National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: July 8, 2026

The attached materials include:

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

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET NE, SUITE 300, WASHINGTON, DC 20002 MWCOG.ORG/TPB (202) 962-3200

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Kanti Srikanth, TPB Staff Director

SUBJECT: Steering Committee Actions

DATE: July 8, 2026

At its July 1 meeting, the TPB Steering Committee reviewed and adopted one resolution approving amendments to the 2026–2029 Transportation Improvement Program (TIP) as requested by Montgomery County. The committee also reviewed and approved the agenda for the TPB's July 15, 2026 meeting.

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

- TPB SR1-2027: Montgomery County made the following changes:
  - **T6608 – Dennis Avenue Bridge Replacement M-0194:** Adds $6,497,000 in Surface Transportation Block Grant (STBG) and $3,569,000 in local funding and removes $3,038,000 in Bridge Replacement and Rehabilitation Program (HBRRP) funding for the construction (CON) phase in FY 2026, revising the total project cost to $19,248,000.
  - **T5916 – Garrett Park Road Bridge:** Adds $1,571,000 in local funding for the construction (CON) phase in FY 2027, adds $6,030,000 in Bridge Investment Program (BIP) funding in FY 2028, and removes $1,800,000 in Bridge Investment Program (BIP) funding from the construction (CON) phase in FY 2027, revising the total project cost to $15,436,000.
  - **T13943 – Greentree Rd. Bridge:** A new bridge replacement record with a total cost of $5,000,000 including $3,489,000 in Surface Transportation Block Grant (STBG) funding and $1,511,000 in local funding, programmed across all project phases from FY 2027 through FY 2029.

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.

ATACHMENTS:

- Adopted resolution SR1-2027 approving an amendment to the TIP, as requested by Montgomery County

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

TPB Chair/ MD Rep:	Neil Harris
TPB Vice Chair/DC Rep.:	Matt Frumin
TPB Vice Chair/VA Rep.:	Canek Aguirre
Prior TPB Chair:	Walter Alcorn
Tech. Committee Chair:	Dan Malouff
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Regina Moore, Kim McCool, Rahul Trivedi
WMATA:	Mark Phillips

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 ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-12.2 (MDOT STIP) WHICH ADDS FUNDING TO TWO BRIDGE REPLACEMENT RECORDS FOR THE DENNIS AVENUE BRIDGE AND GARRETT PARK ROAD BRIDGE AND ADDS A NEW RECORD FOR THE GREENTREE ROAD BRIDGE REPLACEMENT AS REQUESTED BY MONTGOMERY COUNTY

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

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

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

WHEREAS, Montgomery County has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-12.2 (MDOT STIP), which makes the following revisions:

- **T6608 – Dennis Avenue Bridge Replacement M-0194:** Adds $6,497,000 in Surface Transportation Block Grant (STBG) and $3,569,000 in local funding and removes $3,038,000 in Bridge Replacement and Rehabilitation Program (HBRRP) funding for the construction (CON) phase in FY 2026, revising the total project cost to $19,248,000.
- **T5916 – Garrett Park Road Bridge:** Adds $1,571,000 in local funding for the construction (CON) phase in FY 2027, adds $6,030,000 in Bridge Investment Program (BIP) funding in FY 2028, and removes $1,800,000 in Bridge Investment Program (BIP) funding from the construction (CON) phase in FY 2027, revising the total project cost to $15,436,000.
- **T13943 – Greentree Rd. Bridge:** A new bridge replacement record with a total cost of $5,000,000 including $3,489,000 in Surface Transportation Block Grant (STBG) funding and $1,511,000 in local funding, programmed across all project phases from FY 2027 through FY 2029; 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 26-12.2 (MDOT STIP) creating the 12th amended version of the FY 2026-2029 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY26-29/Amendments; and

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

WHEREAS, the attached materials include:

ATTACHMENT A) Letter from Montgomery County dated June 17, 2026, requesting the amendments
ATTACHMENT B) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,
ATTACHMENT C) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action 26-12.2 (MDOT STIP), which

- **T6608 – Dennis Avenue Bridge Replacement M-0194:** Adds $6,497,000 in STBG and $3,569,000 in local funding and removes $3,038,000 in HBRRP funding for the CON phase in FY 2026, revising the total project cost to $19,248,000.
- **T5916 – Garrett Park Road Bridge:** Adds $1,571,000 in local funding for the CON phase in FY 2027, adds $6,030,000 in BIP funding in FY 2028, and removes $1,800,000 in BIP funding from the CON phase in FY 2027, revising the total project cost to $15,436,000.
- **T13943 – Greentree Rd. Bridge:** A new bridge replacement record with a total cost of $5,000,000 including $3,489,000 in STBG funding and $1,511,000 in local funding, programmed across all project phases from FY 2027 through FY 2029.

Adopted by the TPB Steering Committee at its meeting on Wednesday, July 1, 2026.

DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

June 17, 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

Dear Chair Harris:

The Montgomery County Department of Transportation (MCDOT) requests three new amendments to the Maryland portion of TPB's FY 2026-2029 Transportation Improvement Program (TIP) for three projects.

Greentree Rd. Bridge (T13943) is a new program that provides for the replacement of the existing Greentree Road bridge No. M-0180 over Bulls Run in Bethesda. The proposed replacement includes the removal and replacement of the existing bridge structure and a temporary bridge to accommodate pedestrian and bicycle traffic during construction. The proposed work also includes sidewalk and bus stop improvements and approximately 330' of approach roadway work at each end of the bridge. The project is estimated to cost $5 million. $3.49 million is expected from federal Surface Transportation Block Grant Program (STBG) funds, with a $1.51 million (30%) local match.

