 (Section 5307) FFY26 for CON Phase
- Add \$10,906,694 to project cost for \$95,531,257 new project total cost and FY24-27 total cost of **\$23,567,801**

VRE Rolling Stock Acquisition - Expansion Coaches							
Phase	Funding Source	Prior Years	FFY2024	FFY2025	FFY2026	Total Project Cost	DRPT FY24-27 STIP Cost
CON	Federal 5307	7,639,211		10,128,886	11,577,412	29,345,509	21,706,298
	DC/State	1,527,842		1,489,203		3,017,045	1,489,203
	Local	381,961		372,300		754,261	372,300
	State (NM)	62,414,442				62,414,442	-
<b>Total</b>						<b>95,531,257</b>	<b>23,567,801</b>

Letter to Chair Neil Harris  
 February 19, 2026  
 Page 3 of 4

**VRE Franconia-Springfield Station Improvements (TIP ID: 11630)**

This amendment adds additional 5337 funding to the VRE Franconia-Springfield Station Improvement project, which supports the design and construction of an extension to the existing west platform (adjacent to WMATA) and a widening/extension of the existing east platform at the VRE Franconia-Springfield Station. These capacity expansions will improve operational efficiency and accommodate eight-car trains.

- Add \$6,223,073 (Section 5337) FFY26 for CON Phase
- Add \$1,244,615 (DC/State) FFY26 for CON Phase
- Add \$311,154 (Local Match) FFY26 for CON Phase
- Add \$7,778,842 to project cost for \$40,294,842 new total project cost and FY24-27 total cost of **\$27,294,842**

VRE Franconia-Springfield Station Improvements							
Phase	Funding Source	Prior Years	FFY2024	FFY2025	FFY2026	Total Project Cost	DRPT FY24-27 STIP Cost
CON	Federal 5337		11,121,123	4,491,677	6,223,073	21,835,873	21,835,873
	DC/State		2,224,225	898,335	1,244,615	4,367,175	4,367,175
	LOCAL		556,056	224,584	311,154	1,091,794	1,091,794
	NVTA	9,689,080				9,689,080	-
PE	NVTA	3,310,920				3,310,920	-
<b>Total</b>						<b>40,294,842</b>	<b>27,294,842</b>

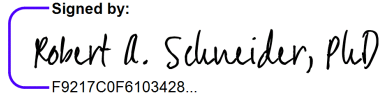
PRTC and VRE requests approval of these projects to the TIP by the Transportation Planning Board’s Steering Committee at its meeting on Friday, March 6, 2026, so that the funding for these projects can also be updated in the DRPT State Transportation Improvement Program (STIP). PRTC and VRE representatives will be available to answer any questions about this amendment request.

Letter to Chair Neil Harris  
February 19, 2026  
Page 4 of 4

In the meantime, if you have any questions or concerns, please feel free to contact Cynthia Porter-Johnson at 703-580-6147 ([cporter-johnson@omniride.com](mailto:cporter-johnson@omniride.com)) or Brittany Sumpter at 571-970-7023 ([bsumpter@vre.gov](mailto:bsumpter@vre.gov)).

Thank you for your consideration of this matter.

Sincerely,

Signed by:  
  
F9217C0F6103428...  
Robert Schneider, PhD  
Executive Director

cc: Kanti Srikanth, MWCOG-TPB  
Andrew Austin, MWCOG-TPB  
Sara Brown, 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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE PROJECTS IN THE DISTRICT OF COLUMBIA, SUBURBAN MARYLAND, AND NORTHERN VIRGINIA FROM THE EASTERN FEDERAL LANDS HIGHWAY DIVISION'S (EFLHD) FY 2025-FY2028 TIP, AS REQUESTED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)**

