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: November 12, 2026

The attached materials include:

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

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: November 12, 2026

At its November 6 meeting, the Steering Committee reviewed and adopted resolution TPB SR10-2027 amending the FY 2027 Unified Planning Work Program (UPWP) to revise the budget to match available/confirmed federal and state funding. This request came from DDOT to update the DDOT Statewide Planning and Research (SPR) funding section, which is separate from the core UPWP activities. The amendment added $17,000 for a new total budget of $29,260,128.

The TPB Steering Committee also reviewed and adopted two resolutions approving amendments to the 2026--2029 Transportation Improvement Program (TIP) as requested by the District Department of Transportation (DDOT) and Maryland Department of Transportation (MDOT). The committee also reviewed and approved the agenda for the TPB's November 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 SR11-2027: DDOT made the following changes:
  - **T3355 – Professional Capacity – Building Strategy** – Adds $4,500,000 to the total cost increasing the cost to $6,000,000. This program adds $3,600,000 in Surface Transportation Block Grant (STBG) Program funding and $900,000 in state match funding for the other phase in fiscal years 2027, 2028, and 2029
- TPB SR12-2027: MDOT made the following changes:
  - **T3085 – Areawide Congestion Management** - Adds $8,000,000 to the project, increasing the total cost to $258,540,000. The project adds $6,400,000 in Surface Transportation Block Grant (STBG) funding and $1,600,000 in state funding for the preliminary engineering phase in FY 2027.
  - **T3084 – Areawide Safety and Spot Improvements –** Adds $271,679,500 to the project, increasing the total cost to $858,740,000. The amendment adds $121,590,000 in Highway Safety Improvement Program (HSIP) funding, $59,520,000 in National Highway Performance Program (NHPP) funding, $49,743,600 in Surface Transportation Block Grant (STBG) funding, and $40,825,900 in state funding for the planning, preliminary engineering, right-of-way, and construction phases of the project in FY 2027 through FY 2029.
  - **T13882 – East Street Rails with Trails Liberty Bridge Phase 3 Project** - Adds $4,800,000 to the project, increasing the total cost to $5,531,275. The project adds $1,464,000 in Earmark – Community Project funding and $293,000 in local funding for the construction phase in the TIP years. The project also adds $2,536,000 in Earmark – Community Project funding and $507,000 in local funding for the construction phase outside the TIP years.
  - **T11615 – MD 6 La Plata Safety and Accessibility Improvements Project** - Adds

$11,500,000 to the project, increasing the total cost to $20,224,000. The project adds $5,036,000 in Highway Safety Improvement Program (HSIP) funding and $559,000 in state funding for the construction phase in the TIP years. The project also adds $5,315,000 in Highway Safety Improvement Program (HSIP) funding and $590,000 in state funding for the construction phase outside the TIP years.

- **T13951 – Poplar Hill Road Bridge Replacement -** Adds a new project with a total cost of $4,066,000 utilizing Surface Transportation Block Grant (STBG) funding for the preliminary engineering and construction phases in FY 2027.
- **T6431 – US 15/US 40 Frederick Freeway Highway Reconstruction -** Adds $95,254,000 to the project, increasing the total cost to $288,734,000. The project adds a net increase of $29,095,000 in National Highway Performance Program (NHPP) funding and removes $8,954,000 in state funding for the construction phase in the TIP years. The project also adds $91,518,000 in National Highway Performance Program (NHPP) funding and removes $16,405,000 in state funding for the construction phase outside the TIP years.

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

The committee was also given a summary presentation on Administrative Modification Cycle 26-17. DDOT submitted updates an update to one records, resulting in a net decrease of $864 thousand, MDOT SHA submitted updates to six records, resulting in a net increase of $46.7 million, and Montgomery County submitted an update to one record, resulting in a net increase of $775k. Overall, these modifications resulted in a net increase of $49.6 million to the TIP. A detailed summary of the changes to each project is available in the summary document posted on the November 6 Steering Committee meeting page.

ATACHMENTS:

- Adopted resolution SR10-2027 approving an amendment the FY 2027 UPWP, as requested by DDOT
- Adopted resolution SR11-2027 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR12-2027 approving an amendment to the TIP, as requested by MDOT

TPB STEERING COMMITTEE ATTENDANCE – NOVEMBER 6, 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:	
DDOT:	Zach Smith
MDOT:	Kari Snyder
VDOT:	Regina Moore
WMATA:	Melissa Kim

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

RESOLUTION TO AMEND THE FY 2027 UNIFIED PLANNING WORK PROGRAM (UPWP) TO REVISE THE BUDGET FOR THE DDOT STATE PLANNING AND RESEARCH PROGRAM

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

WHEREAS, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2027 UPWP for the Washington Metropolitan Area was approved by the TPB on March 18, 2026 and approved by USDOT on March 27, 2026, and amended by the TPB in May 2026; and

WHEREAS, outside of and in addition to the core UPWP Program, the FY 2027 UPWP identifies for informational purposes, activities to be carried out by TPB staff and consultants funded through the District Department of Transportation (DDOT) State Transportation Agency State Planning and Research (SPR) Program funds; and

WHEREAS, the funding for the DDOT SPR Program has increased by $17,000 and DDOT is requesting to update the UPWP to reflect these new totals, which will change the DDOT SPR Program budget to $265,000 and the total UPWP budget to $29,260,128.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2027 UPWP to increase the total budget/activities by $17,000 in the DDOT SPR Program for a new FY 2027 UPWP total of $29,260,128, as described in the attached materials.

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

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

RESOLUTION ON AMENDMENTS TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-18.1 (DDOT STIP) WHICH ADDS FUNDING TO ONE EXISTING PROGRAM, THE PROFESSIONAL CAPACITY-BUILDING STRATEGY PROGRAM, 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 26-18.1 (DDOT STIP), which adds $4,500,000 to the total cost increasing the cost to $6,000,000 for the **Professional Capacity – Building Strategy (T3355)** program. This program adds $3,600,000 in Surface Transportation Block Grant (STBG) Program funding and $900,000 in state match funding for the other phase in fiscal years 2027, 2028, and 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 26-18.1 (DDOT STIP) creating the 18th 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 following TPB approval at www.mwcog.org/TIP/FY26-29/Amendments; and

WHEREAS, full funding for the program in this TIP Action was included in the Financial Plan 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 DDOT dated October 23, 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 26-18.1 (DDOT STIP), which adds $4,500,000 to the total cost increasing the cost to $6,000,000 for the **Professional Capacity – Building Strategy (T3355)** program. This program adds $3,600,000 in Surface Transportation Block Grant (STBG) Program funding and $900,000 in state match funding for the other phase in fiscal years 2027, 2028, and 2029.

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

Government of the District of Columbia
Department of Transportation

October 23, 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 project below:

Name	Funding Types	TIP ID	Total	Years	Fed/ State Split	Published Notes
Professional Capacity Building – Strategy	STBG	T3355	$6,000,000	2027 2028 2029	80/20	• Add $1,500,000 (STBG) in Other in FY 2027 • Add $1,500,000 (STBG) in Other in FY 2028 • Add $1,500,000 (STBG) in Other in FY 2029

Professional Capacity Building-Strategy (T3355)
This project provides training and educational experiences to build the technical capability and functional knowledge of DDOT employees to be a high-performing DDOT organization that will enhance community involvement and improve management's capacity. This project will utilize FHWA formula funding that is annually apportioned to the District. This amendment is needed to reflect the training needs for the agency in FY27 - FY29. The total project will increase from $1,500,000 to $6,000,000 with this amendment.

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 November 6th 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. 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

T3355 - Professional Capacity-Building Strategy

This project provides workforce development and training that strengthen DDOT's ability to plan, manage, and deliver federally supported transportation projects. By building staff expertise in areas such as project delivery, planning, and effective community engagement, the project enhances the agency's technical and administrative capacity to implement transportation programs efficiently and responsibly. These training activities directly support DDOT's ability to meet federal program requirements and improve overall performance in delivering surface transportation improvements

Plan Revision:	26-18.1 (DDOT STIP)
Record Type:	Ongoing
Lead Agency:	District Department of Transportation
Project Type:	Training
Agency Project ID:	PM086A
Facility:	Citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Estimated Completion Year:	2050
Total Cost:	$6,000,000

	Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
	Other	STBG	$1,200,000	$0	$0	$0	$1,200,000
↳	Other	DC/STATE	$300,000	$0	$0	$0	$300,000
	Other	STBG	$0	$0	$0	$1,200,000	$1,200,000
↳	Other	DC/STATE	$0	$0	$0	$300,000	$300,000
	Other	STBG	$0	$1,200,000	$0	$0	$1,200,000
↳	Other	DC/STATE	$0	$300,000	$0	$0	$300,000
	Other	STBG	$0	$0	$1,200,000	$0	$1,200,000
↳	Other	DC/STATE	$0	$0	$300,000	$0	$300,000
	Total Other		$1,500,000	$1,500,000	$1,500,000	$1,500,000	$6,000,000
	TIP Total		$1,500,000	$1,500,000	$1,500,000	$1,500,000	$6,000,000
	Total Programmed		$1,500,000	$1,500,000	$1,500,000	$1,500,000	$6,000,000

Current Change Reason:	Schedule / Funding / Scope- Update:
Current Change Reason:	Programming Change, Other
Project Changes:	Description changed from "This project provides training and educational experiences to build the technical capability and functional knowledge of DDOT employees to be a high-performing DDOT organization that will enhance community involvement and improve management's capacity." to "This project provides workforce development and training that strengthen DDOT's ability to plan, manage, and deliver federally supported transportation projects. By building staff expertise in areas such as project delivery, planning, and effective community engagement, the project enhances the agency's technical and administrative capacity to implement transportation programs efficiently and responsibly. These training activities directly support DDOT's ability to meet federal program requirements and improve overall performance in delivering surface transportation improvements"
Project Changes:	Plan Revision Name changed from "26-00" to "26-18.1 (DDOT STIP)"
	Email changed from "Kayon.Porter@dc.gov" to "stephanie.clark@ddot.dc.gov"
	Primary Contact changed from "Kayon Porter" to "Stephanie Clark"
Funding Changes:	STBG + Increase funds in FY 2027 in OTHER from $0 to $1,200,000

	+ Increase funds in FY 2028 in OTHER from $0 to $1,200,000
	+ Increase funds in FY 2029 in OTHER from $0 to $1,200,000
Funding Changes:	DC/STATE
	+ Increase funds in FY 2027 in OTHER from $0 to $300,000
	+ Increase funds in FY 2028 in OTHER from $0 to $300,000
	+ Increase funds in FY 2029 in OTHER from $0 to $300,000
Federal Project Cost:	Increased from $1,200,000 to $4,800,000 (300%)
Total Project Cost:	Increased from $1,500,000 to $6,000,000 (300%)

DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)
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
STBG	$1,200,000	$1,200,000	$0	$1,200,000	$1,200,000	$0	$1,200,000	$1,200,000	$0	$1,200,000	$1,200,000	$0
Total	**$1,200,000**	**$1,200,000**	**$0**	**$1,200,000**	**$1,200,000**	**$0**	**$1,200,000**	**$1,200,000**	**$0**	**$1,200,000**	**$1,200,000**	**$0**

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

RESOLUTION ON AMENDMENTS TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT MEETS OR IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-18.2 (MDOT STIP) WHICH ADDS FUNDING TO FIVE EXISTING MDOT SHA RECORDS AND ADDS ONE NEW CHARLES COUNTY BRIDGE REPLACEMENT PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) AND CHARLES 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, MDOT SHA has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-18.2 (MDOT STIP), consisting of the following records:

- **T3085 – Areawide Congestion Management** - Adds $8,000,000 to the project, increasing the total cost to $258,540,000. The project adds $6,400,000 in Surface Transportation Block Grant (STBG) funding and $1,600,000 in state funding for the preliminary engineering phase in FY 2027.
- **T3084 – Areawide Safety and Spot Improvements –** Adds $271,679,500 to the project, increasing the total cost to $858,740,000. The amendment adds $121,590,000 in Highway Safety Improvement Program (HSIP) funding, $59,520,000 in National Highway Performance Program (NHPP) funding, $49,743,600 in Surface Transportation Block Grant (STBG) funding, and $40,825,900 in state funding for the planning, preliminary engineering, right-of-way, and construction phases of the project in FY 2027 through FY 2029.
- **T13882 – East Street Rails with Trails Liberty Bridge Phase 3 Project** - Adds $4,800,000 to the project, increasing the total cost to $5,531,275. The project adds $1,464,000 in Earmark – Community Project funding and $293,000 in local funding for the construction phase in the TIP years. The project also adds $2,536,000 in Earmark – Community Project funding and $507,000 in local funding for the construction phase outside the TIP years.
- **T11615 – MD 6 La Plata Safety and Accessibility Improvements Project** - Adds $11,500,000 to the project, increasing the total cost to $20,224,000. The project adds $5,036,000 in Highway Safety Improvement Program (HSIP) funding and $559,000 in state funding for the construction phase in the TIP years. The project also adds $5,315,000 in Highway Safety Improvement Program (HSIP) funding and $590,000 in state funding for the construction phase outside the TIP years.
- **T13951 – Poplar Hill Road Bridge Replacement** - Adds a new project with a total cost of $4,066,000 utilizing Surface Transportation Block Grant (STBG) funding for the preliminary engineering and construction phases in FY 2027.