2026	2027	2028	2029	Beyond 2029	Total
$0	$380,000	$404,000	$2,736,000	$2,264,000	$5,000,000

This project does not add vehicular capacity to the roadway and therefore will not impact air quality. It will not require air quality analysis.

Garrett Park Road Bridge M-0352 (T5916) is an existing project that provides for the replacement of the existing Garrett Park Road Bridge over Rock Creek. This project is amended to account for known cost increases as the project proceeds through construction and the provision of an additional $4.26 million in federal Bridge Investment Program (BIP) funding. The overall project will increase from $9.64 million to $15.44 million (60% increase). For the remaining funding through project closeout, FY2026 – FY2028, the $6.03 million federal BIP funding will be matched with $2.1 million in state and local funds (26%).

Prior Year Funding	2026	2027	2028	2029	Beyond 2029	Total
$5,006,000	$635,000	$3,765,000	$6,030,000	$0	$0	$15,436,000

This project does not add vehicular capacity to the roadway and therefore will not impact air quality. It will not require air quality analysis.

Dennis Avenue Bridge Replacement M-0194 (T6608) is an existing project that provides for replacement of Dennis Ave. Bridge (M-0194) over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure to be replaced with a single 75-foot span structure. This project is amended to account for known cost increases as the project proceeds through construction and the provision of an additional $3.46 million in federal Surface Transportation Block Grant Program (STBG) funds. The project cost will increase from $7.95 million to $11.41 million (44% increase). Overall, the $11.41 million in federal funding will be matched with $7.84 million in local funds (40% match).

Prior Year Funding	2026	2027	2028	2029	Beyond 2029	Total
$8,127,000	$ 11,121,000	$0	$0	$0	$0	$19,248,000

This project does not add vehicular capacity to the roadway and therefore will not impact air quality. It will not require air quality analysis.

Montgomery County requests these amendments be approved by the TPB at the Steering Committee at its July 1, 2026 meeting. Following approval of this TIP amendment, we will forward a copy of the approval and request that the Maryland Department of Transportation amend its FY2025-2028 Statewide Transportation Improvement Program (STIP).

We appreciate your cooperation in this matter. If you have any comments or questions, please do not hesitate to contact Christopher Van Alstyne at chris.vanalstyne@montgomerycountymd.gov or Corey Pitts corey.pitts@montgomerycountymd.gov.

Sincerely,

Haley Peckett

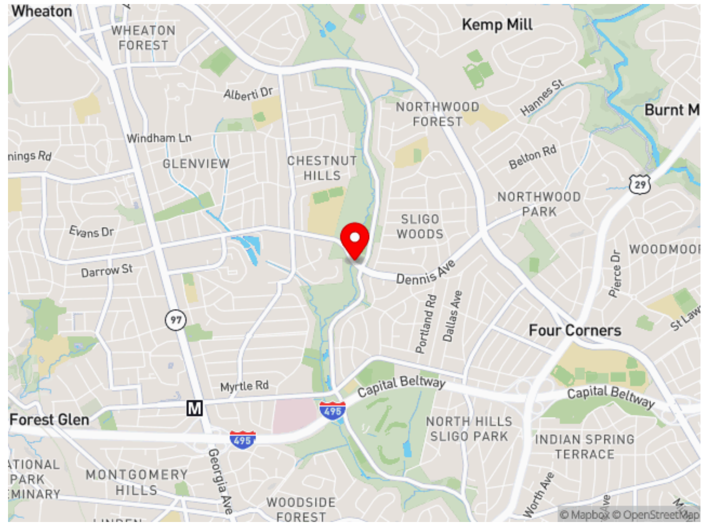
Haley Peckett
Deputy Director of Transportation Policy

cc: Kanti Srikanth, Director of Transportation Planning, MWCOG
Kari Synder, Regional Planner, Maryland Department of Transportation
Corey Pitts, MCDOT
Chris Van Alstyne, MCDOT

T6608 - Dennis Avenue Bridge Replacement M-0194

This project provides for the replacement of Dennis Ave. Bridge (M-0194) over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure. The proposed replacement bridge will be a single 75-foot span structure. The wider opening will mitigate the frequent flooding of five residential properties and local streets upstream of the bridge; mitigate occasional roadway flooding on Dennis Avenue that causes significant traffic delays; and eliminate annual maintenance repairs required for this deteriorating structure.

Plan Revision:	26-12.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Montgomery County
Project Type:	Bridge - Rehab
Agency Project ID:	501701
Facility:	Dennis Avenue Bridge
From:	Tributary to Sligo creek
To:	-
County:	-
Municipality:	-
Estimated Completion Year:	2026
Total Cost:	$19,248,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$551,000	$0	$0	$0	$551,000
Total Preliminary Engineering		$551,000	$0	$0	$0	$551,000
Construction	LOCAL	$4,073,000	$0	$0	$0	$4,073,000
Construction	STBG	$6,497,000	$0	$0	$0	$6,497,000
Total Construction		$10,570,000	$0	$0	$0	$10,570,000
TIP Total		$11,121,000	$0	$0	$0	$11,121,000
Total Prior Costs		$0	$0	$0	$0	$8,127,000
Total Programmed		$11,121,000	$0	$0	$0	$19,248,000