**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**, FHWA has requested that projects from its FY2025-FY2028 TIP be included as an attachment to each state Department of Transportation's Statewide Transportation Improvement Program (STIP) and to the TIPs of applicable MPOs for those states, as described in the attached materials; 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**, these programs are exempt from the air quality conformity requirement; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Selected and edited pages from the FHWA/EFLHD FY2025-FY2028 TIP for projects in the District of Columbia, suburban Maryland, and northern Virginia;

ATTACHMENT B) Letter from FHWA dated July 10, 2025 requesting state DOTs and MPOs to include the relevant pages from its FY2025-FY2028 TIP in their STIPs and TIPs; 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 the EFLHD projects in the District of Columbia, suburban Maryland, and northern Virginia with the selected and edited pages from EFLHD's FY2025-FY2028 TIP in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, March 6, 2026.**



## FY2025-FY2028 Mid-Year Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 7/8/2025

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
<b>District of Columbia</b>													
DC NP NAMA 21(2)	2025	DC	District of Columbia	National Mall and Memorial Parks	15th Street	3R	FLTP - NPS	\$5,905,000.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC FLAP 11	2025	DC	District of Columbia	Anacostia Park	Anacostia Riverwalk Trail Kenilworth Southern Section	Trail	FLAP - EFL	\$2,000,000.00	Title 23	State	Construction	DC-AL	NPS-NCR
DC ST REV ANA PRK(1)	2025	DC	District of Columbia	Anacostia Park	Revitalization of Anacostia Park	4R	Reimbursable Authority	\$2,000,000.00	Other	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR BMS(1)	2025	DC	District of Columbia	Rock Creek Park	Bridge Management Project ROCR	BR1R	FLTP - NPS	\$1,805,000.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
DC FLAP 10	2025	DC	District of Columbia	Anacostia Park	Anacostia Riverwalk Trail	Trail	FLAP - EFL	\$1,100,000.00	Title 23	State	Construction	DC-AL	NPS-NCR
DC FLAP DOT GALWY(1)	2025	DC	District of Columbia	Rock Creek Park	Galloway Street Trail	Trail	FLAP - EFL	\$808,408.00	Title 23	EFL	Construction	DC-AL	NPS-NCR
NCA FTNP BMS 341843	2025	DC	Various	National Capital Region Office	Scope and Plan Pavement and Bridge Preservation Projects in NCRO	3R	FLTP - NPS	\$400,000.00	Title 23	NPS	Construction	Various	NPS-NCR
DC NP ROCR 1(1), 2(3)	2026	DC	District of Columbia	Rock Creek Park	Rock Creek and Potomac Parkway	3R	FLTP - NPS	\$13,220,560.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR MULTI(1)	2026	DC	District of Columbia	Rock Creek Park	Rehabilitate Multiple Routes at ROCR	3R	FLTP - NPS	\$7,600,573.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP CHOH TRL(1)	2026	DC	District of Columbia	Chesapeake and Ohio Canal National Historical Park	Rehabilitation of Capital Crescent Trail	Trail	FLTP - NPS	\$2,100,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC FLAP 12	2026	DC	District of Columbia	Rock Creek Park	Military Road Trail Construction	Trail	FLAP - EFL	\$1,800,000.00	Title 23	State	In Design	DC-AL	NPS-NCR
DC NP ROCR 15(3) TRL(1)	2026	DC	District of Columbia	Rock Creek Park	Joyce Road Rehab; Joyce Road and Beach Drive Trail	Trail	FLTP - NPS	\$220,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR BR 3450-035P(1)	2026	DC	District of Columbia	Rock Creek Park	Repair Thompson Boat House Center Bridge	BR	FLTP - NPS	\$200,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 1(1) 2(3)	2027	DC	District of Columbia	Rock Creek Park	Rehabilitate Rock Creek and Potomac Parkway Trail	Trail	FLTP - NPS	\$5,355,279.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 15(3)	2027	DC	District of Columbia	Rock Creek Park	Rehabilitate Joyce Road	3R	FLTP - NPS	\$1,250,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP ROCR 342806	2027	DC	District of Columbia	Rock Creek Park	Preserve Pavement and Bridges at ROCR	BR3R	FLTP - NPS	\$2,000,000.00	Title 23	NPS	Planned	DC-AL	NPS-NCR
DC NP ROCR 326756(2)	2027	DC	District of Columbia	Rock Creek Park	Improve Transportation Safety at Rock Creek Park	Other	FLTP - NPS	\$1,000,000.00	Title 23	NPS	Planned	DC-AL	NPS-NCR
DC NP NAMA 25(1) 500(3) 504	2028	DC	District of Columbia	National Mall and Memorial Parks	Lincoln Circle, Jefferson and Madison Drive, Maine Avenue, and 12th Street	3R	FLTP - NPS	\$31,146,600.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP NAMA 26(1)	2028	DC	District of Columbia	National Mall and Memorial Parks	Rehabilitate Hains Point	3R	FLTP - NPS	\$6,190,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR



## FY2025-FY2028 Mid-Year Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 7/8/2025

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
NP NAMA 11(6)	2029	DC	District of Columbia	National Mall and Memorial Parks	Inlet Bridge Rehabilitation	BR3R	FLTP - NPS	\$800,000.00	Title 23	EFL	In Design	DC-AL	NPS-NCR
DC NP NAMA 337696	2029	DC	District of Columbia	National Mall and Memorial Parks	Preserve Pavement and Bridges at NAMA	BR3R	FLTP - NPS	\$2,700,000.00	Title 23	NPS	Planned	DC-AL	NPS-NCR



## FY2025-FY2028 Mid-Year Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 7/8/2025

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
<b>Maryland</b>													
NP BAWA 1(12), 2(12)	2025	MD	Anne Arundel, Prince George's	Baltimore Washington Memorial Parkway	Bridge Railing and Capstone	BR3R	FLTP - NPS	\$2,980,000.00	Title 23	EFL	Construction	MD-04	NPS-NCR
MD FLTP NP CHOH 336822	2025	MD	Various	Chesapeake & Ohio Canal	NCR Pavement and Bridge Preservation Program (CHOH)	3R	FLTP - NPS	\$2,966,221.00	Title 23	NPS	Construction	MD-06	NPS-NCR
MD NP CHOH BR 3100-0625(1)	2025	MD	District of Columbia	Chesapeake & Ohio Canal	Repair Polly Pond Bridge	BR	FLTP - NPS	\$700,000.00	Title 23	EFL	Construction	MD-06	NPS-NCR
MD NP SUIT 254778	2025	MD	Prince George's	Suitland Parkway	Suitland Parkway Trail	Trail	FLTP - NPS	\$700,000.00	Title 23	NPS	Construction	MD-04	NPS-NCR
MD FLTP NP SUIT 335462	2025	MD	Prince George's	National Capital Parks-East	Intersection Improvements - Suitland Parkway at Naylor Road	3R	FLTP - NPS	\$400,000.00	Title 23	NPS	Construction	MD-04	NPS-NCR
MD NP CHOH 235(2) 242(1) ETC	2025	MD	Washington, Montgomery	Chesapeake and Ohio Canal National Historical Park	CHOH Tunnels (Four Locks, Fletcher's Boathouse, McCoys Ferry)	Tunnel	FLTP - NPS	\$60,000.00	Title 23	EFL	Construction	MD-06, MD-08	NPS-NCR
MD NP GWMP 6(2)	2026	MD	Montgomery	George Washington Memorial Parkway	Clara Barton Cantilevered Bridge	BR1R	FLTP - NPS	\$19,000,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP SUIT 1(3) 2(3)	2027	MD	Prince George's	National Capital Parks-East	Rehabilitate Suitland Parkway and Safety/Guardrail Improvements	3R	FLTP - NPS	\$18,000,000.00	Title 23	EFL	In Design	MD-04	NPS-NCR
MD NP FOWA 10(2) 11(2) ETC	2027	MD	Prince George's	Fort Washington Park	Rehabilitate Fort Washington Roads and Parking	3R	FLTP - NPS	\$1,100,000.00	Title 23	EFL	In Design	MD-05	NPS-NCR
MD NP CHOH BRG(1)	2028	MD	Various	Chesapeake and Ohio Canal	Repair or Replace 9 Pedestrian Bridges	3R	FLTP - NPS	\$7,009,000.00	Title 23	EFL	In Design	Various	NPS-NCR
MD NP CHOH 10(3) 907(1)	2028	MD	Montgomery	Chesapeake and Ohio Canal National Historical Park	Rehabilitate Great Falls Entrance Road and Parking Area	3R	FLTP - NPS	\$3,000,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP MONO 342826	2028	MD	Frederick	Monocacy National Battlefield	Preserve Pavement and Bridges at MONO	BR3R	FLTP - NPS	\$300,000.00	Title 23	NPS	Planned	MD-06	NPS-NCR
MD NP FOWA 342624	2029	MD	Prince George's	Fort Washington Park	Preserve Pavement at FOWA	1R	FLTP - NPS	\$1,000,000.00	Title 23	NPS	Planned	MD-04	NPS-NCR