- **T6431 – US 15/US 40 Frederick Freeway Highway Reconstruction -** Adds $95,254,000 to the project, increasing the total cost to $288,734,000. The project adds a net increase of $29,095,000 in National Highway Performance Program (NHPP) funding and removes $8,954,000 in state funding for the construction phase in the TIP years. The project also adds $91,518,000 in National Highway Performance Program (NHPP) funding and removes $16,405,000 in state funding for the construction phase outside the TIP years; 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 26-18.2 (MDOT STIP) creating the 18th 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 following TPB approval at www.mwcog.org/TIP/FY26-29/Amendments; and

WHEREAS, the **US 15/US 40 Frederick Freeway Highway Reconstruction (T6431)** 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 Plan of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:
ATTACHMENT A) Letter from MDOT dated October 22, 2026, requesting the amendments,
ATTACHMENT B) Letter from Charles County dated October 23, 2026, requesting the amendment,
ATTACHMENT C) 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 D) 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 26-18.2 (MDOT STIP), consisting of the following records:

- **T3085 – Areawide Congestion Management -** Adds $8,000,000 to the project, increasing the total cost to $258,540,000. The project adds $6,400,000 in STBG funding and $1,600,000 in state funding for the preliminary engineering phase in FY 2027.

- **T3084 – Areawide Safety and Spot Improvements –** Adds $271,679,500 to the project, increasing the total cost to $858,740,000. The amendment adds $121,590,000 in HSIP funding, $59,520,000 in NHPP funding, $49,743,600 in STBG funding, and $40,825,900 in state funding for the planning, preliminary engineering, right-of-way, and construction phases of the project in FY 2027 through FY 2029.
- **T13882 – East Street Rails with Trails Liberty Bridge Phase 3 Project** - Adds $4,800,000 to the project, increasing the total cost to $5,531,275. The project adds $1,464,000 in Earmark – Community Project funding and $293,000 in local funding for the construction phase in the TIP years. The project also adds $2,536,000 in Earmark – Community Project funding and $507,000 in local funding for the construction phase outside the TIP years.
- **T11615 – MD 6 La Plata Safety and Accessibility Improvements Project** - Adds $11,500,000 to the project, increasing the total cost to $20,224,000. The project adds $5,036,000 in HSIP funding and $559,000 in state funding for the construction phase in the TIP years. The project also adds $5,315,000 in HSIP funding and $590,000 in state funding for the construction phase outside the TIP years.
- **T13951 – Poplar Hill Road Bridge Replacement** - Adds a new project with a total cost of $4,066,000 utilizing STBG funding for the preliminary engineering and construction phases in FY 2027.
- **T6431 – US 15/US 40 Frederick Freeway Highway Reconstruction** - Adds $95,254,000 to the project, increasing the total cost to $288,734,000. The project adds a net increase of $29,095,000 in NHPP funding and removes $8,954,000 in state funding for the construction phase in the TIP years. The project also adds $91,518,000 in NHPP funding and removes $16,405,000 in state funding for the construction phase outside the TIP years.

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

October 22, 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 five existing projects on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

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

TIP ID	Project	Amount of New Funding (In 000s)	Comment
3084	Areawide Safety and Spot Improvements	26-29: $ 271,680 Total: $ 271,680	Adds new planning, preliminary engineering, right-of-way, and construction funds.
3085	Areawide Congestion Management	26-29: $ 8,000 Total: $ 8,000	Adds new preliminary engineering funds.
6431	US 15/US 40 Frederick Freeway Highway Reconstruction	26-29: $ 20,141 Total: $ 95,254	Adds new construction funds and shifts state to federal funds.
11615	MD 6 La Plata Safety and Accessibility Improvements Project	26-29: $ 5,595 Total: $ 11,500	Adds new construction funds.
13882	East Street Rails with Trails Liberty Bridge Phase 3 Project	26-29: $ 1,757 Total: $ 4,800	Adds new construction funds.

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

MEMORANDUM

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

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

FROM: OFFICE OF PLANNING AND PRELIMINARY ENGINEERING (OPPE)
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)
CHIEF TARA PENDERS 10/21/2026

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

DATE: OCTOBER 21, 2026

RESPONSE REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

The Maryland State Highway Administration (SHA) hereby requests the amendment of the FY 2026-2029 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
T3084	Areawide Safety and Spot Improvements	PP PE RW CO	$60,080,000 $111,000,000 $6,600,000 $94,000,000
T3085	Areawide Congestion Management	PE	$8,000,000
T6431	US 15/US 40 Frederick Freeway Highway Reconstruction	CO	$20,141,000
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	CO	$5,595,000
T13882	East Street Rails with Trails Liberty Bridge Phase 3 Project	CO	$1,757,000

ANALYSIS

Areawide Safety and Spot Improvements (TPB 3084) – This amendment reflects the addition $64,080,000 in FY 2026-2029 TPB TIP planning funding to accommodate SHA updated project expenditures and project schedules in FY 2026-2029. This amendment also reflects the addition of $111,000,000 in funds for the preliminary engineering phase, $6,600,000 for right-of-way, and $94,000,000 in funds for the construction phase. The project's total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from $587,060,500 to $858,740,000.

Areawide Congestion Management (TPB 3085) – This amendment reflects the addition $8,000,000 in FY 2026-2029 TPB TIP preliminary engineering funding to accommodate SHA updated project expenditures and project schedules in FY 2026-2029. The project's total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from $250,540,000 to $258,540,000.

US 15/US 40 Frederick Freeway Highway Reconstruction (TPB 6431) – This amendment reflects the overall addition $30,379,000 and a reduction of $10,238,000, a net increase of $20,141,000 in FY 2026-2029 TPB TIP funding for the construction phase to accommodate SHA updated project expenditures and project schedules in FY 2026-2029. The project's total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from $193,480,000 to $288,734,000, which includes funding programmed in years prior to and beyond the FY 2026-2029 TPB TIP.

MD 6 La Plata Safety and Accessibility Improvements Project (TPB 11615) – This amendment reflects the addition $5,595,000 in FY 2026-2029 TPB TIP funding for the construction phase to accommodate SHA updated project expenditures and project schedules in FY 2026-2029. The project's total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from $8,724,000 to $20,224,000, which includes funding programmed in years prior to and beyond the FY 2026-2029 TPB TIP.

East Street Rails with Trails Liberty Bridge Phase 3 Project (TPB 13882) – This amendment reflects the addition $1,757,000 in FY 2026-2029 TPB TIP funding for the construction phase to accommodate SHA updated project expenditures and project schedules in FY 2026-2029. The project's total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from $731,000 to $5,531,000, which includes funding programmed in years beyond the FY 2026-2029 TPB TIP.

The attached Statewide TIP (STIP) report documents MDOT's requested modification with respect to funding for the above project. This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The modified funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2026-2031 Consolidated Transportation Program (https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27) and FY 2025-2028 Maryland STIP (https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117).

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

ATTACHMENTS

- FY 2026-2029 TPB TIP project T3084 report
- FY 2025-2028 Maryland STIP project TPB 3084 report
- FY 2026-2029 TPB TIP project T3085 report
- FY 2025-2028 Maryland STIP project TPB 3085 report
- FY 2026-2029 TPB TIP project T6431 report
- FY 2025-2028 Maryland STIP project TPB 6431 report
- FY 2026-2029 TPB TIP project T11615 report
- FY 2025-2028 Maryland STIP project TPB 11615 report
- FY 2026-2029 TPB TIP project T13882 report
- FY 2025-2028 Maryland STIP project TPB 13882 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, SHA
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HHD), Office of Highway Development (OHD), SHA
Sean Boyle, P.E., Transportation Design Engineer, HHD, OHD, SHA
John Delaney, P.E., Transportation Engineer, OHD, SHA
Mr. Nate Evans, Assistant Chief, RIPD, OPPE, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Emad Gheibi, Ph.D., P.E., Deputy Director, OPPE, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Mr. Scott Hansen, Regional Planner, RIPD, OPPE, SHA
Ms. Cheryl Ladota, Chief, Grants and Programs Management Division (GPMD), OPPE, SHA
Mr. Scott Newill, Deputy District Engineer, District 7, SHA
Ms. Molly Porter, Bicycle and Pedestrian Programs Team Leader, GPMD, OPPE, SHA
Andrew Radcliffe, Jr., P.E., District Engineer, District 7, SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA

T3084 - Areawide Safety and Spot Improvements

Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

Plan Revision:	26-18.2 (MDOT STIP)
Record Type:	Grouped
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	AWSS
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City of Frederick, City of Gaithersburg, City of Rockville, City of Seat Pleasant, College Park, Forest Heights, Greenbelt, Hyattsvile, Landover Hills, Morningside, Riverdale Park, Suburban MD, Town of Capitol Heights, Town of La Plata, Upper Marlboro
Estimated Completion Year:	2026
Total Cost:	$858,740,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	CMAQ	$80,000	$80,000	$80,000	$80,000	$320,000
Planning	DC/STATE	$1,360,000	$5,020,000	$5,020,000	$5,020,000	$16,420,000
Planning	HSIP	$2,700,000	$9,000,000	$9,000,000	$9,000,000	$29,700,000
Planning	NHPP	$2,560,000	$8,000,000	$8,000,000	$8,000,000	$26,560,000
Planning	STBG	$1,600,000	$8,000,000	$8,000,000	$8,000,000	$25,600,000
Total Planning		$8,300,000	$30,100,000	$30,100,000	$30,100,000	$98,600,000
Preliminary Engineering	CMAQ	$560,000	$560,000	$560,000	$560,000	$2,240,000
Preliminary Engineering	DC/STATE	$9,240,000	$13,140,000	$13,140,000	$13,140,000	$48,660,000
Preliminary Engineering	HSIP	$31,500,000	$45,000,000	$45,000,000	$45,000,000	$166,500,000
Preliminary Engineering	NHPP	$11,200,000	$16,000,000	$16,000,000	$16,000,000	$59,200,000
Preliminary Engineering	STBG	$11,200,000	$16,000,000	$16,000,000	$16,000,000	$59,200,000
Total Preliminary Engineering		$63,700,000	$90,700,000	$90,700,000	$90,700,000	$335,800,000
Right of Way	CMAQ	$8,000	$8,000	$8,000	$8,000	$32,000
Right of Way	DC/STATE	$242,000	$542,000	$542,000	$542,000	$1,868,000
Right of Way	HSIP	$1,260,000	$1,260,000	$1,260,000	$1,260,000	$5,040,000
Right of Way	NHPP	$160,000	$800,000	$800,000	$800,000	$2,560,000
Right of Way	STBG	$240,000	$800,000	$800,000	$800,000	$2,640,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Right of Way		$1,910,000	$3,410,000	$3,410,000	$3,410,000	$12,140,000
Construction	CMAQ	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$4,800,000
Construction	DC/STATE	$11,700,000	$16,800,000	$16,800,000	$16,800,000	$62,100,000
Construction	HSIP	$27,000,000	$40,500,000	$40,500,000	$40,500,000	$148,500,000
Construction	NHPP	$16,000,000	$24,000,000	$24,000,000	$24,000,000	$88,000,000
Construction	STBG	$17,600,000	$24,000,000	$24,000,000	$24,000,000	$89,600,000
Total Construction		$73,500,000	$106,500,000	$106,500,000	$106,500,000	$393,000,000
Utility	CMAQ	$80,000	$80,000	$80,000	$80,000	$320,000
Utility	DC/STATE	$850,000	$770,000	$770,000	$770,000	$3,160,000
Utility	HSIP	$2,070,000	$1,350,000	$1,350,000	$1,350,000	$6,120,000
Utility	NHPP	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$4,800,000
Utility	STBG	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$4,800,000
Total Utility		$5,400,000	$4,600,000	$4,600,000	$4,600,000	$19,200,000
TIP Total		$152,810,000	$235,310,000	$235,310,000	$235,310,000	$858,740,000
Total Programmed		$152,810,000	$235,310,000	$235,310,000	$235,310,000	$858,740,000

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 3084 MC#26-168 Appvd. 8/18/2026

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s) Federal	State/Local	Total
Areawide Safety and Spot Improvements *(AWSS)*	B	Exempt	n/a	$ 387,734	$ 70,296	**$ 458,030**
	Administration	**Area/MPO**	**CTP Page**	**Net Funding Change (000s) Federal**	**State/Local**	**Total**
	SHA	TPB	A-11 FY 2026	$ 139,760	$ 25,640	**$ 165,400**

Description: Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

Justification: Areawide project funding flows by major federal funding program included in the FY2026-2029 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with CMAQ, HSIP, NHPP,and STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☐ A) Adds new individual projects to the current STIP
- ☑ B) Increase/decrease, scope change, advance, delay, or phase change
- ☐ C) Removes or deletes individual listed project from the STIP
- ☐ D) Other [Administrative modification to add and shift federal/state construction funding]