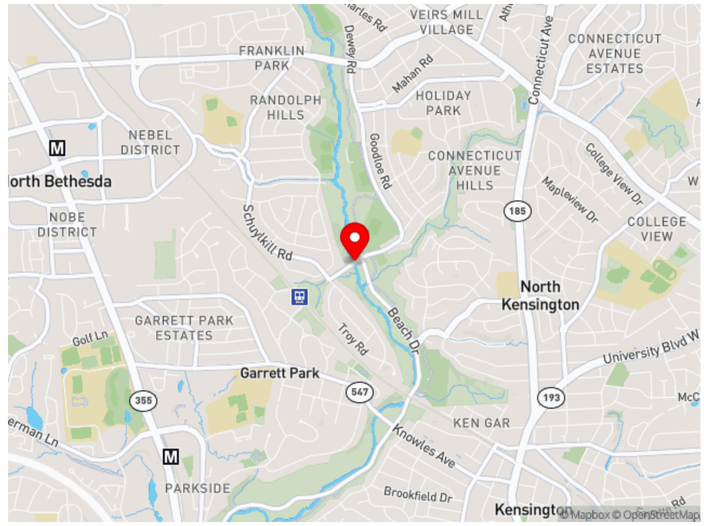
Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s)
Project Changes:	Plan Revision Name changed from "26-00" to "26-12.2 (MDOT STIP)" Public Project Website changed from "None" to "https://www.montgomerycountymd.gov/dennis-avenue-bridge-project" Current Implementation Status changed from "Engineering/Plans, Specifications and Estimates (PS&E)" to "Construction/Project Implementation begins" Phone (10-Digit) changed from "None" to "240.777.7163" Source Document Page/Record Link changed from "chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.montgomerycountymd.gov/OMB/Resources/Files/omb/pdfs/fy25/cip_pdf/P501701.pdf" to "https://apps.montgomerycountymd.gov/BASISCAPITAL/Common/Project.aspx?ID=P501701" Primary Contact changed from "None" to "Chris Van Alstyne" Email changed from "None" to "Chris.VanAlstyne@montgomerycountymd.gov" Complete Streets changed from "None" to "Advances Goals"
Funding Changes:	HBRRP - Decrease funds in FY 2026 in CON from $3,038,000 to $0
	LOCAL + Increase funds in FY 2026 in CON from $504,000 to $4,073,000

Funding Changes:	STBG + Increase funds in FY 2026 in CON from $0 to $6,497,000
Federal Project Cost:	Increased from $7,950,000 to $11,409,000 (43.51%)
Total Project Cost:	Increased from $12,220,000 to $19,248,000 (57.51%)

T5916 - Garrett Park Road Bridge M-0352

This project provides for the replacement of the existing Garrett Park Road Bridge over Rock Creek. The existing bridge, built in 1965, is a three span (39'-75.5'-34') steel beam with concrete deck structure carrying a 24'-0" clear roadway with a 5'-0" sidewalk. The proposed replacement includes the removal and replacement of the concrete piers, abutments, and the replacement of the superstructure with prestressed NEXT beams. The proposed work includes new street lighting along Garrett Park Road, new approach slabs, and less than 100' of approach roadway work at each end of the bridge with modifications made to the intersection with Beach Drive. The road and bridge will be completely closed to vehicular traffic during construction and a temporary pedestrian bridge will be constructed over Rock Creek to maintain the high volume of pedestrian/bicycle traffic that use the bridge.

Plan Revision:	26-12.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Montgomery County
Project Type:	Bridge - Rehab
Agency Project ID:	P509132
Facility:	Garrett Park Road
From:	Over Rock Creek
To:	-
County:	Montgomery
Municipality:	-
Estimated Completion Year:	2028
Total Cost:	$15,436,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$485,000	$0	$0	$0	$485,000
Total Preliminary Engineering		$485,000	$0	$0	$0	$485,000
Construction	BIP	$0	$1,816,000	$6,030,000	$0	$7,846,000
Construction	LOCAL	$0	$1,949,000	$0	$0	$1,949,000
Construction	State (NM)	$150,000	$0	$0	$0	$150,000
Total Construction		$150,000	$3,765,000	$6,030,000	$0	$9,945,000
TIP Total		$635,000	$3,765,000	$6,030,000	$0	$10,430,000
Total Prior Costs		$0	$0	$0	$0	$5,006,000
Total Programmed		$635,000	$3,765,000	$6,030,000	$0	$15,436,000

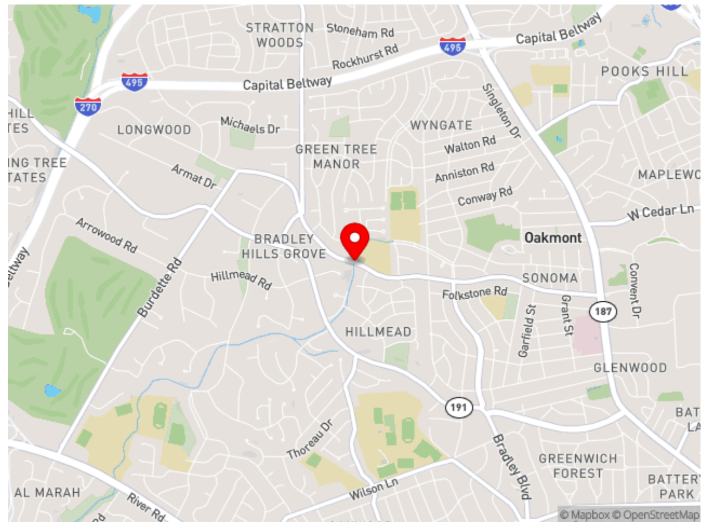
Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s)
Project Changes:	Plan Revision Name changed from "26-00" to "26-12.2 (MDOT STIP)" Facility Type changed from "Sidewalk" to "Shared Use Path" Safe Routes to School changed from "None" to "No" Bike/Ped Plan changed from "None" to "2025 Bike/Ped Plan" Surface Shared Use Path changed from "None" to "Paved" National Capital Trail changed from "None" to "No" Width of Shared Use Path (FT) changed from "None" to "11" Facility Length (Miles) changed from "None" to "0.1" Environmental Review Status changed from "None" to "Ongoing" Estimated Completion Date changed from "2027" to "2028" Environmental Review Document changed from "None" to "Draft Environmental Assessment"
Funding Changes:	LOCAL + Increase funds in FY 2027 in CON from $378,000 to $1,949,000 BIP - Decrease funds in FY 2027 in CON from $3,616,000 to $1,816,000 + Increase funds in FY 2028 in CON from $0 to $6,030,000