## FY2025-FY2028 Mid-Year Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 7/8/2025

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
VA ST JBMHH HTFLD GT	2026	VA	Arlington	Joint Base Myer Henderson Hall	Construct Ramp and Two Additional Exit Lanes for Access to Hatfield Gate from Northbound Washington Boulevard	4R_New	Other	\$7,800,000.00	Other	EFL	In Design	VA-08	No-Reg
VA ST FB KNGMNWLKR GT	2026	VA	Fairfax	Fort Belvoir	Add Left Turn Lane from Southbound Fairfax County Parkway to Kingman Road, Extend Northbound Mt. Vernon Highway Left Turn Lane at Walker ACP	4R	Other	\$5,720,000.00	Other	EFL	In Design	VA-11	No-Reg
VA NP GWMP 4(3)	2027	VA	Arlington	George Washington Memorial Parkway	Repair Slope Failures on Spout Run	3R	FLTP - NPS	\$3,629,000.00	Title 23	EFL	In Design	VA-08	NPS-NCR
VA NP GWMP 207(2)	2027	VA	Fairfax	George Washington Memorial Parkway	Fort Hunt Park Loop Road (Route 207A) Rehabilitation	3R	FLTP - NPS	\$2,000,000.00	Title 23	EFL	In Design	VA-08	NPS-NCR
VA NP GWMP MVT(7)	2029	VA	Fairfax	George Washington Memorial Parkway	Mount Vernon Trail South Rehabilitation	Trail	FLTP - NPS	\$7,955,279.00	Title 23	EFL	In Design	VA-08	NPS-NCR
VA NP PWRI 342775	2029	VA	Prince William	Prince William Forest Park	Preserve Bridges at PRWI	BR	FLTP - NPS	\$690,000.00	Title 23	NPS	Planned	VA-07	NPS-NCR



# Memorandum

Subject: Fiscal Year (FY) 2025 – FY 2028 Transportation  
Improvement Program (TIP) Midyear Update

Date: 07/10/2025

From: Ms. Holly Bell  
Chief of Business Operations

In Reply Refer To: HFPP-15

To: Division Administrator

The Eastern Federal Lands Highway Division (EFLHD) has developed the attached FY 2025 – FY 2028 Transportation Improvement Program (TIP) Midyear Update to describe those transportation projects that will be primarily implemented within the boundaries of the Federal Land Management Agency (FLMA) units located in your state. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for all Federal Lands projects.

The attached spreadsheet contains an overall list of the projects in your State that are currently programmed to be funded through the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP), or funds directly managed by the various FLMA partners. This list is also placed on the EFLHD website (<https://flh.fhwa.dot.gov/programs/flpp/tip/efl.htm>) to provide an easily accessible reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's FY 2025 – FY 2028 TIP Midyear Update to your State Department of Transportation for inclusion (preferably as an appendix) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO) for inclusion into their respective Transportation Improvement Programs (TIPs). If you have any questions or comments regarding the contents of this EFLHD TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or [Lewis.Grimm@dot.gov](mailto:Lewis.Grimm@dot.gov).