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
Current (000s)	**Total**	**$ -**	**$ 152,810**	**$ 159,110**	**$ 146,110**	**$ 458,030**
	Federal	$ -	$ 129,418	$ 135,008	$ 123,308	$ 387,734
	State/Local	$ -	$ 23,392	$ 24,102	$ 22,802	$ 70,296
Proposed (000s)	**Total**	**$ -**	**$ 152,810**	**$ 235,310**	**$ 235,310**	**$ 623,430**
	Federal	$ -	$ 129,418	$ 199,038	$ 199,038	$ 527,494
	State/Local	$ -	$ 23,392	$ 36,272	$ 36,272	$ 95,936
Change (000s)	**Total**	**$ -**	**$ -**	**$ 76,200**	**$ 89,200**	**$ 165,400**
	Federal	$ -	$ -	$ 64,030	$ 75,730	$ 139,760
	State/Local	$ -	$ -	$ 12,170	$ 13,470	$ 25,640

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
PP	*CMAQ/State*	$ -	$ -	$ 80	$ 20	$ 80	$ 20	$ 80	$ 20	$ 240	$ 60	$ 300
	HSIP/State	$ -	$ -	$ 2,700	$ 300	$ 4,500	$ 500	$ 4,500	$ 500	$ 11,700	$ 1,300	$ 13,000
	NHPP/State	$ -	$ -	$ 2,560	$ 640	$ 1,600	$ 400	$ 1,600	$ 400	$ 5,760	$ 1,440	$ 7,200
	STBG/State	$ -	$ -	$ 1,600	$ 400	$ 3,200	$ 800	$ 3,200	$ 800	$ 8,000	$ 2,000	$ 10,000
PE	*CMAQ/State*	$ -	$ -	$ 560	$ 140	$ 560	$ 140	$ 560	$ 140	$ 1,680	$ 420	$ 2,100
	HSIP/State	$ -	$ -	$ 31,500	$ 3,500	$ 31,500	$ 3,500	$ 19,800	$ 2,200	$ 82,800	$ 9,200	$ 92,000
	NHPP/State	$ -	$ -	$ 11,200	$ 2,800	$ 11,200	$ 2,800	$ 11,200	$ 2,800	$ 33,600	$ 8,400	$ 42,000
	STBG/State	$ -	$ -	$ 11,200	$ 2,800	$ 11,200	$ 2,800	$ 11,200	$ 2,800	$ 33,600	$ 8,400	$ 42,000
RW	*CMAQ/State*	$ -	$ -	$ 8	$ 2	$ 8	$ 2	$ 8	$ 2	$ 24	$ 6	$ 30
	HSIP/State	$ -	$ -	$ 1,260	$ 140	$ 630	$ 70	$ 630	$ 70	$ 2,520	$ 280	$ 2,800
	NHPP/State	$ -	$ -	$ 160	$ 40	$ 160	$ 40	$ 160	$ 40	$ 480	$ 120	$ 600
	STBG/State	$ -	$ -	$ 240	$ 60	$ 240	$ 60	$ 240	$ 60	$ 720	$ 180	$ 900
UT	*CMAQ/State*	$ -	$ -	$ 80	$ 20	$ 80	$ 20	$ 80	$ 20	$ 240	$ 60	$ 300
	HSIP/State	$ -	$ -	$ 2,070	$ 230	$ 1,350	$ 150	$ 1,350	$ 150	$ 4,770	$ 530	$ 5,300
	NHPP/State	$ -	$ -	$ 1,200	$ 300	$ 1,200	$ 300	$ 1,200	$ 300	$ 3,600	$ 900	$ 4,500
	STBG/State	$ -	$ -	$ 1,200	$ 300	$ 1,200	$ 300	$ 1,200	$ 300	$ 3,600	$ 900	$ 4,500
CO	*CMAQ/State*	$ -	$ -	$ 1,200	$ 300	$ 1,200	$ 300	$ 1,200	$ 300	$ 3,600	$ 900	$ 4,500
	HSIP/State	$ -	$ -	$ 27,000	$ 3,000	$ 31,500	$ 3,500	$ 31,500	$ 3,500	$ 90,000	$ 10,000	$ 100,000
	NHPP/State	$ -	$ -	$ 16,000	$ 4,000	$ 16,000	$ 4,000	$ 16,000	$ 4,000	$ 48,000	$ 12,000	$ 60,000
	STBG/State	$ -	$ -	$ 17,600	$ 4,400	$ 17,600	$ 4,400	$ 17,600	$ 4,400	$ 52,800	$ 13,200	$ 66,000
Total		**$ -**	**$ -**	**$ 129,418**	**$ 23,392**	**$ 135,008**	**$ 24,102**	**$ 123,308**	**$ 22,802**	**$ 387,734**	**$ 70,296**	**$ 458,030**

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
PP	*CMAQ/State*	$ -	$ -	$ 80	$ 20	$ 80	$ 20	$ 80	$ 20	$ 240	$ 60	$ 300
	HSIP/State	$ -	$ -	$ 2,700	$ 300	$ 9,000	$ 1,000	$ 9,000	$ 1,000	$ 20,700	$ 2,300	$ 23,000
	NHPP/State	$ -	$ -	$ 2,560	$ 640	$ 8,000	$ 2,000	$ 8,000	$ 2,000	$ 18,560	$ 4,640	$ 23,200
	STBG/State	$ -	$ -	$ 1,600	$ 400	$ 8,000	$ 2,000	$ 8,000	$ 2,000	$ 17,600	$ 4,400	$ 22,000
PE	*CMAQ/State*	$ -	$ -	$ 560	$ 140	$ 560	$ 140	$ 560	$ 140	$ 1,680	$ 420	$ 2,100
	HSIP/State	$ -	$ -	$ 31,500	$ 3,500	$ 45,000	$ 5,000	$ 45,000	$ 5,000	$ 121,500	$ 13,500	$ 135,000
	NHPP/State	$ -	$ -	$ 11,200	$ 2,800	$ 16,000	$ 4,000	$ 16,000	$ 4,000	$ 43,200	$ 10,800	$ 54,000
	STBG/State	$ -	$ -	$ 11,200	$ 2,800	$ 16,000	$ 4,000	$ 16,000	$ 4,000	$ 43,200	$ 10,800	$ 54,000
RW	*CMAQ/State*	$ -	$ -	$ 8	$ 2	$ 8	$ 2	$ 8	$ 2	$ 24	$ 6	$ 30
	HSIP/State	$ -	$ -	$ 1,260	$ 140	$ 1,260	$ 140	$ 1,260	$ 140	$ 3,780	$ 420	$ 4,200
	NHPP/State	$ -	$ -	$ 160	$ 40	$ 800	$ 200	$ 800	$ 200	$ 1,760	$ 440	$ 2,200
	STBG/State	$ -	$ -	$ 240	$ 60	$ 800	$ 200	$ 800	$ 200	$ 1,840	$ 460	$ 2,300
UT	*CMAQ/State*	$ -	$ -	$ 80	$ 20	$ 80	$ 20	$ 80	$ 20	$ 240	$ 60	$ 300
	HSIP/State	$ -	$ -	$ 2,070	$ 230	$ 1,350	$ 150	$ 1,350	$ 150	$ 4,770	$ 530	$ 5,300
	NHPP/State	$ -	$ -	$ 1,200	$ 300	$ 1,200	$ 300	$ 1,200	$ 300	$ 3,600	$ 900	$ 4,500
	STBG/State	$ -	$ -	$ 1,200	$ 300	$ 1,200	$ 300	$ 1,200	$ 300	$ 3,600	$ 900	$ 4,500
CO	*CMAQ/State*	$ -	$ -	$ 1,200	$ 300	$ 1,200	$ 300	$ 1,200	$ 300	$ 3,600	$ 900	$ 4,500
	HSIP/State	$ -	$ -	$ 27,000	$ 3,000	$ 40,500	$ 4,500	$ 40,500	$ 4,500	$ 108,000	$ 12,000	$ 120,000
	NHPP/State	$ -	$ -	$ 16,000	$ 4,000	$ 24,000	$ 6,000	$ 24,000	$ 6,000	$ 64,000	$ 16,000	$ 80,000
	STBG/State	$ -	$ -	$ 17,600	$ 4,400	$ 24,000	$ 6,000	$ 24,000	$ 6,000	$ 65,600	$ 16,400	$ 82,000
Total		**$ -**	**$ -**	**$ 129,418**	**$ 23,392**	**$ 199,038**	**$ 36,272**	**$ 199,038**	**$ 36,272**	**$ 527,494**	**$ 95,936**	**$ 623,430**

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
PP	*CMAQ/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	HSIP/State	$ -	$ -	$ -	$ -	$ 4,500	$ 500	$ 4,500	$ 500	$ 9,000	$ 1,000	$ 10,000
	NHPP/State	$ -	$ -	$ -	$ -	$ 6,400	$ 1,600	$ 6,400	$ 1,600	$ 12,800	$ 3,200	$ 16,000
	STBG/State	$ -	$ -	$ -	$ -	$ 4,800	$ 1,200	$ 4,800	$ 1,200	$ 9,600	$ 2,400	$ 12,000
PE	*CMAQ/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	HSIP/State	$ -	$ -	$ -	$ -	$ 13,500	$ 1,500	$ 25,200	$ 2,800	$ 38,700	$ 4,300	$ 43,000
	NHPP/State	$ -	$ -	$ -	$ -	$ 4,800	$ 1,200	$ 4,800	$ 1,200	$ 9,600	$ 2,400	$ 12,000
	STBG/State	$ -	$ -	$ -	$ -	$ 4,800	$ 1,200	$ 4,800	$ 1,200	$ 9,600	$ 2,400	$ 12,000
RW	*CMAQ/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	HSIP/State	$ -	$ -	$ -	$ -	$ 630	$ 70	$ 630	$ 70	$ 1,260	$ 140	$ 1,400
	NHPP/State	$ -	$ -	$ -	$ -	$ 640	$ 160	$ 640	$ 160	$ 1,280	$ 320	$ 1,600
	STBG/State	$ -	$ -	$ -	$ -	$ 560	$ 140	$ 560	$ 140	$ 1,120	$ 280	$ 1,400
UT	*CMAQ/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	HSIP/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*CMAQ/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	HSIP/State	$ -	$ -	$ -	$ -	$ 9,000	$ 1,000	$ 9,000	$ 1,000	$ 18,000	$ 2,000	$ 20,000
	NHPP/State	$ -	$ -	$ -	$ -	$ 8,000	$ 2,000	$ 8,000	$ 2,000	$ 16,000	$ 4,000	$ 20,000
	STBG/State	$ -	$ -	$ -	$ -	$ 6,400	$ 1,600	$ 6,400	$ 1,600	$ 12,800	$ 3,200	$ 16,000
Total		**$ -**	**$ -**	**$ -**	**$ -**	**$ 64,030**	**$ 12,170**	**$ 75,730**	**$ 13,470**	**$ 139,760**	**$ 25,640**	**$ 165,400**

TOTAL PROJECT COST					
Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		**Total Project Cost**	
Federal	$ -	Federal	$ 527,494	Federal	$ 199,038	Federal	$ 726,532
State/Local	$ -	State/Local	$ 95,936	State/Local	$ 36,272	State/Local	$ 132,208
Total	**$ -**	**Total**	**$ 623,430**	**Total**	**$ 235,310**	**Total**	**$ 858,740**

T3085 - Areawide Congestion Management

Ongoing program to provide traffic control, management, and monitoring on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

Plan Revision:	26-18.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - ITS/Technology
Agency Project ID:	AWCM
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City of Frederick, City of Rockville
Estimated Completion Year:	2029
Total Cost:	$258,540,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	CMAQ	$240,000	$240,000	$240,000	$240,000	$960,000
Planning	DC/STATE	$270,000	$270,000	$200,000	$200,000	$940,000
Planning	NHPP	$280,000	$280,000	$280,000	$280,000	$1,120,000
Planning	STBG	$560,000	$560,000	$280,000	$280,000	$1,680,000
Total Planning		$1,350,000	$1,350,000	$1,000,000	$1,000,000	$4,700,000
Preliminary Engineering	CMAQ	$800,000	$800,000	$800,000	$800,000	$3,200,000
Preliminary Engineering	DC/STATE	$2,600,000	$5,000,000	$2,600,000	$2,600,000	$12,800,000
Preliminary Engineering	NHPP	$3,200,000	$3,200,000	$3,200,000	$3,200,000	$12,800,000
Preliminary Engineering	STBG	$6,400,000	$16,000,000	$6,400,000	$6,400,000	$35,200,000
Total Preliminary Engineering		$13,000,000	$25,000,000	$13,000,000	$13,000,000	$64,000,000
Right of Way	CMAQ	$56,000	$56,000	$56,000	$56,000	$224,000
Right of Way	DC/STATE	$42,000	$42,000	$42,000	$42,000	$168,000
Right of Way	NHPP	$56,000	$56,000	$56,000	$56,000	$224,000
Right of Way	STBG	$56,000	$56,000	$56,000	$56,000	$224,000
Total Right of Way		$210,000	$210,000	$210,000	$210,000	$840,000
Construction	CMAQ	$1,600,000	$1,600,000	$1,600,000	$1,600,000	$6,400,000
Construction	DC/STATE	$9,600,000	$6,800,000	$6,800,000	$6,800,000	$30,000,000
Construction	NHPP	$12,800,000	$12,800,000	$12,800,000	$12,800,000	$51,200,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	STBG	$24,000,000	$12,800,000	$12,800,000	$12,800,000	$62,400,000
Total Construction		$48,000,000	$34,000,000	$34,000,000	$34,000,000	$150,000,000
Other	CMAQ	$0	$1,600,000	$1,600,000	$1,600,000	$4,800,000
Other	DC/STATE	$0	$4,800,000	$1,600,000	$1,400,000	$7,800,000
Other	NHPP	$0	$8,800,000	$2,400,000	$2,000,000	$13,200,000
Other	STBG	$0	$8,800,000	$2,400,000	$2,000,000	$13,200,000
Total Other		$0	$24,000,000	$8,000,000	$7,000,000	$39,000,000
TIP Total		$62,560,000	$84,560,000	$56,210,000	$55,210,000	$258,540,000
Total Programmed		$62,560,000	$84,560,000	$56,210,000	$55,210,000	$258,540,000