Federal Project Cost:	Increased from $4,896,000 to $9,126,000 (86.40%)
Total Project Cost:	Increased from $9,635,000 to $15,436,000 (60.21%)

T13943 - Greentree Rd. Bridge

This project provides for the replacement of the existing Greentree Road bridge No. M-0180 over Bulls Run in Bethesda. The proposed replacement includes the removal and replacement of the existing bridge structure and a temporary bridge to accommodate pedestrian and bicycle traffic during construction. The proposed work also includes sidewalk and bus stop improvements and approximately 330' of approach roadway work at each end of the bridge. See CIP project P502704 Greentree Road Bridge M-0180.

Plan Revision:	26-12.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Montgomery County
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	Greentree Rd. Bridge
From:	Greentree Rd.
To:	Drumaldry Dr.
County:	-
Municipality:	-
Estimated Completion Year:	2030
Total Cost:	$5,000,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$0	$0	$48,000	$331,000	$379,000
Preliminary Engineering	STBG	$0	$0	$16,000	$304,000	$320,000
Total Preliminary Engineering		$0	$0	$64,000	$635,000	$699,000
Right of Way	LOCAL	$0	$80,000	$0	$0	$80,000
Total Right of Way		$0	$80,000	$0	$0	$80,000
Construction	LOCAL	$0	$0	$48,000	$332,000	$380,000
Construction	STBG	$0	$0	$292,000	$1,769,000	$2,061,000
Total Construction		$0	$0	$340,000	$2,101,000	$2,441,000
Utility	LOCAL	$0	$150,000	$0	$0	$150,000
Total Utility		$0	$150,000	$0	$0	$150,000
Other	LOCAL	$0	$150,000	$0	$0	$150,000
Total Other		$0	$150,000	$0	$0	$150,000
TIP Total		$0	$380,000	$404,000	$2,736,000	$3,520,000
Total Future Costs		$0	$0	$0	$0	$1,480,000
Total Programmed		$0	$380,000	$404,000	$2,736,000	$5,000,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same $3,489,000
Total Project Cost:	Stays the same $5,000,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No CMP has changed from None to CMP Documentation is not required.

MONTGOMERY COUNTY
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
BIP	$0	$0	$0	$1,816,000	$1,816,000	$0	$6,030,000	$6,030,000	$0	$0	$0	$0
STBG	$6,497,000	$6,497,000	$0	$0	$0	$0	$308,000	$308,000	$0	$2,073,000	$2,073,000	$0
Total	**$6,497,000**	**$6,497,000**	**$0**	**$1,816,000**	**$1,816,000**	**$0**	**$6,338,000**	**$6,338,000**	**$0**	**$2,073,000**	**$2,073,000**	**$0**

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: July 8, 2026

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

National Capital Region
Transportation Planning Board

June 30, 2026

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

Re: FY 2026 Nationally Significant Multimodal Freight and Highway Projects (INFRA) Program Grant Application for Old Bridge Road and Gordon Boulevard (Route 123) Intersection Improvements by Prince William County, Virginia

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Prince William County for a FY 2026 Nationally Significant Multimodal Freight and Highway Projects (INFRA) Program Grant for the Old Bridge Road and Gordon Boulevard (Route 123) Intersection Improvements project.

This project will address recurring congestion and enhance corridor safety and reliability by constructing a grade-separated interchange at the intersection of Old Bridge Road and Route 123, including a new flyover ramp and associated roadway, operational, access management, and multimodal improvements. The project will address a critical bottleneck within the regional transportation network and support the efficient movement of people and goods along a key National Highway System corridor by reducing delay and queuing, particularly on the I-95 southbound off-ramp approaching Route 123. In addition to improving roadway operations, grade separation will also significantly improve the safety of this intersection. The project also includes pedestrian and bicycle accommodations and maintains access to the Occoquan Commuter Lot and OmniRide transit services, supporting the multimodal transportation objectives of the National Capital Region.

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. This project advances TPB's priority to invest in projects that enhance safety and address congestion while expanding multimodal travel options.

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

Sincerely,

Neil Harris

Neil Harris
Chair, National Capital Region Transportation Planning Board

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

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: July 8, 2026

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

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Robert d'Abadie, TPB Transportation Engineer

SUBJECT: Proposed Motor Vehicle Emissions Budgets for the 2015 National Ambient Air Quality Standards for Ozone Redesignation Request and Maintenance Plan – Status Report

DATE: July 9, 2026

This memo documents the new Motor Vehicle Emissions Budgets (MVEBs) proposed as part of the region's 2015 Ozone Standards Maintenance Plan. MVEBs are required for use in the TPB's regional air quality conformity analyses, and provide an upper limit on the amount of allowable mobile source emissions that can be generated by the region's metropolitan transportation plan. TPB staff worked closely with the state air agencies and departments of transportation through the Metropolitan Washington Air Quality Committee (MWAQC) to develop these new MVEBs. The proposed MVEBs are shown in Table 1. Pending the US EPA's informal review of the draft Maintenance Plan (including the MVEBs) and the accompanying Redesignation Request, the states will conduct a public comment period on these documents. TPB members will be notified by staff once the states have set the public comment period dates. Upon completion of the public comment period, the Redesignation Request and Maintenance Plan will be finalized and adopted by MWAQC at a special meeting on July 22, 2026. The Redesignation Request and Maintenance Plan will then be submitted by the Governors and the Mayor to the US EPA for approval. It is anticipated that the US EPA will grant the MVEBs an adequacy finding prior to approving the Maintenance Plan. At that point, the new MVEBs will be required for use in the TPB's regional air quality conformity analyses.