Attachment

cc:  
State Transportation Planner



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** March 12, 2026

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



National Capital Region  
**Transportation Planning Board**

February 12, 2026

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

Re FY 2026 BUILD Program Grant Application by the District of Columbia Department of Transportation for the I-695 Ramp 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) for FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program funding for the I-695 Ramp Project.

The I-695 Ramp Project will provide vital safety upgrades on a heavily trafficked multimodal corridor used by residents, commuters and visitors to the nation's capital through improvements to the eastbound off-ramp (D-4) and associated intersection at 11<sup>th</sup> St SE and the Southeast Blvd, next to the Navy Yard. By adding multimodal transportation access and improving the safety of traffic movements in the area, the project will reduce vehicle crashes and reduce travel times for vehicles and freight.

Critically, the improved I-695 ramp will increase safety and accessibility to the future redevelopment of the Robert F. Kennedy Memorial Stadium site. The project will also improve connectivity to other major infrastructure investments in the area, most notably to the 11th Street Bridge Park, an elevated park and crossing of the Anacostia River adjacent to the project area that will provide a link between the Navy Yard and Anacostia neighborhoods. Together, these improvements will improve quality of life, community connectivity, and economic competitiveness and opportunity through improved tourism and movement of goods, consistent with the goals of the BUILD program.

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 2050. The TPB has long supported investment in safety and multimodal infrastructure to provide a broad range of transportation choices for our region.

The TPB requests your favorable consideration of this request by DDOT. 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".

Neil Harris  
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation



National Capital Region  
**Transportation Planning Board**

February 12, 2026

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

Re FY 2026 BUILD Program Grant Application by the District of Columbia Department of Transportation for the Benning Road Bridges and Transportation Improvements 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) for FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program funding for the Benning Road Bridges and Transportation Improvements Project.

The Benning Road Bridges and Transportation Improvements Project in Washington DC includes the replacement of the structurally deficient Benning Road NE bridge over the Anacostia Freeway (DC 295) and CSX freight rail tracks, the rehabilitation of the Ethel Kennedy Bridge across the Anacostia River, and rehabilitation of the Benning Road Bridge over Kingman Lake. The project is part of the overall Benning Road Reconstruction Project, an initiative to transform critical infrastructure and enhance safety and operations along a two-mile corridor. The improvements to this corridor are necessary to increase vehicle and pedestrian safety in an area of persistent poverty by reducing the likelihood of vehicle crashes, efficiently move vehicles and freight throughout the District, improve mobility and quality of life, and provide economic benefits to families and visitors to the DC region.

In addition to improving the safety and efficiency of the corridor and address deficiencies in infrastructure conditions, the project will improve connectivity to the Robert F. Kennedy (RFK) Memorial Stadium. The RFK campus redevelopment will be the largest economic development project in DC history with a state-of-the-art National Football League stadium surrounded by new housing, retail, hotels, and parks.

The project is consistent with the regional transportation goals adopted by the TPB and as identified in the Washington region's metropolitan transportation plan, Visualize 2050. TPB has long supported investment in keeping the region's existing transportation network in a state of good repair and for improvements to safety, mobility and for economic development.

The TPB requests your favorable consideration of this request by DDOT. 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".

Neil Harris  
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation



National Capital Region  
**Transportation Planning Board**

February 12, 2026

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

Re FY 2026 BUILD Program Grant Application by the Virginia Railway Express for the L'Enfant Station and Fourth Track Improvements 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 Virginia Railway Express (VRE) for FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program funding for the L'Enfant Station and Fourth Track Improvements Project.