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 3085 MC#25-159 Apprvd. 7/10/2026

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s) Federal	State/Local	**Total**
Areawide Congestion Management *(AWCM)*	B	Exempt	n/a	$ 156,264	$ 39,066	**$ 195,330**
	Administration	**Area/MPO**	**CTP Page**	**Net Funding Change (000s) Federal**	**State/Local**	**Total**
	SHA	TPB	A-26 FY 2026	$ 6,400	$ 1,600	**$ 8,000**

Description: Ongoing program to provide traffic control, management, and monitoring on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

Justification: Areawide project funding flows by major federal funding program included in the FY2026-2028 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with CMAQ, NHPP,and STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☐ A) Adds new individual projects to the current STIP
- ☑ B) Increase/decrease, scope change, advance, delay, or phase change
- ☐ C) Removes or deletes individual listed project from the STIP
- ☑ D) Other [Administrative modification to add and shift federal/state construction funding]

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
Current (000s)	**Total**	**$ -**	**$ 62,560**	**$ 76,560**	**$ 56,210**	**$ 195,330**
	Federal	$ -	$ 50,048	$ 61,248	$ 44,968	$ 156,264
	State/Local	$ -	$ 12,512	$ 15,312	$ 11,242	$ 39,066
Proposed (000s)	**Total**	**$ -**	**$ 62,560**	**$ 84,560**	**$ 56,210**	**$ 203,330**
	Federal	$ -	$ 50,048	$ 67,648	$ 44,968	$ 162,664
	State/Local	$ -	$ 12,512	$ 16,912	$ 11,242	$ 40,666
Change (000s)	**Total**	**$ -**	**$ -**	**$ 8,000**	**$ -**	**$ 8,000**
	Federal	$ -	$ -	$ 6,400	$ -	$ 6,400
	State/Local	$ -	$ -	$ 1,600	$ -	$ 1,600

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
PP	*CMAQ*	$ -	$ -	$ 240	$ -	$ 240	$ -	$ 240	$ -	$ 720	$ -	$ 720
	State	$ -	$ -	$ -	$ 60	$ -	$ 60	$ -	$ 60	$ -	$ 180	$ 180
	NHPP	$ -	$ -	$ 280	$ -	$ 280	$ -	$ 280	$ -	$ 840	$ -	$ 840
	State	$ -	$ -	$ -	$ 70	$ -	$ 70	$ -	$ 70	$ -	$ 210	$ 210
	STBG	$ -	$ -	$ 560	$ -	$ 560	$ -	$ 280	$ -	$ 1,400	$ -	$ 1,400
	State	$ -	$ -	$ -	$ 140	$ -	$ 140	$ -	$ 70	$ -	$ 350	$ 350
PE	*CMAQ*	$ -	$ -	$ 800	$ -	$ 800	$ -	$ 800	$ -	$ 2,400	$ -	$ 2,400
	State	$ -	$ -	$ -	$ 200	$ -	$ 200	$ -	$ 200	$ -	$ 600	$ 600
	NHPP	$ -	$ -	$ 3,200	$ -	$ 3,200	$ -	$ 3,200	$ -	$ 9,600	$ -	$ 9,600
	State	$ -	$ -	$ -	$ 800	$ -	$ 800	$ -	$ 800	$ -	$ 2,400	$ 2,400
	STBG	$ -	$ -	$ 6,400	$ -	$ 9,600	$ -	$ 6,400	$ -	$ 22,400	$ -	$ 22,400
	State	$ -	$ -	$ -	$ 1,600	$ -	$ 2,400	$ -	$ 1,600	$ -	$ 5,600	$ 5,600
RW	*CMAQ*	$ -	$ -	$ 56	$ -	$ 56	$ -	$ 56	$ -	$ 168	$ -	$ 168
	State	$ -	$ -	$ -	$ 14	$ -	$ 14	$ -	$ 14	$ -	$ 42	$ 42
	NHPP	$ -	$ -	$ 56	$ -	$ 56	$ -	$ 56	$ -	$ 168	$ -	$ 168
	State	$ -	$ -	$ -	$ 14	$ -	$ 14	$ -	$ 14	$ -	$ 42	$ 42
	STBG	$ -	$ -	$ 56	$ -	$ 56	$ -	$ 56	$ -	$ 168	$ -	$ 168
	State	$ -	$ -	$ -	$ 14	$ -	$ 14	$ -	$ 14	$ -	$ 42	$ 42
CO	*CMAQ*	$ -	$ -	$ 1,600	$ -	$ 1,600	$ -	$ 1,600	$ -	$ 4,800	$ -	$ 4,800
	State	$ -	$ -	$ -	$ 400	$ -	$ 400	$ -	$ 400	$ -	$ 1,200	$ 1,200
	NHPP	$ -	$ -	$ 12,800	$ -	$ 12,800	$ -	$ 12,800	$ -	$ 38,400	$ -	$ 38,400
	State	$ -	$ -	$ -	$ 3,200	$ -	$ 3,200	$ -	$ 3,200	$ -	$ 9,600	$ 9,600
	STBG	$ -	$ -	$ 24,000	$ -	$ 12,800	$ -	$ 12,800	$ -	$ 49,600	$ -	$ 49,600
	State	$ -	$ -	$ -	$ 6,000	$ -	$ 3,200	$ -	$ 3,200	$ -	$ 12,400	$ 12,400
OTHER	*CMAQ*	$ -	$ -	$ -	$ -	$ 1,600	$ -	$ 1,600	$ -	$ 3,200	$ -	$ 3,200
	State	$ -	$ -	$ -	$ -	$ -	$ 400	$ -	$ 400	$ -	$ 800	$ 800
	NHPP	$ -	$ -	$ -	$ -	$ 8,800	$ -	$ 2,400	$ -	$ 11,200	$ -	$ 11,200
	State	$ -	$ -	$ -	$ -	$ -	$ 2,200	$ -	$ 600	$ -	$ 2,800	$ 2,800
	STBG	$ -	$ -	$ -	$ -	$ 8,800	$ -	$ 2,400	$ -	$ 11,200	$ -	$ 11,200
	State	$ -	$ -	$ -	$ -	$ -	$ 2,200	$ -	$ 600	$ -	$ 2,800	$ 2,800
Total		**$ -**	**$ -**	**$ 50,048**	**$ 12,512**	**$ 61,248**	**$ 15,312**	**$ 44,968**	**$ 11,242**	**$ 156,264**	**$ 39,066**	**$ 195,330**

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
PP	*CMAQ*	$ -	$ -	$ 240	$ -	$ 240	$ -	$ 240	$ -	$ 720	$ -	$ 720
	State	$ -	$ -	$ -	$ 60	$ -	$ 60	$ -	$ 60	$ -	$ 180	$ 180
	NHPP	$ -	$ -	$ 280	$ -	$ 280	$ -	$ 280	$ -	$ 840	$ -	$ 840
	State	$ -	$ -	$ -	$ 70	$ -	$ 70	$ -	$ 70	$ -	$ 210	$ 210
	STBG	$ -	$ -	$ 560	$ -	$ 560	$ -	$ 280	$ -	$ 1,400	$ -	$ 1,400
	State	$ -	$ -	$ -	$ 140	$ -	$ 140	$ -	$ 70	$ -	$ 350	$ 350
PE	*CMAQ*	$ -	$ -	$ 800	$ -	$ 800	$ -	$ 800	$ -	$ 2,400	$ -	$ 2,400
	State	$ -	$ -	$ -	$ 200	$ -	$ 200	$ -	$ 200	$ -	$ 600	$ 600
	NHPP	$ -	$ -	$ 3,200	$ -	$ 3,200	$ -	$ 3,200	$ -	$ 9,600	$ -	$ 9,600
	State	$ -	$ -	$ -	$ 800	$ -	$ 800	$ -	$ 800	$ -	$ 2,400	$ 2,400
	STBG	$ -	$ -	$ 6,400	$ -	$ 16,000	$ -	$ 6,400	$ -	$ 28,800	$ -	$ 28,800
	State	$ -	$ -	$ -	$ 1,600	$ -	$ 4,000	$ -	$ 1,600	$ -	$ 7,200	$ 7,200
RW	*CMAQ*	$ -	$ -	$ 56	$ -	$ 56	$ -	$ 56	$ -	$ 168	$ -	$ 168
	State	$ -	$ -	$ -	$ 14	$ -	$ 14	$ -	$ 14	$ -	$ 42	$ 42
	NHPP	$ -	$ -	$ 56	$ -	$ 56	$ -	$ 56	$ -	$ 168	$ -	$ 168
	State	$ -	$ -	$ -	$ 14	$ -	$ 14	$ -	$ 14	$ -	$ 42	$ 42
	STBG	$ -	$ -	$ 56	$ -	$ 56	$ -	$ 56	$ -	$ 168	$ -	$ 168
	State	$ -	$ -	$ -	$ 14	$ -	$ 14	$ -	$ 14	$ -	$ 42	$ 42
CO	*CMAQ*	$ -	$ -	$ 1,600	$ -	$ 1,600	$ -	$ 1,600	$ -	$ 4,800	$ -	$ 4,800
	State	$ -	$ -	$ -	$ 400	$ -	$ 400	$ -	$ 400	$ -	$ 1,200	$ 1,200
	NHPP	$ -	$ -	$ 12,800	$ -	$ 12,800	$ -	$ 12,800	$ -	$ 38,400	$ -	$ 38,400
	State	$ -	$ -	$ -	$ 3,200	$ -	$ 3,200	$ -	$ 3,200	$ -	$ 9,600	$ 9,600
	STBG	$ -	$ -	$ 24,000	$ -	$ 12,800	$ -	$ 12,800	$ -	$ 49,600	$ -	$ 49,600
	State	$ -	$ -	$ -	$ 6,000	$ -	$ 3,200	$ -	$ 3,200	$ -	$ 12,400	$ 12,400
OTHER	*CMAQ*	$ -	$ -	$ -	$ -	$ 1,600	$ -	$ 1,600	$ -	$ 3,200	$ -	$ 3,200
	State	$ -	$ -	$ -	$ -	$ -	$ 400	$ -	$ 400	$ -	$ 800	$ 800
	NHPP	$ -	$ -	$ -	$ -	$ 8,800	$ -	$ 2,400	$ -	$ 11,200	$ -	$ 11,200
	State	$ -	$ -	$ -	$ -	$ -	$ 2,200	$ -	$ 600	$ -	$ 2,800	$ 2,800
	STBG	$ -	$ -	$ -	$ -	$ 8,800	$ -	$ 2,400	$ -	$ 11,200	$ -	$ 11,200
	State	$ -	$ -	$ -	$ -	$ -	$ 2,200	$ -	$ 600	$ -	$ 2,800	$ 2,800
Total		**$ -**	**$ -**	**$ 50,048**	**$ 12,512**	**$ 67,648**	**$ 16,912**	**$ 44,968**	**$ 11,242**	**$ 162,664**	**$ 40,666**	**$ 203,330**

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
PP	*CMAQ*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*CMAQ*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG	$ -	$ -	$ -	$ -	$ 6,400	$ -	$ -	$ -	$ 6,400	$ -	$ 6,400
	State	$ -	$ -	$ -	$ -	$ -	$ 1,600	$ -	$ -	$ -	$ 1,600	$ 1,600
RW	*CMAQ*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*CMAQ*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
OTHER	*CMAQ*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ -**	**$ -**	**$ -**	**$ -**	**$ 6,400**	**$ 1,600**	**$ -**	**$ -**	**$ 6,400**	**$ 1,600**	**$ 8,000**

TOTAL PROJECT COST							
Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		**Total Project Cost**	
Federal	$ -	Federal	$ 162,664	Federal	$ 44,168	Federal	$ 206,832
State/Local	$ -	State/Local	$ 40,666	State/Local	$ 11,042	State/Local	$ 51,708
Total	**$ -**	**Total**	**$ 203,330**	**Total**	**$ 55,210**	**Total**	**$ 258,540**

T6431 - US 15/US 40 Frederick Freeway Highway Reconstruction

Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road.