Table 1: Proposed On-road Motor Vehicle Emissions Budgets based on MOVES5[1]

Year	VOC Onroad Emissions (tpd)	NO_X Onroad Emissions (tpd)
2022 Attainment Year	**33.9**	**60.5**
2032 Predicted Emissions without Safety Margin	21.4	23.6
2032 Safety Margin	4.3	9.4
2032 Interim Budget with Safety Margin	**25.7**	**33.0**
2038 Predicted Emissions without Safety Margin	17.8	15.9
2038 Safety Margin	3.6	6.4
2038 Final Budget with Safety Margin	**21.4**	**22.3**

[1] DRAFT Maintenance Plan for the Washington DC-MD-VA 2015 Ozone NAAQS Nonattainment Area. Prepared by: Metropolitan Washington Council of Governments for the District Department of Energy and Environment, Maryland Department of the Environment, Virginia Department of Environmental Quality on behalf of the Metropolitan Washington Air Quality Committee. Date TBD. https://www.mwcog.org/file.aspx?D=kJSGkxtcf1ZwPPOmjGxgrKR0EJqkrqARQKmIFjcfU%2f8%3d&A=PYQCNVWkajkbnjLhX420kx6QDdiWaTX3BBhZfRBYrms%3d

BACKGROUND

On June 4, 2018 (83 FR 25776), the US EPA designated the Metropolitan Washington, DC-MD-VA region as a "marginal" nonattainment area for the 2015 Ozone National Ambient Air Quality Standards (NAAQS) with an effective date of August 3, 2018. The region failed to meet the NAAQS by the prescribed attainment date (Aug 3, 2021) and was subsequently reclassified as "moderate" nonattainment and given a new NAAQS attainment date (Aug 3, 2024). On April 4, 2025, the US EPA's final rulemaking (40 CFR Part 52), effective May 5, 2025, confirmed that the region had met the 2015 NAAQS for Ozone. The rulemaking consisted of three actions: (1) an exceptional events waiver was granted for monitor readings determined to be detrimentally impacted by Canadian wildfires, (2) granting a Clean Data Determination (CDD) for the region, and (3) granting a Determination of Attainment by Attainment Date (DAAD) for the region. Subsequently, in 2025, the region began developing a Redesignation Request and Maintenance Plan that includes Motor Vehicle Emissions Budgets (MVEBs, or mobile budgets) for nitrogen oxides (NO_X) and volatile organic compounds (VOC). The draft Redesignation Request and Maintenance Plan are currently being informally reviewed by the US EPA.

NEW MOTOR VEHICLE EMISSIONS BUDGETS

MVEBs, included in the draft Maintenance Plan, provide an upper limit on the amount of allowable mobile source emissions that can be generated by the region's metropolitan transportation plan, estimated using the US EPA's MOtor Vehicle Emission Simulator (MOVES) as part of an air quality conformity analysis. MVEBs remain in place for many years (up to 10), during which the inputs and models used for regional air quality conformity may change significantly from those used in developing the MVEBs. To address these changes, the MWAQC agreed to establish safety margins (buffers) to account for "planning uncertainties". It has been the region's experience that vehicle fleet changes, changes in federal regulations, and modifications to the EPA MOVES model typically result in the most significant changes to emissions estimates[2]. The EPA guidance for developing MVEBs acknowledges these uncertainties and provides for the provision of safety margins.

The MVEBs shown in Table 1 above include safety margins for VOC (20%) and NO_X (40%). A larger safety margin for NO_X is warranted because prior testing and research have shown that NO_X emissions increased by more than 50% solely due to the implementation of the MOVES model, with other inputs held constant.[3] Additionally, more leeway was available for NO_X, allowing for a larger safety margin.

The MVEBs included in the draft Maintenance Plan is currently under informal review by the US EPA, along with the Redesignation Request. MWAQC will be asked to approve the Redesignation Request and Maintenance Plan for public comment at a special meeting scheduled for July 22, 2026. Public comment periods will differ by state, but tentatively, they are expected to take place in August 2026. The current schedule anticipates formally submitting the Redesignation Request and Maintenance Plan to the EPA for approval in late 2026.

[2] Dusan Vuksan, Jinchul Park & Daniel Sun, Memorandum to the Metropolitan Washington Air Quality Committee – Technical Advisory Committee, MOVES3 Model Sensitivity Testing (Sept. 12, 2022). https://www.mwcog.org/file.aspx?&A=7NHjw%2bGI3oV3sUUKLXxIDCPNwOiKitzWUZE6GT4SGKg%3d.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Amanda Lau, Communications Specialist
SUBJECT: Legislative Update
DATE: July 8, 2026

This legislative update will provide insights on transportation legislation and other related legislative areas impacting transportation planning in the National Capital Region.

TRANSPORTATION LEGISLATION

Virginia's two-year, $205 billion budget was passed on June 29, 2026. The Virginia Budget includes an amendment that directs the Secretary of Transportation, VDOT, and the DMV to work with their counterparts in the District of Columbia and Maryland to study issues related to automated ticket reciprocity and options for entering a cross-jurisdictional agreement for enforcement. In addition, COG/TPB staff will study the ability of District of Columbia and Maryland drivers to register vehicles in Virginia, and options for the mutual enforcement of toll violations. The study recommendations are due by November 1, 2026 to the Chairs of the Virginia House Committees on Transportation and Appropriations and the Senate Committees on Transportation and Finance and Appropriations.

As part of a parallel effort, COG/TPB staff are reviewing the administrative processes in each state for enforcing automated ticket citations and identifying gaps and barriers that would need to be addressed to implement ticket reciprocity once an agreement is made. Staff has started coordinating with member jurisdictions to collect data in preparation for an analysis to take place throughout July and August, recommendations are expected in September. This effort is funded through a grant awarded to COG by the DC Highway Safety Office.