The Project is a key element of the over \$4 billion rail infrastructure improvement program known as Transforming Rail in Virginia (TRV). The TRV program is a partnership between VRE, the Virginia Passenger Rail Authority (VPRA), CSX Transportation, and Amtrak to deliver more reliable service to passenger rail users through both station and rail track-related capital projects. L'Enfant Station is the busiest VRE station in its network, and the Project is a priority for VRE and for the Washington, D.C. region to alleviate existing crowded platforms, provide resilient and redundant rail capacity, and expand regional rail services.

The Project will consist of the construction of 0.7 miles of fourth track through and around the L'Enfant Station. It is an integral connection to the \$2.7B Long Bridge project, which will expand the existing two-track rail corridor between Virginia and the District of Columbia to a four-track corridor. The Project also includes the extension and widening of the existing L'Enfant Station platform to accommodate longer trains, simultaneous boarding of trains on each track, improved platform access, and modifications to the L'Enfant interlocking to accommodate the new fourth track.

The project is consistent with the regional transportation goals adopted by the TPB and as identified in the Washington region's metropolitan transportation plan, Visualize 2050. The TPB has long supported investment in public transportation and improved transit accessibility to provide a broad range of public and private transportation choices for our region.

The TPB requests your favorable consideration of this request by VRE. 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".

Neil Harris  
Chair, National Capital Region Transportation Planning Board

Cc: Katie Choe, CEO, Virginia Railway Express



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** March 12, 2026

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

FREE EVENT

BIKETOWORKMETRODC.ORG

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FREE T-SHIRT\* & BIKE RAFFLE

WORKING FROM HOME?  
BIKE TO YOUR LOCAL PIT STOP & BACK HOME

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AT PARTICIPATING LOCATIONS, WHILE SUPPLIES LAST



# BIKE TO WORK DAY 2026

FRIDAY, MAY 15

**25TH ANNIVERSARY**



Printed on recycled paper



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**BIKETOWORKMETRODC.ORG**  
800.745.7433

#BTWD2026

Visit **biketoworkmetrodc.org** for pit stop locations and times.  
\*T-shirts available at pit stops to first 18,000 registrants.  
Pit stops in D.C., Maryland, and Virginia!

The Bike to Work Day event is a program of the Metropolitan Washington Council of Governments and is funded by DDOT, MDT, VDOT, and USDOT.





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Council of Governments' Data Centers in the DMV Series  
**DATE:** March 12, 2026

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The Metropolitan Washington Council of Government (COG) is in the process of hosting a series of workshops focused on strengthening local governments' understanding of the data center and AI sectors. Through topic-driven sessions covering energy, water, and land use and economics, participants are gaining insight into key planning considerations, including industry trends, infrastructure needs, and community considerations. These workshops, which are intended for elected officials and senior-level staff members of our member state and local governments and agencies, inform conversations and support knowledge-sharing as the region responds to growth in data center development.

The first two events have taken place. The first event focused on Energy took place on Wednesday, February 25, 2026. The second event focused on Water was held on Monday, March 2, 2026. Both events were well attended and featured informative and engaging presentations and discussions. Attached are two 1-page summaries recapping the salient points and takeaways from these first two workshops.

The third data center forum focused on land use and economics is expected to take place in early May, well after the conclusion of all the state legislative sessions. Once it is scheduled, registration will be required to attend. For more information on COG's "Data Centers in the DMV" series, please visit [mwcog.org/datacenterseries/](http://mwcog.org/datacenterseries/).

### ATTACHMENTS:

- Data Center Series Forum #1 Summary: Energy and Data Centers
- Data Center Series Forum #2 Summary: Water and Data Centers

## Data Center Series Forum #1 Summary: Energy and Data Centers

### Purpose:

Data centers are a major driver of regional economic growth. At the same time, they present new challenges for electric utilities, the electric grid, and local governments related to the demand for power, infrastructure planning, reliability, and affordability. The forum brought together utilities, regional grid operators, local governments, industry, power engineers, and policy organizations to inform the discussion, ground it in facts, and identify practical paths forward.