Plan Revision:	26-18.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	FR1881
Facility:	US 15 /US 40 Frederick Freeway
From:	I-270 Dwight D. Eisenhower Highway
To:	MD 26
County:	Frederick
Municipality:	City of Frederick
Estimated Completion Year:	2030
Total Cost:	$288,734,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$698,000	$1,519,000	$1,251,000	$639,000	$4,107,000
Preliminary Engineering	NHPP	$2,792,000	$6,075,000	$5,007,000	$2,553,000	$16,427,000
Total Preliminary Engineering		$3,490,000	$7,594,000	$6,258,000	$3,192,000	$20,534,000
Right of Way	DC/STATE	$120,000	$438,000	$260,000	$128,000	$946,000
Right of Way	NHPP	$480,000	$1,752,000	$1,040,000	$511,000	$3,783,000
Total Right of Way		$600,000	$2,190,000	$1,300,000	$639,000	$4,729,000
Construction	DC/STATE	$0	$0	$1,284,000	$1,014,000	$2,298,000
Construction	NHPP	$0	$0	$24,391,000	$49,714,000	$74,105,000
Total Construction		$0	$0	$25,675,000	$50,728,000	$76,403,000
Utility	DC/STATE	$202,000	$403,000	$0	$0	$605,000
Utility	NHPP	$806,000	$1,613,000	$0	$0	$2,419,000
Total Utility		$1,008,000	$2,016,000	$0	$0	$3,024,000
-	DC/STATE	$0	$0	$0	$0	$0
-	NHPP	$0	$0	$0	$0	$0

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
TIP Total		$5,098,000	$11,800,000	$33,233,000	$54,559,000	$104,690,000
Total Prior Costs		$0	$0	$0	$0	$9,447,000
Total Future Costs		$0	$0	$0	$0	$174,597,000
Total Programmed		$5,098,000	$11,800,000	$33,233,000	$54,559,000	$288,734,000

0

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 6431 MC#26-168 Appvd. 8/18/2026

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s) Federal	State/Local	Total
US 15/US 40 Frederick Freeway Highway Reconstruction (FR1881)	B	tbd	tbd	$ 20,230	$ 4,926	**$ 25,156**
	Administration	**Area/MPO**	**CTP Page**	**Net Funding Change (000s) Federal**	**State/Local**	**Total**
	SHA	TPB	SHA-F-2	$ 24,391	$ 1,284	**$ 25,675**

Description Project to construct safety and mainline operational improvements along US 15 and US 40 from I-70 to MD 26 (4 miles). The project includes adding a third through lane (inside widening) in each direction along US 15 and the reconstruction and widening of seven structures. Significant noise mitigation will be included.

Justification The project will adress safety, operations,and mobility needs in the US 15 corridor.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☐ A) Adds new individual projects to the current STIP
- ☑ B) Increase/decrease, scope change, advance, delay, or phase change
- ☐ C) Removes or deletes individual listed project from the STIP
- ☐ D) Other

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
Current (000s)	**Total**	**$ 700**	**$ 5,098**	**$ 11,800**	**$ 7,558**	**$ 25,156**
	Federal	$ 665	$ 4,078	$ 9,440	$ 6,047	$ 20,230
	State/Local	$ 35	$ 1,020	$ 2,360	$ 1,511	$ 4,926
Proposed (000s)	**Total**	**$ 700**	**$ 5,098**	**$ 11,800**	**$ 33,233**	**$ 50,831**
	Federal	$ 665	$ 4,078	$ 9,440	$ 30,438	$ 44,621
	State/Local	$ 35	$ 1,020	$ 2,360	$ 2,795	$ 6,210
Change (000s)	**Total**	**$ -**	**$ -**	**$ -**	**$ 25,675**	**$ 25,675**
	Federal	$ -	$ -	$ -	$ 24,391	$ 24,391
	State/Local	$ -	$ -	$ -	$ 1,284	$ 1,284

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
PP	*NHPP*	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*NHPP*	$ 665	$ -	$ 2,792	$ -	$ 6,075	$ -	$ 5,007	$ -	$ 14,539	$ -	$ 14,539
	State	$ -	$ 35	$ -	$ 698	$ -	$ 1,519	$ -	$ 1,251	$ -	$ 3,503	$ 3,503
RW	*NHPP*	$ -	$ -	$ 480	$ -	$ 1,752	$ -	$ 1,040	$ -	$ 3,272	$ -	$ 3,272
	State	$ -	$ -	$ -	$ 120	$ -	$ 438	$ -	$ 260	$ -	$ 818	$ 818
CO	*NHPP*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
UT	*NHPP*	$ -	$ -	$ 806	$ -	$ 1,613	$ -	$ -	$ -	$ 2,419	$ -	$ 2,419
	State	$ -	$ -	$ -	$ 202	$ -	$ 403	$ -	$ -	$ -	$ 605	$ 605
Other		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 665**	**$ 35**	**$ 4,078**	**$ 1,020**	**$ 9,440**	**$ 2,360**	**$ 6,047**	**$ 1,511**	**$ 20,230**	**$ 4,926**	**$ 25,156**

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
PP	*NHPP*	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*NHPP*	$ 665	$ -	$ 2,792	$ -	$ 6,075	$ -	$ 5,007	$ -	$ 14,539	$ -	$ 14,539
	State	$ -	$ 35	$ -	$ 698	$ -	$ 1,519	$ -	$ 1,251	$ -	$ 3,503	$ 3,503
RW	*NHPP*	$ -	$ -	$ 480	$ -	$ 1,752	$ -	$ 1,040	$ -	$ 3,272	$ -	$ 3,272
	State	$ -	$ -	$ -	$ 120	$ -	$ 438	$ -	$ 260	$ -	$ 818	$ 818
CO	*NHPP*	$ -	$ -	$ -	$ -	$ -	$ -	$ 24,391	$ -	$ 24,391	$ -	$ 24,391
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,284	$ -	$ 1,284	$ 1,284
UT	*NHPP*	$ -	$ -	$ 806	$ -	$ 1,613	$ -	$ -	$ -	$ 2,419	$ -	$ 2,419
	State	$ -	$ -	$ -	$ 202	$ -	$ 403	$ -	$ -	$ -	$ 605	$ 605
Other		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 665**	**$ 35**	**$ 4,078**	**$ 1,020**	**$ 9,440**	**$ 2,360**	**$ 30,438**	**$ 2,795**	**$ 44,621**	**$ 6,210**	**$ 50,831**

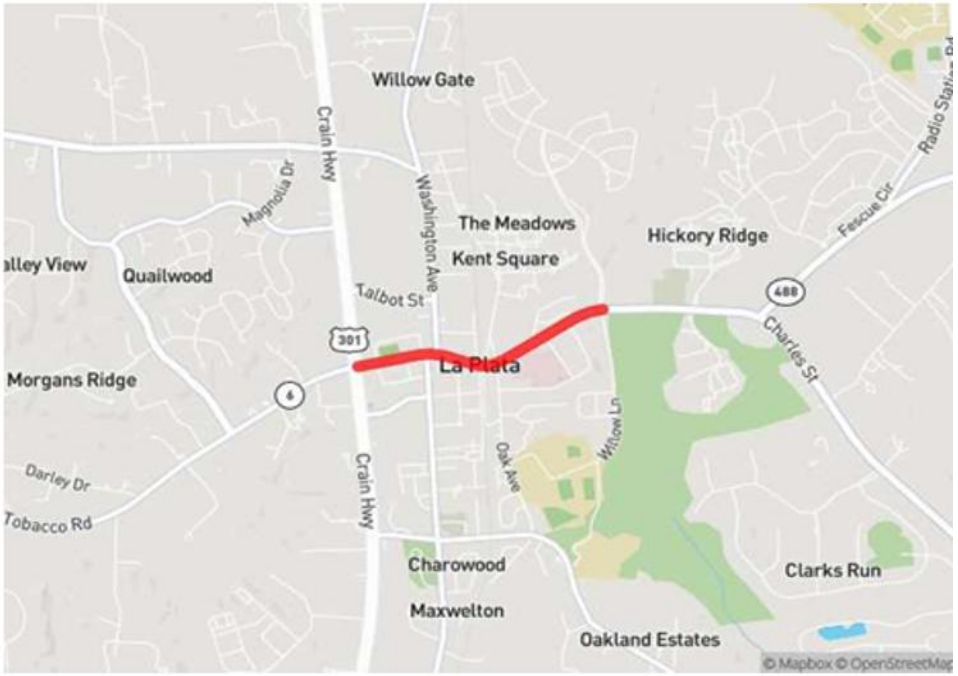
Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	*NHPP*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*NHPP*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RW	*NHPP*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*NHPP*	$ -	$ -	$ -	$ -	$ -	$ -	$ 24,391	$ -	$ 24,391	$ -	$ 24,391
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,284	$ -	$ 1,284	$ 1,284
UT	*NHPP*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 24,391**	**$ 1,284**	**$ 24,391**	**$ 1,284**	**$ 25,675**

TOTAL PROJECT COST									
Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		**Total Project Cost**	
Federal	$ 3,263	Federal	$ 44,621	Federal	$ 223,883	Federal	$ 271,767
State/Local	$ 5,484	State/Local	$ 6,210	State/Local	$ 5,273	State/Local	$ 16,967
Total	**$ 8,747**	**Total**	**$ 50,831**	**Total**	**$ 229,156**	**Total**	**$ 288,734**

T11615 - MD 6 La Plata Safety and Accessibility Improvements Project

The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles. Improvements include wider sidewalks, shared use path, realigned right turn slip lanes, refuge islands, a dog bone mini roundabout (convergence of Maple Avenue, Kent Avenue, and Graves Avenue), a mini roundabout (Oak Avenue), high-visibility crosswalks across all legs at all intersections and roundabouts, and brick textured stamped and colored asphalt treatments for medians, and two-way left turn lanes.

Plan Revision:	26-18.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	CH2481
Facility:	Charles St
From:	Crain Highway
To:	Willow Lane
County:	Charles
Municipality:	Town of La Plata
Estimated Completion Year:	2029
Total Cost:	$20,224,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$89,000	$186,000	$209,000	$0	$484,000
Preliminary Engineering	HSIP	$630,000	$572,000	$256,000	$0	$1,458,000
Preliminary Engineering	STBG	$630,000	$572,000	$255,000	$0	$1,457,000
Total Preliminary Engineering		$1,349,000	$1,330,000	$720,000	$0	$3,399,000
Right of Way	DC/STATE	$11,000	$10,000	$16,000	$18,000	$55,000
Right of Way	HSIP	$145,000	$138,000	$132,000	$130,000	$545,000
Total Right of Way		$156,000	$148,000	$148,000	$148,000	$600,000
Construction	DC/STATE	$0	$87,000	$236,000	$236,000	$559,000
Construction	HSIP	$0	$785,000	$2,129,000	$2,122,000	$5,036,000
Total Construction		$0	$872,000	$2,365,000	$2,358,000	$5,595,000
Utility	DC/STATE	$48,000	$48,000	$75,000	$54,000	$225,000
Utility	HSIP	$634,000	$634,000	$607,000	$400,000	$2,275,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Utility		$682,000	$682,000	$682,000	$454,000	$2,500,000
TIP Total		$2,187,000	$3,032,000	$3,915,000	$2,960,000	$12,094,000
Total Prior Costs		$0	$0	$0	$0	$2,225,000
Total Future Costs		$0	$0	$0	$0	$5,905,000
Total Programmed		$2,187,000	$3,032,000	$3,915,000	$2,960,000	$20,224,000

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 11615 MC# 25-18 Appvd. 7/18/2025

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s) Federal	State/Local	Total
MD 6 La Plata Safety and Accessibility Improvements Project *(CH2481)*	B	Exempt	PCE - 01/2025	$ 6,161	$ 813	**$ 6,974**
	Administration	**Area/MPO**	**CTP Page**	**Net Funding Change (000s) Federal**	**State/Local**	**Total**
	SHA	TPB	SHA-CH-4 FY 2026	$ 2,914	$ 323	**$ 3,237**

Description: The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.