On July 1, new transportation laws came into effect. In Virginia, the HB2096 Act will take effect. Under this act, if a person is convicted for reckless driving, or speeding in excess of 100 mph, a judge can order them to install a speed-limiting device in their car called Intelligent Speed Assistance as an alternative to having their driver's license suspended.[1] In Maryland, gas taxes have increased by 0.6 cents per gallon, bringing it to 46.6 cents per gallon. The adjustment is automatic under state law and is tied to inflation.[2]

In Virginia, there are several new transportation safety legislations that go into effect on July 1, 2026. HB 343 allows localities to adopt ordinances to require children 14 years or younger to wear helmets whenever riding or being carried on a motorized skateboard or scooter or nonmotorized scooter.[3] HB 320 prohibits people from livestreaming while driving a car on the highways, penalties

[1] https://www.washingtonpost.com/dc-md-va/2026/06/30/new-laws-virginia-maryland-dc-take-effect-july-1/
[2] https://foxbaltimore.com/news/local/maryland-gas-tax-increases-july-1-as-drivers-say-rising-costs-are-adding-up
[3] https://www.fairfaxcounty.gov/news/notable-new-state-laws-effective-july-1-2026

include driver's license suspension periods and a maximum of $500 fine. The last new transportation safety law that goes into effect in Virginia is the HB 77/SB 81, allowing enforcement of federal traffic infractions by state and local law enforcement officers within Planning District 8, and with the approval of the federal government, for speed cameras to be placed on the George Washington Parkway.[4]

DATA CENTER LEGISLATION

New data center laws came into effect on July 1. In Maryland, the Utility RELIEF Act mandates that data centers fund required infrastructure upgrades to prevent grid overloads. Montgomery County has instituted a five month pause on issuing building permits for new data centers, and Prince George's County is actively debating a two-year moratorium to evaluate the industry's environmental impacts.[5] In Frederick County, Maryland there will be a six month pause on new data center applications. In Virginia, effective on July 1, 2026, Virginia's HB 30 imposes a new, temporary tax on data center operators of $0.11 per kilowatt-hour of electricity consumed.[6] The tax will last only for a two-year period, sunsetting on July 1, 2028.

[4] https://www.fairfaxcounty.gov/news/notable-new-state-laws-effective-july-1-2026

[5] https://www.nbcwashington.com/news/local/maryland/local-maryland-governments-pause-data-center-development/4125549/

[6] https://budget.lis.virginia.gov/item/2026/2/HB30/Chapter/3/3-5.24/


2026 EMPLOYER AWARDS
CHAMPION FOR CHANGE
TRANSIT
VANPOOL
CARPOOL
BIKE
WALK
TELEWORK
JUNE 30, 2026

Neil H. Harris
Council Member, City of Gaithersburg

2026 EMPLOYER AWARDS

Federal workforce return to office mandates and jobs lost due to federal restructuring have dramatically altered the daily commuting landscape. To navigate this dynamic, the Commuter Connections Employer Services Outreach team, managed by COG, has been steadfast in providing free guidance and support to employers transitioning employees back to the physical workplace. The outreach team engages with their workers about the abundance of sustainable travel methods available within the region.

The employers we are honoring today have implemented innovative and successful commuter and telework programs. We hope that through their example, other organizations will embrace similar initiatives, creating more opportunities to help maximize the efficiencies of telework and shared commutes.

On behalf of the National Capital Region Transportation Planning Board, I wish to congratulate the winners of the 2026 Commuter Connections Employer Awards and extend thanks for their continued commitment to reducing traffic congestion and improving the region’s air quality.

Sincerely,

Neil H. Harris
Chair, National Capital Region Transportation Planning Board

National Capital Region
Transportation Planning Board

For more than 30 years the Commuter Connections employer outreach network at COG has provided valuable complimentary services to organizations in the National Capital Region. The outreach teams throughout the DMV collaborate with employers to help establish and expand comprehensive commuter benefits to help employees get to and from the workplace. Employer contributions toward investments such as commuter subsidies and amenities help employers attract and retain the most talented and dedicated workforce.

The award-winning employers being recognized have demonstrated a strong commitment to encouraging the use of sustainable transportation methods such as public transit, carpooling, vanpooling, bicycling, walking and teleworking. These initiatives not only prioritize an optimal work/life balance for employees but also play a crucial role in increasing mobility on our roadways and positively impacting the region's air quality.

Please join me in congratulating the recipients of the 2026 Commuter Connections Employer Awards. Their dedication and ongoing efforts to address and improve the commuting challenges faced by their employees warrant such recognition.

Sincerely,

Wendy Klancher
Chair, Commuter Connections Subcommittee

COMMUTER CONNECTIONS® | A SMARTER WAY TO WORK

2026 EMPLOYER AWARDS

Wendy Klancher
Bureau Chief, Arlington County Commuter Services

The 2026 Employer Awards Program

The Commuter Connections annual Employer Awards program acknowledges employers who offer outstanding commuter benefits, amenities, and tools to facilitate teleworking and/or the use of sustainable commuting methods. Such initiatives help to reduce employee drive-alone travel to improve mobility and reduce harmful vehicle emissions. Qualified applicants were evaluated by a Selection Committee made up of transportation professionals, industry experts, and employers from throughout the metropolitan Washington region. Winners were chosen for their ability to offer measurable commuter benefits that reduce automobile fuel consumption and emissions through fewer vehicle trips and miles traveled. In addition, winners were selected for implementing policies that have improved the lives of their employees and residents of the National Capital Region.