### Key Takeaways:

- **Data centers need near-constant energy, and demand is growing at a fast pace**, bringing both challenges and opportunities for power supply and grid enhancements.
- Data centers bring with them very large electric loads. **Current utility infrastructure will require substantial ongoing investment to be able to meet the growing demands from this sector.**
- Due to the nature of their large loads, **data centers can potentially impact the reliability of the overall electrical grid within the region and surrounding it.** Communication and coordination can help manage these concerns.
- Given the scale and pace of energy demand and necessary infrastructure investments to support data centers and other increasing electricity loads, **there is a potential for impacts on electric rates for residential and commercial customers. New rate classes and tariffs are under development to minimize these impacts.**
- Due to the long lead time needed for new data centers to connect to the grid, **there will be a need for data centers to explore bringing their own power**, such as on-site natural gas turbines configured in microgrids. New generation and transmission technologies, such as small modular reactors and high-voltage direct current transmission, will be needed.
- **Regional coordination is critical.** Decisions made by energy utilities; the Pennsylvania, New Jersey, and Maryland Interconnection (PJM); Public Service Commissions; and state and local governments require ongoing coordination. Additionally, coordination with other stakeholders and critical infrastructure sectors, such as emergency management, water utilities, WMATA, hospitals, and public safety, is important.

### Implications for Decision Makers:

- Local governments should be engaged with state legislatures, Public Service Commissions, and electric utilities to help coordinate and manage reliability and rate impacts.
- Sharing best practices can guide decisions related to on-site power generation and clean backup generation. Siting decisions are as critical for residents as data center developers.
- Transparency is critical: Accurate and consistent data improves planning and public trust.
- Regional coordination is essential. Energy, water, and land use decisions are interconnected. Decisions made by one jurisdiction impact others, regionally.

### Bottom Line:

Energy demand for data centers is anticipated to continue to grow considerably for the next 5-7 years and beyond, necessitating sustained coordinated regional and local efforts focused on managing reliability, maintaining affordable residential and consumer electric rates, and handling local environmental impacts (location, emissions, noise) associated with on-site power generation and backup power, as well as utility scale infrastructure development such as substations and transmission. Transparency and accurate information are key.

## Data Center Series Forum #2 Summary: Water and Data Centers

### Purpose:

Data centers are increasingly essential to regional economic growth and government operations. At the same time, they present new challenges for water utilities and local governments related to demand uncertainty, peak use, infrastructure planning, and public trust. The forum brought together utilities, regional planners, researchers, local governments, industry, and policy organizations to ground the discussion in facts and identify practical paths forward.

### Key Takeaways:

- **Data center water demand is highly variable.** Water use depends on cooling technology, IT load, climate, and operations, with unknown tenants and evolving AI workloads complicating long-term planning.
- **Peak demand, not average use, drives regional risk.** Short-duration, high-demand periods (often during hot, dry conditions) create the greatest strain on water and energy infrastructure.
- **The Potomac River requires basin-wide, cumulative impact management.** As a shared and vulnerable resource, regional coordination is essential because individual projects may appear manageable while cumulative impacts pose significant risk.
- **New growth must cover the cost of new infrastructure.** Early coordination between utilities, planners, and economic development teams helps ensure new development pays for the infrastructure it needs and avoids higher costs for existing customers.
- **Policy and land-use tools matter.** Zoning overlays, infrastructure ordinances, and transparent data sharing help guide where and how data centers are built and reduce unintended impacts.
- **Regional coordination is critical.** Water, energy, land use, and technology decisions are tightly linked, and coordinated regional planning enables economic growth while safeguarding long-term system reliability.

### Implications for Decision Makers:

- **Early engagement matters:** Utilities must be involved before land use and economic development decisions are finalized.
- **Transparency is critical:** Better data sharing improves planning and public trust.
- **Regional coordination is essential:** Water, land use, and energy decisions in one jurisdiction affect others.
- **Policy alignment works:** Zoning, adequate public facilities ordinances, consumptive use regulations, and targeted incentives can manage cumulative impacts effectively.