Justification: This project will improve safety and accessibility for vulnerable users along MD 6 and provide streetscape treatments to create a sense of place in La Plata.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☐ A) Adds new individual projects to the current STIP
- ☑ B) Increase/decrease, scope change, advance, delay, or phase change
- ☐ C) Removes or deletes individual listed project from the STIP
- ☐ D) Other [Administrative modification to add and shift federal/state construction funding]

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
Current (000s)	**Total**	**$ 1,077**	**$ 2,187**	**$ 2,160**	**$ 1,550**	**$ 6,974**
	Federal	$ 956	$ 2,039	$ 1,916	$ 1,250	$ 6,161
	State/Local	$ 121	$ 148	$ 244	$ 300	$ 813
Proposed (000s)	**Total**	**$ 1,077**	**$ 2,187**	**$ 3,032**	**$ 3,915**	**$ 10,211**
	Federal	$ 956	$ 2,039	$ 2,701	$ 3,379	$ 9,075
	State/Local	$ 121	$ 148	$ 331	$ 536	$ 1,136
Change (000s)	**Total**	**$ -**	**$ -**	**$ 872**	**$ 2,365**	**$ 3,237**
	Federal	$ -	$ -	$ 785	$ 2,129	$ 2,914
	State/Local	$ -	$ -	$ 87	$ 236	$ 323

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	*HSIP/State*	$ 478	$ 60	$ 630	$ 45	$ 572	$ 93	$ 256	$ 105	$ 1,936	$ 303	$ 2,239
	STBG/State	$ 478	$ 61	$ 630	$ 44	$ 572	$ 93	$ 255	$ 104	$ 1,935	$ 302	$ 2,237
RW	*HSIP/State*	$ -	$ -	$ 145	$ 11	$ 138	$ 10	$ 132	$ 16	$ 415	$ 37	$ 452
	STBG/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
UT	*HSIP/State*	$ -	$ -	$ 634	$ 48	$ 634	$ 48	$ 607	$ 75	$ 1,875	$ 171	$ 2,046
	STBG/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*HSIP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 956**	**$ 121**	**$ 2,039**	**$ 148**	**$ 1,916**	**$ 244**	**$ 1,250**	**$ 300**	**$ 6,161**	**$ 813**	**$ 6,974**

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	*HSIP/State*	$ 478	$ 60	$ 630	$ 45	$ 572	$ 93	$ 256	$ 105	$ 1,936	$ 303	$ 2,239
	STBG/State	$ 478	$ 61	$ 630	$ 44	$ 572	$ 93	$ 255	$ 104	$ 1,935	$ 302	$ 2,237
RW	*HSIP/State*	$ -	$ -	$ 145	$ 11	$ 138	$ 10	$ 132	$ 16	$ 415	$ 37	$ 452
	STBG/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
UT	*HSIP/State*	$ -	$ -	$ 634	$ 48	$ 634	$ 48	$ 607	$ 75	$ 1,875	$ 171	$ 2,046
	STBG/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*HSIP/State*	$ -	$ -	$ -	$ -	$ 785	$ 87	$ 2,129	$ 236	$ 2,914	$ 323	$ 3,237
	STBG/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 956**	**$ 121**	**$ 2,039**	**$ 148**	**$ 2,701**	**$ 331**	**$ 3,379**	**$ 536**	**$ 9,075**	**$ 1,136**	**$ 10,211**

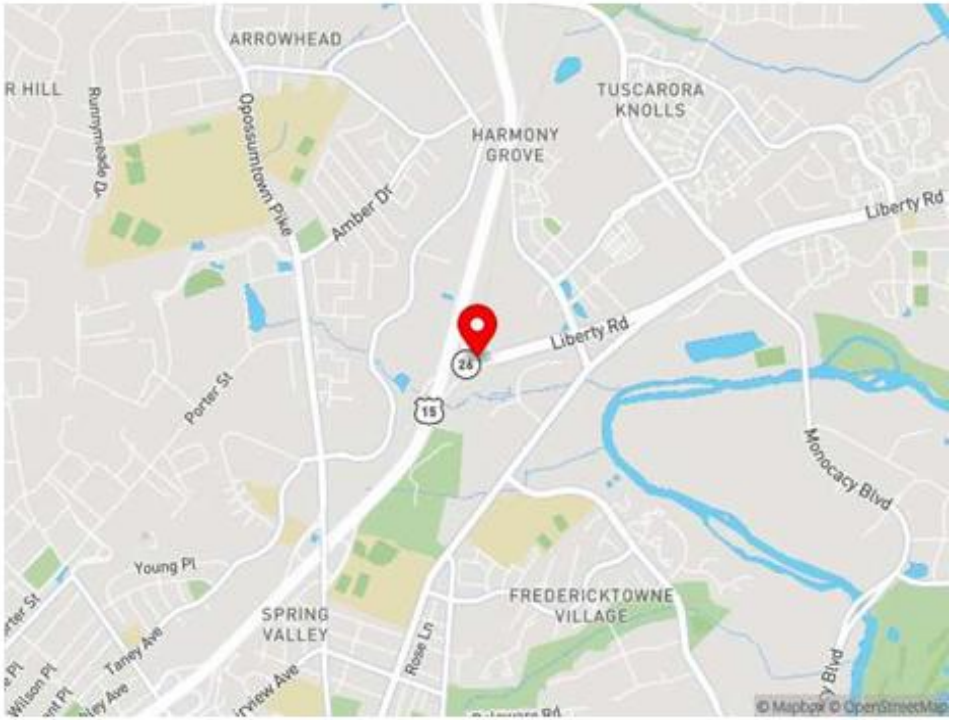
Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	*HSIP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RW	*HSIP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
UT	*HSIP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*HSIP/State*	$ -	$ -	$ -	$ -	$ 785	$ 87	$ 2,129	$ 236	$ 2,914	$ 323	$ 3,237
	STBG/State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ -**	**$ -**	**$ -**	**$ -**	**$ 785**	**$ 87**	**$ 2,129**	**$ 236**	**$ 2,914**	**$ 323**	**$ 3,237**

TOTAL PROJECT COST						
Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		**Total Project Cost**	
Federal	$ 1,044	Federal	$ 9,075	Federal	$ 7,967	Federal	$ 18,086
State/Local	$ 104	State/Local	$ 1,136	State/Local	$ 898	State/Local	$ 2,138
Total	**$ 1,148**	**Total**	**$ 10,211**	**Total**	**$ 8,865**	**Total**	**$ 20,224**

T13882 - East Street Rails with Trails Liberty Bridge Phase 3 Project

Design for a pedestrian and bicycle bridge to cross MD 26 (Liberty Road)

Plan Revision:	26-18.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	FR7951
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	City of Frederick
Estimated Completion Year:	2028
Total Cost:	$5,531,275



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	Earmark - CPF	$212,932	$322,068	$0	$0	$535,000
Preliminary Engineering	LOCAL	$53,232	$80,518	$0	$0	$133,750
Preliminary Engineering	TAP	$24,885	$37,640	$0	$0	$62,525
Total Preliminary Engineering		$291,049	$440,226	$0	$0	$731,275
Construction	Earmark - CPF	$0	$0	$665,000	$799,000	$1,464,000
Construction	LOCAL	$0	$0	$133,000	$160,000	$293,000
Total Construction		$0	$0	$798,000	$959,000	$1,757,000
-	CRP	$0	$0	$0	$0	$0
-	LOCAL	$0	$0	$0	$0	$0
TIP Total		$291,049	$440,226	$798,000	$959,000	$2,488,275
Total Future Costs		$0	$0	$0	$0	$3,043,000
Total Programmed		$291,049	$440,226	$798,000	$959,000	$5,531,275

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13882

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s) Federal	State/Local	Total
East Street Rails with Trails Liberty Bridge Phase 3 Project *(FR7951)*	B	Exempt	n/a	$ 598	$ 133	**$ 731**
	Administration	**Area/MPO**	**CTP Page**	**Net Funding Change (000s) Federal**	**State/Local**	**Total**
	SHA	TPB	SHA-F-9 FY 2026	$ 665	$ 133	**$ 798**

Description: Construction of a pedestrian and bicycle bridge to cross MD 26 (Liberty Road).

Justification: Project will span the US-15/MD-26 interchange and approaches, linking the Phase 2 trail south of the interchange to Phase 4 north of Clemson Corner. It will provide a safe, largely off-street route for cyclists and pedestrians from Thurmont to downtown Frederick.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☐ A) Adds new individual projects to the current STIP
- ☑ B) Increase/decrease, scope change, advance, delay, or phase change
- ☐ C) Removes or deletes individual listed project from the STIP
- ☐ D) Other [Administrative modification to add and shift federal/state construction funding]

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
Current (000s)	**Total**	**$ -**	**$ 291**	**$ 440**	**$ -**	**$ 731**
	Federal	$ -	$ 238	$ 360	$ -	$ 598
	State/Local	$ -	$ 53	$ 80	$ -	$ 133
Proposed (000s)	**Total**	**$ -**	**$ 291**	**$ 440**	**$ 798**	**$ 1,529**
	Federal	$ -	$ 238	$ 360	$ 665	$ 1,263
	State/Local	$ -	$ 53	$ 80	$ 133	$ 266
Change (000s)	**Total**	**$ -**	**$ -**	**$ -**	**$ 798**	**$ 798**
	Federal	$ -	$ -	$ -	$ 665	$ 665
	State/Local	$ -	$ -	$ -	$ 133	$ 133

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
PP	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*Earmark CPF*	$ -	$ -	$ 213	$ -	$ 322	$ -	$ -	$ -	$ 535	$ -	$ 535
	TAP	$ -	$ -	$ 25	$ -	$ 38	$ -	$ -	$ -	$ 63	$ -	$ 63
	Local	$ -	$ -	$ -	$ 53	$ -	$ 80	$ -	$ -	$ -	$ 133	$ 133
RW	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
UT	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ -**	**$ -**	**$ 238**	**$ 53**	**$ 360**	**$ 80**	**$ -**	**$ -**	**$ 598**	**$ 133**	**$ 731**

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
PP	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*Earmark CPF*	$ -	$ -	$ 213	$ -	$ 322	$ -	$ -	$ -	$ 535	$ -	$ 535
	TAP	$ -	$ -	$ 25	$ -	$ 38	$ -	$ -	$ -	$ 63	$ -	$ 63
	Local	$ -	$ -	$ -	$ 53	$ -	$ 80	$ -	$ -	$ -	$ 133	$ 133
RW	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
UT	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ 665	$ -	$ 665	$ -	$ 665
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 133	$ -	$ 133	$ 133
Total		**$ -**	**$ -**	**$ 238**	**$ 53**	**$ 360**	**$ 80**	**$ 665**	**$ 133**	**$ 1,263**	**$ 266**	**$ 1,529**

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
PP	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RW	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
UT	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*Earmark CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ 665	$ -	$ 665	$ -	$ 665
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 133	$ -	$ 133	$ 133
Total		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 665**	**$ 133**	**$ 665**	**$ 133**	**$ 798**

TOTAL PROJECT COST						
Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		**Total Project Cost**	
Federal	$ -	Federal	$ 1,263	Federal	$ 3,335	Federal	$ 4,598
State/Local	$ -	State/Local	$ 266	State/Local	$ 667	State/Local	$ 933
Total	**$ -**	**Total**	**$ 1,529**	**Total**	**$ 4,002**	**Total**	**$ 5,531**

CHARLES COUNTY GOVERNMENT
Department of Planning & Growth Management
Jason R. Groth, AICP
Director

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

October 23, 2026

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

Dear Chair Harris,

Thank you for the opportunity for Charles County to request an amendment to the Transportation Planning Board's (TPB) Transportation Improvement Program (TIP). We request the consideration of the following new amendment to the Maryland portion of the TPB FY 2026-2029 TIP:

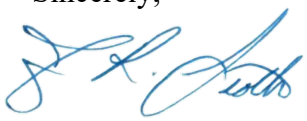
TIP ID	**Project**	**Amount of New Funding (In 000s)**	**Comment**
T13951	Poplar Hill Road Bridge Replacement Project	$4000	Adds new project to replace Poplar Hill Road Bridge, the last remaining wooden timber structure in Charles County.

The purpose of this amendment is to include this minor project in the TIP so that it will be eligible for federal funding. The bridge replacement project is funded from the Federal Bridge Program at an 80/20 split with the remaining (20%) funding to come from the local government (Charles County). This project was originally included in the FY2017-2022 TIP under TIP ID #6582. The FY2021-2024 TIP was also amended to include this project. This amendment request is being sought to include construction funding in FY2027 and FY2028 for the bridge replacement project. This bridge is the last remaining wooden timber bridge structure in Charles County, in Poor Condition, structurally deficient, and in need of replacement. The bridge is owned, operated, and maintained by Charles County. We have worked in cooperation with the Maryland State Highway Administration (SHA) to utilize Federal Surface Transportation Block Grant funding for this project. Charles County has recently submitted the project to SHA for authorization to advertise the project for construction. In order to utilize the budgeted Federal Funding for the construction, the project will need to be included in the FY2026-2029 TIP. The current engineers estimate for the project is $4 Million.

This new project will not add vehicular capacity to the roadway, and it will not impact the air quality conformity analysis.

Charles County requests that this amendment be approved by the TPB at its upcoming Steering Committee at its November 6, 2026 meeting and forwarded to MDOT for adoption into the FY 2025-2028 STIP. We appreciate your cooperation in this matter. If you have any questions, please do not hesitate to contact Mr. Markus Tarjamo at (301) 645-0684 or via email at TarjamoM@charlescountymd.gov. Of course, please feel free to contact me, Mr. Jason R. Groth, AICP, Director of the Department of Planning & Growth Management by calling (301) 396-5814, or by email to GrothJ@charlescountymd.gov.