Employer Awards

Employers that offer a host of commuter benefits and incentives to encourage and reward employees for using sustainable means of transportation to and from work. Incentives and commuter benefits can come in many forms, including, but not limited to, transit benefits and subsidies; preferred or discounted parking for carpools and vanpools; amenities for bicyclists and walkers such as showers and storage; and laptops, training, and software for teleworking. With the availability of choices, employees are empowered to make well-informed decisions about better ways of commuting, instead of driving alone.

Employer Outreach Team Award

The Employer Outreach Team that has most successfully met its goal of partnering with employers to develop and expand commute benefit offerings and/or teleworking.

Employer Services Organization Award

An organization that has instituted a program or enhanced an existing program that makes it easier for employers to introduce or expand commute benefits and/or telework in the workplace.


RESERVED

Employer Award
Northern Virginia Transportation Authority
Vienna, VA

The Northern Virginia Transportation Authority (NVTA) is an independent regional transportation body that plans, prioritizes, and funds multimodal projects that improve mobility and provide diverse travel options to enhance regional connectivity and reduce traffic congestion within Northern Virginia. NVTA is responsible for developing the long-range transportation plan for Northern Virginia and has 21 employees.

All employees telework two days a week and receive training, laptops, and other necessities to make teleworking as effective as possible. NVTA subsidies 60% of monthly transit expenses through SmartBenefits, and the office is conveniently located near a transit station with Metrorail and bus service. Additionally, new employees receive a free $50 SmarTrip card to try transit. Five employees (24%) ride transit and an additional seven employees (33%) carpool to work on a regular basis.

Active commuting is supported with a free annual membership to Capital Bikeshare, valued at $120, and the office provides staff with lockers, shower facilities, and covered bicycle racks. Additionally, the office is near the W&OD and I-66 parallel trails, making cycling an accessible, safe, and enjoyable option for staff. Four employees (19%) bike to work.

In 2025, NVTA helped reduce 126,000 single occupant vehicle employee miles and saved 5,727 gallons of gas.

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Suburban Hospital is a community-based, not-for-profit hospital serving Montgomery County and the surrounding area since 1943, offering both complex and routine care for a range of specialties. The Hospital is the designated trauma center for Montgomery County and has approximately 2,200 full- and part-time employees.

Suburban Hospital offers employees a monthly subsidy for transit expenses, provides a free employee shuttle to and from the Bethesda Metro station, and displays real-time local bus arrival information and transit schedules at the workplace. The Hospital has a “Travel Smart Guide” that maps local transit options and offers information about fares and trip planning.

Suburban Hospital also offers a monthly subsidy for employees carpooling, vanpooling, bicycling, or walking to work. The Hospital has bike racks, a secure bicycle cage, and weatherproof outdoor storage. Additionally, the facility has showers and lockers.

Suburban Hospital hosts quarterly “Commuter Information Days,” a tabling event. In addition, the hospital promotes Bike to Work Day and the goDMV Commuter Competition. Lastly, the hospital participates in a commuter survey through Montgomery County.

In 2025, Suburban Hospital helped reduce 519,000 single occupant vehicle employee miles and saved 23,600 gallons of gas.

SUBURBAN HOSPITAL
JOHNS HOPKINS MEDICINE

Employer Award
Suburban Hospital
Bethesda, MD

Employer Award
The RAND Corporation
Arlington, VA

The RAND Corporation is a nonprofit, nonpartisan research organization founded in 1948 committed to delivering evidence-based solutions to complex public policy challenges. RAND addresses critical issues in healthcare, national security, education, international relations, and emerging technologies. RAND has 1,750 employees globally with 428 assigned to its Arlington, VA office.

Hybrid teleworkers enjoy complete autonomy to work from home as frequently as they choose. Approximately 360 Arlington employees (90%) telework and do so 2 to 3 days per week, on average. For days when employees commute, RAND provides a monthly transit/vanpool subsidy of $130, and the office is conveniently located directly above a Metrorail station.

Employees are also given $65 when they have vanpooled, biked, or walked 10 days out of a given month for three months (can be nonconsecutive), with a max of $260 annually. Around 250 employees (62.5%) take transit or vanpool. Showers are on site, a bike cage is located in the parking garage, and about 10 employees (2.5%) utilize the $65 benefit. In addition, RAND fosters a strong bicycling culture through its well-established Cycling Group, a community for those committed to sustainable and healthy transportation options.

In 2025, RAND helped reduce 1,185,000 single occupant vehicle employee miles and saved 53,900 gallons of gas.

The Employer Services Outreach Team Award is given to the Commuter Connections employer outreach team that has most successfully met its goal of partnering with employers to develop and expand commuter benefits. Ten outreach teams serve the Washington, DC metropolitan region to cultivate and support employer-based transportation programs.

Winner selection for this award was based on information provided by the jurisdictions as part of required quarterly reporting to COG/TPB and through ongoing database verifications made by Commuter Connections staff.