### Bottom Line:

Data centers do not create entirely new water challenges, but they intensify existing vulnerabilities. Proactive coordination, transparent data, disciplined land-use policy, and sustained regional collaboration are essential to support economic growth while maintaining long-term water reliability and affordability.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Tom Harrington, TPB Multimodal Planning Program Director  
**SUBJECT:** DMVMoves Regional Transit Initiative – Status Update  
**DATE:** March 12, 2026

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Staff continue to advance the recommendations of the DMVMoves plan ([dmvmoves.org](https://dmvmoves.org)) that the TPB endorsed at the January meeting. Some of the current activities include:

- **Road Show Briefings:** COG staff have been presenting to county and city councils from across the region to share the DMVMoves plan recommendations and to seek endorsements. A summary of the jurisdictions that have endorsed the plan is attached. Briefings held this month include:
  - City of Takoma Park – March 4, 2026
  - Frederick County – March 10, 2026
  - Prince William County – *Scheduled* for March 31, 2026
- **Legislative Update:** Draft legislation has been considered in both the Maryland General Assembly and Virginia General Assembly. In Maryland, the Metro Funding Modification Bill has passed in the House (HB 386) and is being discussed in the Senate (SB 281). In Virginia, budget reconciliation is underway before the end of the session on March 14. The Senate budget includes Virginia share of Metro capital funding and some limited operating funding; the House budget includes additional operating funding but does not include the Metro capital funding.
- **Regional Action Plan for Transit Integration:** Over the past month, TPB staff have convened a DMVMoves coordination group and multiple working groups to begin discussing implementation details and next steps. Staff will brief the TPB on the work plan at the April meeting.

# DMV MOVES

Moving our region forward, together.

*earning endorsements across the region...*

## VIRGINIA

- Arlington County
- Fairfax County
- Loudoun County
- City of Alexandria
- City of Fairfax
- City of Falls Church
- City of Manassas

## MARYLAND

- Montgomery County
- Prince George's County
- City of College Park
- City of Greenbelt
- City of Rockville
- City of Takoma Park

## REGIONAL ORGANIZATIONS

- Metropolitan Washington Council of Governments
- Northern Virginia Transportation Authority
- Northern Virginia Transportation Commission
- Washington Metropolitan Area Transit Authority



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Visualize 2050 and 2025 TPB Annual Report hardcopy mailout  
**DATE:** March 12, 2026

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The National Capital Region Transportation Planning Board (TPB) has printed and posted the final, approved versions of the:

- Visualize 2050 National Capital Region Transportation Plan
- Visualize 2050 Executive Summary
- 2025 TPB Annual Report



## VISUALIZE 2050 PLAN AND EXECUTIVE SUMMARY MAILING

Earlier in March, TPB staff mailed a packet containing all three documents and a cover letter from TPB Chair Neil Harris to:

- COG Board members
- TPB Board members
- TPB Technical Committee members
- TPB Access for All Advisory Committee (AFA) members
- TPB Community Advisory Committee (CAC) members

The plan was printed with a specially selected binding that makes it easy to open the document on a flat surface.

## COG and VISUALIZE 2050 WEBSITE VERSIONS

The final plan document, executive summary, Transportation Improvement Program (TIP), and the Air Quality Conformity Analysis Report are also available on the [visualize2050.org](https://visualize2050.org) website and the COG website, [mwcog.org](https://mwcog.org).

Click on [The Plan](#) and [Plan Resources](#) pages of [visualize2050.org](https://visualize2050.org) to download or view copies online as flipbooks. Also, TPB staff have posted the individual plan chapters as PDF files on The Plan page.

## ADDITIONAL COPIES

For questions or to request additional copies, email Rachel Beyerle, TPB Communications Manager, [rbeyerle@mwcog.org](mailto:rbeyerle@mwcog.org).