Sincerely,



Jason R. Groth
Director of Planning & Growth Management

cc: Ms. Kari Snyder, MDOT
Mr. Markus Tarjamo, Charles County
Ms. Britta Hertling, Charles County
Mr. Martin Harris, Charles County
Ms. Alicia Afroilan, Charles County
Mr. Scott Weaver, Charles County

T3085 - Areawide Congestion Management

Ongoing program to provide traffic control, management, and monitoring on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

Plan Revision:	26-18.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - ITS/Technology
Agency Project ID:	AWCM
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City of Frederick, City of Rockville
Estimated Completion Year:	2029
Total Cost:	$258,540,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	CMAQ	$240,000	$240,000	$240,000	$240,000	$960,000
Planning	DC/STATE	$270,000	$270,000	$200,000	$200,000	$940,000
Planning	NHPP	$280,000	$280,000	$280,000	$280,000	$1,120,000
Planning	STBG	$560,000	$560,000	$280,000	$280,000	$1,680,000
Total Planning		$1,350,000	$1,350,000	$1,000,000	$1,000,000	$4,700,000
Preliminary Engineering	CMAQ	$800,000	$800,000	$800,000	$800,000	$3,200,000
Preliminary Engineering	DC/STATE	$2,600,000	$5,000,000	$2,600,000	$2,600,000	$12,800,000
Preliminary Engineering	NHPP	$3,200,000	$3,200,000	$3,200,000	$3,200,000	$12,800,000
Preliminary Engineering	STBG	$6,400,000	$16,000,000	$6,400,000	$6,400,000	$35,200,000
Total Preliminary Engineering		$13,000,000	$25,000,000	$13,000,000	$13,000,000	$64,000,000
Right of Way	CMAQ	$56,000	$56,000	$56,000	$56,000	$224,000
Right of Way	DC/STATE	$42,000	$42,000	$42,000	$42,000	$168,000
Right of Way	NHPP	$56,000	$56,000	$56,000	$56,000	$224,000
Right of Way	STBG	$56,000	$56,000	$56,000	$56,000	$224,000
Total Right of Way		$210,000	$210,000	$210,000	$210,000	$840,000
Construction	CMAQ	$1,600,000	$1,600,000	$1,600,000	$1,600,000	$6,400,000
Construction	DC/STATE	$9,600,000	$6,800,000	$6,800,000	$6,800,000	$30,000,000
Construction	NHPP	$12,800,000	$12,800,000	$12,800,000	$12,800,000	$51,200,000
Construction	STBG	$24,000,000	$12,800,000	$12,800,000	$12,800,000	$62,400,000
Total Construction		$48,000,000	$34,000,000	$34,000,000	$34,000,000	$150,000,000
Other	CMAQ	$0	$1,600,000	$1,600,000	$1,600,000	$4,800,000
Other	DC/STATE	$0	$4,800,000	$1,600,000	$1,400,000	$7,800,000
Other	NHPP	$0	$8,800,000	$2,400,000	$2,000,000	$13,200,000
Other	STBG	$0	$8,800,000	$2,400,000	$2,000,000	$13,200,000
Total Other		$0	$24,000,000	$8,000,000	$7,000,000	$39,000,000
TIP Total		$62,560,000	$84,560,000	$56,210,000	$55,210,000	$258,540,000
Total Programmed		$62,560,000	$84,560,000	$56,210,000	$55,210,000	$258,540,000

Current Change Reason:	Schedule / Funding / Scope- Update:

Current Change Reason:	Programming Change, Adding funds to project. due to Adding funds for preliminary engineering phase.
Project Changes:	Plan Revision Name changed from "26-17" to "26-18.2 (MDOT STIP)"
Funding Changes:	STBG + Increase funds in FY 2027 in PE from $9,600,000 to $16,000,000
	DC/STATE + Increase funds in FY 2027 in PE from $2,400,000 to $4,000,000
Federal Project Cost:	Increased from $200,432,000 to $206,832,000 (3.19%)
Total Project Cost:	Increased from $250,540,000 to $258,540,000 (3.19%)

T3084 - Areawide Safety and Spot Improvements

Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

Plan Revision:	26-18.2 (MDOT STIP)
Record Type:	Grouped
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	AWSS
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City of Frederick, City of Gaithersburg, City of Rockville, City of Seat Pleasant, College Park, Forest Heights, Greenbelt, Hyattsvile, Landover Hills, Morningside, Riverdale Park, Suburban MD, Town of Capitol Heights, Town of La Plata, Upper Marlboro
Estimated Completion Year:	2026
Total Cost:	$858,740,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	CMAQ	$80,000	$80,000	$80,000	$80,000	$320,000
Planning	DC/STATE	$1,360,000	$5,020,000	$5,020,000	$5,020,000	$16,420,000
Planning	HSIP	$2,700,000	$9,000,000	$9,000,000	$9,000,000	$29,700,000
Planning	NHPP	$2,560,000	$8,000,000	$8,000,000	$8,000,000	$26,560,000
Planning	STBG	$1,600,000	$8,000,000	$8,000,000	$8,000,000	$25,600,000
Total Planning		$8,300,000	$30,100,000	$30,100,000	$30,100,000	$98,600,000
Preliminary Engineering	CMAQ	$560,000	$560,000	$560,000	$560,000	$2,240,000
Preliminary Engineering	DC/STATE	$9,240,000	$13,140,000	$13,140,000	$13,140,000	$48,660,000
Preliminary Engineering	HSIP	$31,500,000	$45,000,000	$45,000,000	$45,000,000	$166,500,000
Preliminary Engineering	NHPP	$11,200,000	$16,000,000	$16,000,000	$16,000,000	$59,200,000
Preliminary Engineering	STBG	$11,200,000	$16,000,000	$16,000,000	$16,000,000	$59,200,000
Total Preliminary Engineering		$63,700,000	$90,700,000	$90,700,000	$90,700,000	$335,800,000
Right of Way	CMAQ	$8,000	$8,000	$8,000	$8,000	$32,000
Right of Way	DC/STATE	$242,000	$542,000	$542,000	$542,000	$1,868,000
Right of Way	HSIP	$1,260,000	$1,260,000	$1,260,000	$1,260,000	$5,040,000
Right of Way	NHPP	$160,000	$800,000	$800,000	$800,000	$2,560,000
Right of Way	STBG	$240,000	$800,000	$800,000	$800,000	$2,640,000
Total Right of Way		$1,910,000	$3,410,000	$3,410,000	$3,410,000	$12,140,000
Construction	CMAQ	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$4,800,000
Construction	DC/STATE	$11,700,000	$16,800,000	$16,800,000	$16,800,000	$62,100,000
Construction	HSIP	$27,000,000	$40,500,000	$40,500,000	$40,500,000	$148,500,000
Construction	NHPP	$16,000,000	$24,000,000	$24,000,000	$24,000,000	$88,000,000
Construction	STBG	$17,600,000	$24,000,000	$24,000,000	$24,000,000	$89,600,000
Total Construction		$73,500,000	$106,500,000	$106,500,000	$106,500,000	$393,000,000
Utility	CMAQ	$80,000	$80,000	$80,000	$80,000	$320,000
Utility	DC/STATE	$850,000	$770,000	$770,000	$770,000	$3,160,000
Utility	HSIP	$2,070,000	$1,350,000	$1,350,000	$1,350,000	$6,120,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Utility	NHPP	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$4,800,000
Utility	STBG	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$4,800,000
Total Utility		$5,400,000	$4,600,000	$4,600,000	$4,600,000	$19,200,000
TIP Total		$152,810,000	$235,310,000	$235,310,000	$235,310,000	$858,740,000
Total Programmed		$152,810,000	$235,310,000	$235,310,000	$235,310,000	$858,740,000

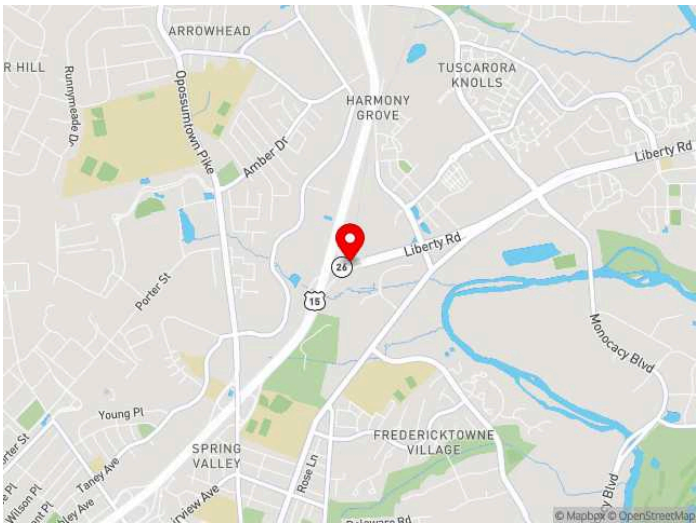
Current Change Reason:	Schedule / Funding / Scope- Update:
	Programming Change, Adding funds for various phases. due to Adding funds for planning, design, right-of-way, and construction.
Project Changes:	Plan Revision Name changed from "26-17" to "26-18.2 (MDOT STIP)"
Funding Changes:	HSIP
	+ Increase funds in FY 2027 in PLANNING from $4,500,000 to $9,000,000
	+ Increase funds in FY 2027 in PE from $31,500,000 to $45,000,000
	+ Increase funds in FY 2027 in ROW from $630,000 to $1,260,000
	+ Increase funds in FY 2027 in CON from $31,500,000 to $40,500,000
	+ Increase funds in FY 2028 in PLANNING from $4,500,000 to $9,000,000
	+ Increase funds in FY 2028 in PE from $19,800,000 to $45,000,000
	+ Increase funds in FY 2028 in ROW from $630,000 to $1,260,000
	+ Increase funds in FY 2028 in CON from $31,500,000 to $40,500,000
	+ Increase funds in FY 2029 in PLANNING from $1,800,000 to $9,000,000
	+ Increase funds in FY 2029 in PE from $16,200,000 to $45,000,000
	+ Increase funds in FY 2029 in ROW from $630,000 to $1,260,000
	+ Increase funds in FY 2029 in CON from $22,500,000 to $40,500,000
	NHPP
	+ Increase funds in FY 2027 in PLANNING from $1,600,000 to $8,000,000
	+ Increase funds in FY 2027 in PE from $11,200,000 to $16,000,000
	+ Increase funds in FY 2027 in ROW from $160,000 to $800,000
	+ Increase funds in FY 2027 in CON from $16,000,000 to $24,000,000
	+ Increase funds in FY 2028 in PLANNING from $1,600,000 to $8,000,000
	+ Increase funds in FY 2028 in PE from $11,200,000 to $16,000,000
	+ Increase funds in FY 2028 in ROW from $160,000 to $800,000
	+ Increase funds in FY 2028 in CON from $16,000,000 to $24,000,000
	+ Increase funds in FY 2029 in PLANNING from $1,600,000 to $8,000,000
	+ Increase funds in FY 2029 in PE from $11,200,000 to $16,000,000
	+ Increase funds in FY 2029 in ROW from $160,000 to $800,000
	+ Increase funds in FY 2029 in CON from $16,000,000 to $24,000,000
	STBG
	+ Increase funds in FY 2027 in PLANNING from $3,200,000 to $8,000,000
	+ Increase funds in FY 2027 in PE from $11,200,000 to $16,000,000
	+ Increase funds in FY 2027 in ROW from $240,000 to $800,000
	+ Increase funds in FY 2027 in CON from $17,600,000 to $24,000,000
	+ Increase funds in FY 2028 in PLANNING from $3,200,000 to $8,000,000
	+ Increase funds in FY 2028 in PE from $11,200,000 to $16,000,000
	+ Increase funds in FY 2028 in ROW from $240,000 to $800,000
	+ Increase funds in FY 2028 in CON from $17,600,000 to $24,000,000
	+ Increase funds in FY 2029 in PLANNING from $3,136,400 to $8,000,000
	+ Increase funds in FY 2029 in PE from $11,200,000 to $16,000,000
	+ Increase funds in FY 2029 in ROW from $240,000 to $800,000
	+ Increase funds in FY 2029 in CON from $17,600,000 to $24,000,000