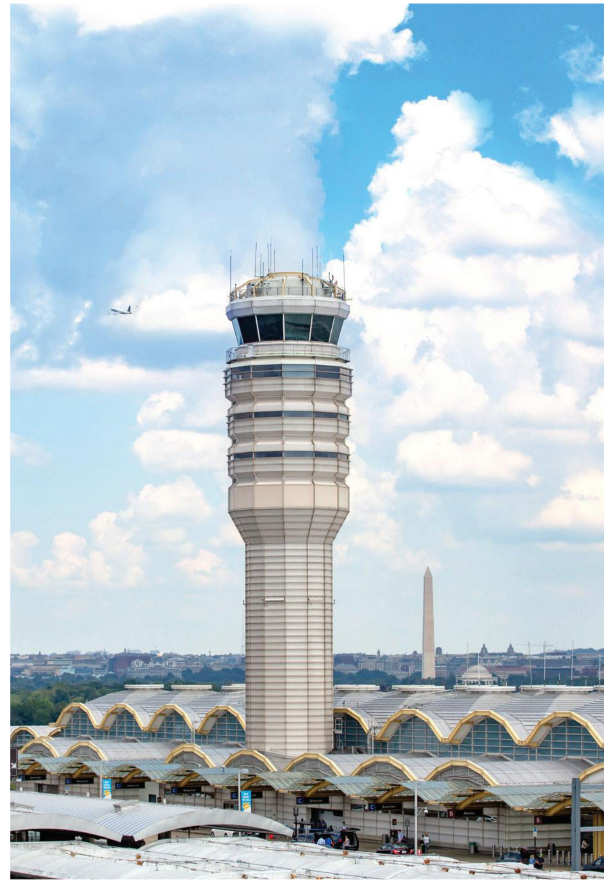
During the 2025 calendar year, the employer outreach team winner held 62 employer and community onsite events; led annual Employer and Hispanic Council meetings to engage local businesses; expanded its Best Workplaces for Commuters program from two to nine designees; and piloted a travel training program with a local nonprofit focused on workforce development for recent adult immigrants.

The National Capital Region Transportation Planning Board's Commuter Connections program at the Metropolitan Washington Council of Governments is pleased to honor OmniRide with the 2026 Employer Services Outreach Team Award.

OmniRide is the brand name for mobility services offered by the Potomac and Rappahannock Transportation Commission. OmniRide's headquarters are in Prince William County.

OMNIRIDE

Employer Services Outreach Team Award
OmniRide
Woodbridge, VA



Employer Services Organization Award
Metropolitan Washington Airports Authority
Washington, DC

20 26 EMPLOYER AWARDS

The Metropolitan Washington Airports Authority (MWAA) is an independent public body which operates the Washington region's two primary commercial airports. MWAA is governed by a 17-member board of directors appointed by Virginia, DC, Maryland, and the White House, and employs more than 1,700 staff, including dedicated police and fire departments.

There are 724 tenant companies serving Washington Dulles International Airport employing 33,460, and 392 tenant companies serving Ronald Reagan Washington National Airport with approximately 21,000 employees. Together, MWAA has partnered with airport employers to promote a culture of sustainable commuting to nearly 55,000 airport employees.

While Reagan National has had a Metrorail Station along the Blue Line for nearly half a century, the opening of the Washington Dulles International Airport Metrorail Station along the Silver Line in 2022 has become a game changer for MWAA's ability to become a transit advocate for both airports.

MWAA, Dulles International, and Reagan National were each designated as Best Workplaces for Commuters employers, a national recognized program started by the U.S. Environmental Protection Agency and currently operated by the Center for Urban Transportation Research.

MWAA has conducted a host of outreach initiatives with airport employers to introduce or feature commuter benefits including those in collaboration with chambers of commerce and with the Airport Airline Management Council. Forums used to engage with airport employees on the topic of commuting include presence at airport benefits fairs and bilingual transit travel training sessions offering free SmarTrip cards with $50 in fare.

REAGAN NATIONAL DULLES INTERNATIONAL

2026 Honorable Mention

Commuter Connections would like to acknowledge the following employers with honorable mention:

Alexandria Transit Company, City of Alexandria, VA
American Society of Health-System Pharmacists, Bethesda, MD
Association Innovation and Management, Reston, VA
Bana Solutions, McLean, VA
Ellumen, Silver Spring, MD
Friendship Heights Village Community Center, Chevy Chase, MD
INOVA Health System, Northern Virginia
KNZ Solutions, Vienna, VA
Marine Corps Base Quantico, Quantico, VA
MicroAutomation, Chantilly, VA
National Landing Center Two, Arlington, VA
Northern Virginia Community College, Sterling, VA
Planet Fitness, Silver Spring, MD
Premier Group, Hyattsville, MD
Sunrise Senior Living, Silver Spring, MD
The Nature Conservancy, Arlington, VA
Transportation Federal Credit Union, City of Alexandria, VA
Virginia Tech, City of Alexandria, VA

2026 Selection Committee

Commuter Connections would like to acknowledge the following members for volunteering as part of the 2026 Employer Awards Selection Committee:

Josh Etim, City of Alexandria
Roland C. Frodigh, Washington Headquarters Services (DOD)
Gersilda Kraja, American Physical Therapy Association
Katy Lang, District Department of Transportation
Brian Leckie, Virginia Department of Transportation
Jennifer Raley, Southern Maryland Electric Cooperative
Kari Snyder, Maryland Department of Transportation
Meg Young, Maryland Department of Transportation

National Capital Region Transportation Planning Board

Established in 1965, the National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. Working with local, state, regional, and federal partners, the TPB coordinates future plans, provides data and analysis to decision makers, and coordinates regional programs to advance safety, land-use coordination, and more. The TPB is housed at and staffed by the Metropolitan Washington Council of Governments (COG).

Commuter Connections

Commuter Connections is a regional network of transportation organizations that began in 1974 as a program of the TPB, offering free commuter services to employers and employees. Services and programs include ridematching for carpools and vanpools; coordination of the Bike to Work Day and goDMV Commuter Competition events; administration of the Guaranteed Ride Home (GRH) program (Washington and Baltimore regions); and management of the CommuterCash app. Through its employer outreach representatives, Commuter Connections assists employers with commuter benefit programs. Commuter Connections is funded by the District of Columbia, Maryland, Virginia, and U.S. Department of Transportation.

Metropolitan Washington Council of Governments

Founded in 1957, COG is an independent nonprofit association with a membership of 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress. COG is the hub for regional partnership where each month more than 1,500 officials and experts convene to make connections, share information, and develop solutions to the region’s major challenges. Together, COG and its members advance a region-forward vision for a more prosperous, accessible, livable, equitable, and sustainable future.

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