	DC/STATE
	+ Increase funds in FY 2027 in PLANNING from $400,000 to $2,000,000
	+ Increase funds in FY 2027 in PLANNING from $800,000 to $2,000,000
	+ Increase funds in FY 2027 in PLANNING from $500,000 to $1,000,000
	+ Increase funds in FY 2027 in PE from $2,800,000 to $4,000,000
	+ Increase funds in FY 2027 in PE from $3,500,000 to $5,000,000
	+ Increase funds in FY 2027 in PE from $2,800,000 to $4,000,000
	+ Increase funds in FY 2027 in ROW from $40,000 to $200,000
	+ Increase funds in FY 2027 in ROW from $70,000 to $140,000
	+ Increase funds in FY 2027 in ROW from $60,000 to $200,000
	+ Increase funds in FY 2027 in CON from $4,000,000 to $6,000,000
	+ Increase funds in FY 2027 in CON from $3,500,000 to $4,500,000
	+ Increase funds in FY 2027 in CON from $4,400,000 to $6,000,000
	+ Increase funds in FY 2028 in PLANNING from $400,000 to $2,000,000
	+ Increase funds in FY 2028 in PLANNING from $500,000 to $1,000,000
	+ Increase funds in FY 2028 in PLANNING from $800,000 to $2,000,000
	+ Increase funds in FY 2028 in PE from $2,200,000 to $5,000,000
	+ Increase funds in FY 2028 in PE from $2,800,000 to $4,000,000
Funding Changes:	+ Increase funds in FY 2028 in PE from $2,800,000 to $4,000,000
	+ Increase funds in FY 2028 in ROW from $70,000 to $140,000
	+ Increase funds in FY 2028 in ROW from $60,000 to $200,000
	+ Increase funds in FY 2028 in ROW from $40,000 to $200,000
	+ Increase funds in FY 2028 in CON from $4,400,000 to $6,000,000
	+ Increase funds in FY 2028 in CON from $4,000,000 to $6,000,000
	+ Increase funds in FY 2028 in CON from $3,500,000 to $4,500,000
	+ Increase funds in FY 2029 in PLANNING from $400,000 to $2,000,000
	+ Increase funds in FY 2029 in PLANNING from $784,100 to $2,000,000
	+ Increase funds in FY 2029 in PLANNING from $200,000 to $1,000,000
	+ Increase funds in FY 2029 in PE from $2,800,000 to $4,000,000
	+ Increase funds in FY 2029 in PE from $1,800,000 to $5,000,000
	+ Increase funds in FY 2029 in PE from $2,800,000 to $4,000,000
	+ Increase funds in FY 2029 in ROW from $60,000 to $200,000
	+ Increase funds in FY 2029 in ROW from $70,000 to $140,000
	+ Increase funds in FY 2029 in ROW from $40,000 to $200,000
	+ Increase funds in FY 2029 in CON from $4,400,000 to $6,000,000
	+ Increase funds in FY 2029 in CON from $4,000,000 to $6,000,000
	+ Increase funds in FY 2029 in CON from $2,500,000 to $4,500,000
Federal Project Cost:	Increased from $495,678,400 to $726,532,000 (46.57%)
Total Project Cost:	Increased from $587,060,500 to $858,740,000 (46.28%)

T13882 - East Street Rails with Trails Liberty Bridge Phase 3 Project

Design for a pedestrian and bicycle bridge to cross MD 26 (Liberty Road)

Plan Revision:	26-18.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	FR7951
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	City of Frederick
Estimated Completion Year:	2028
Total Cost:	$5,531,275



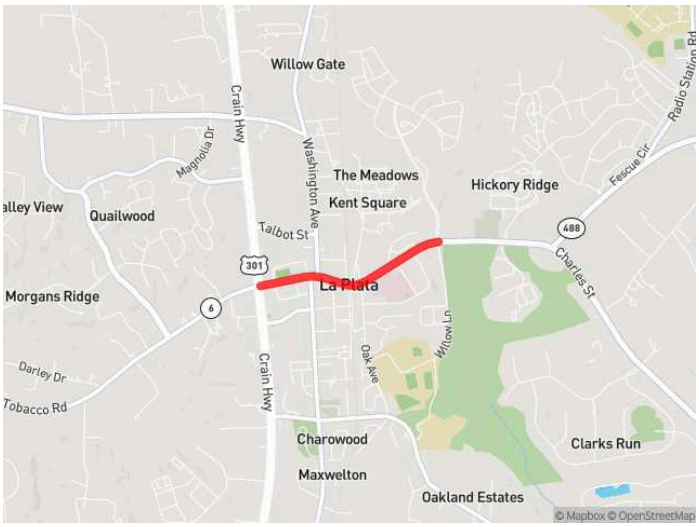
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	Earmark - CPF	$212,932	$322,068	$0	$0	$535,000
Preliminary Engineering	LOCAL	$53,232	$80,518	$0	$0	$133,750
Preliminary Engineering	TAP	$24,885	$37,640	$0	$0	$62,525
Total Preliminary Engineering		$291,049	$440,226	$0	$0	$731,275
Construction	Earmark - CPF	$0	$0	$665,000	$799,000	$1,464,000
Construction	LOCAL	$0	$0	$133,000	$160,000	$293,000
Total Construction		$0	$0	$798,000	$959,000	$1,757,000
-	CRP	$0	$0	$0	$0	$0
-	LOCAL	$0	$0	$0	$0	$0
TIP Total		$291,049	$440,226	$798,000	$959,000	$2,488,275
Total Future Costs		$0	$0	$0	$0	$3,043,000
Total Programmed		$291,049	$440,226	$798,000	$959,000	$5,531,275

Current Change Reason:	Schedule / Funding / Scope- Update:
	Programming Change, Adding funds for construction phase. due to Adding $4M for construction phase.
Project Changes:	Plan Revision Name changed from "26-17" to "26-18.2 (MDOT STIP)"
Funding Changes:	Earmark - CPF
	+ Increase funds in FY 2028 in CON from $0 to $665,000
	+ Increase funds in FY 2029 in CON from $0 to $799,000
	+ Increase funds in FY 2030 in CON from $0 to $799,000
	+ Increase funds in FY 2031 in CON from $0 to $869,000
	+ Increase funds in FY 2032 in CON from $0 to $868,000
	LOCAL
	+ Increase funds in FY 2028 in CON from $0 to $133,000
	+ Increase funds in FY 2029 in CON from $0 to $160,000
	+ Increase funds in FY 2030 in CON from $0 to $160,000
	+ Increase funds in FY 2031 in CON from $0 to $174,000
	+ Increase funds in FY 2032 in CON from $0 to $173,000
Federal Project Cost:	Increased from $597,525 to $4,597,525 (669.43%)
Total Project Cost:	Increased from $731,275 to $5,531,275 (656.39%)

T11615 - MD 6 La Plata Safety and Accessibility Improvements Project

The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles. Improvements include wider sidewalks, shared use path, realigned right turn slip lanes, refuge islands, a dog bone mini roundabout (convergence of Maple Avenue, Kent Avenue, and Graves Avenue), a mini roundabout (Oak Avenue), high-visibility crosswalks across all legs at all intersections and roundabouts, and brick textured stamped and colored asphalt treatments for medians, and two-way left turn lanes.

Plan Revision:	26-18.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	CH2481
Facility:	Charles St
From:	Crain Highway
To:	Willow Lane
County:	Charles
Municipality:	Town of La Plata
Estimated Completion Year:	2029
Total Cost:	$20,224,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$89,000	$186,000	$209,000	$0	$484,000
Preliminary Engineering	HSIP	$630,000	$572,000	$256,000	$0	$1,458,000
Preliminary Engineering	STBG	$630,000	$572,000	$255,000	$0	$1,457,000
Total Preliminary Engineering		$1,349,000	$1,330,000	$720,000	$0	$3,399,000
Right of Way	DC/STATE	$11,000	$10,000	$16,000	$18,000	$55,000
Right of Way	HSIP	$145,000	$138,000	$132,000	$130,000	$545,000
Total Right of Way		$156,000	$148,000	$148,000	$148,000	$600,000
Construction	DC/STATE	$0	$87,000	$236,000	$236,000	$559,000
Construction	HSIP	$0	$785,000	$2,129,000	$2,122,000	$5,036,000
Total Construction		$0	$872,000	$2,365,000	$2,358,000	$5,595,000
Utility	DC/STATE	$48,000	$48,000	$75,000	$54,000	$225,000
Utility	HSIP	$634,000	$634,000	$607,000	$400,000	$2,275,000
Total Utility		$682,000	$682,000	$682,000	$454,000	$2,500,000
TIP Total		$2,187,000	$3,032,000	$3,915,000	$2,960,000	$12,094,000
Total Prior Costs		$0	$0	$0	$0	$2,225,000
Total Future Costs		$0	$0	$0	$0	$5,905,000
Total Programmed		$2,187,000	$3,032,000	$3,915,000	$2,960,000	$20,224,000

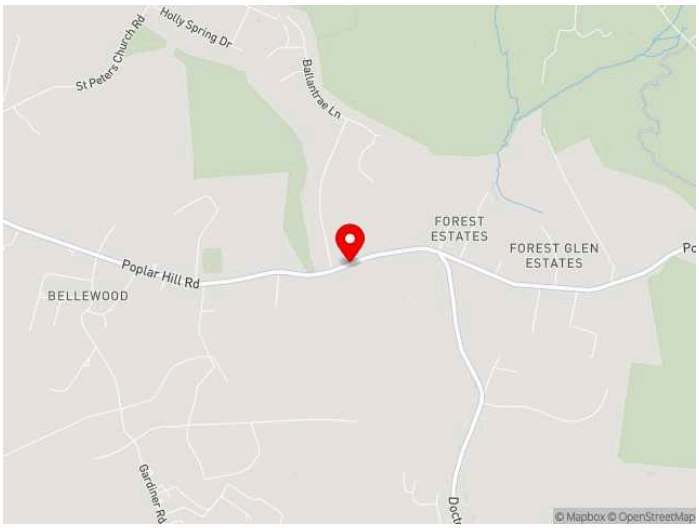
Current Change Reason:	Schedule / Funding / Scope- Update:
	Programming Change, Adding construction funds. due to Adding $11,500,000 in construction funds.
Project Changes:	Plan Revision Name changed from "26-01" to "26-18.2 (MDOT STIP)"
Funding Changes:	DC/STATE + Increase funds in FY 2027 in CON from $0 to $87,000 + Increase funds in FY 2028 in CON from $0 to $236,000 + Increase funds in FY 2029 in CON from $0 to $236,000 + Increase funds in FY 2030 in CON from $0 to $236,000 + Increase funds in FY 2031 in CON from $0 to $177,000

Funding Changes:	+ Increase funds in FY 2032 in CON from $0 to $177,000
	HSIP
	+ Increase funds in FY 2027 in CON from $0 to $785,000
	+ Increase funds in FY 2028 in CON from $0 to $2,129,000
	+ Increase funds in FY 2029 in CON from $0 to $2,122,000
	+ Increase funds in FY 2030 in CON from $0 to $2,122,000
	+ Increase funds in FY 2031 in CON from $0 to $1,597,000
	+ Increase funds in FY 2032 in CON from $0 to $1,596,000
Federal Project Cost:	Increased from $7,735,000 to $18,086,000 (133.82%)
Total Project Cost:	Increased from $8,724,000 to $20,224,000 (131.82%)

T13951 - Poplar Hill Road Bridge Replacement

Add new project to replace Poplar Hill Road Bridge, the last remaining wooden timber structure in Charles County.

Plan Revision:	26-18.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Charles County
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Charles County
Municipality:	-
Estimated Completion Year:	2028
Total Cost:	$4,066,000



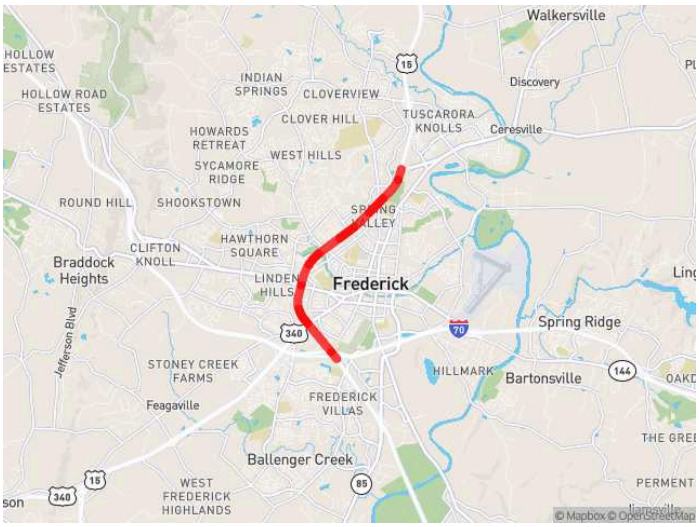
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	STBG	$0	$66,000	$0	$0	$66,000
Total Preliminary Engineering		$0	$66,000	$0	$0	$66,000
Construction	STBG	$0	$4,000,000	$0	$0	$4,000,000
Total Construction		$0	$4,000,000	$0	$0	$4,000,000
TIP Total		$0	$4,066,000	$0	$0	$4,066,000
Total Programmed		$0	$4,066,000	$0	$0	$4,066,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same $4,066,000
Total Project Cost:	Stays the same $4,066,000
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.

T6431 - US 15/US 40 Frederick Freeway Highway Reconstruction

Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road.

Plan Revision:	26-18.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	FR1881
Facility:	US 15 /US 40 Frederick Freeway
From:	I-270 Dwight D. Eisenhower Highway
To:	MD 26
County:	Frederick
Municipality:	City of Frederick
Estimated Completion Year:	2030
Total Cost:	$288,734,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$698,000	$1,519,000	$1,251,000	$639,000	$4,107,000
Preliminary Engineering	NHPP	$2,792,000	$6,075,000	$5,007,000	$2,553,000	$16,427,000
Total Preliminary Engineering		$3,490,000	$7,594,000	$6,258,000	$3,192,000	$20,534,000
Right of Way	DC/STATE	$120,000	$438,000	$260,000	$128,000	$946,000
Right of Way	NHPP	$480,000	$1,752,000	$1,040,000	$511,000	$3,783,000
Total Right of Way		$600,000	$2,190,000	$1,300,000	$639,000	$4,729,000
Construction	DC/STATE	$0	$0	$1,284,000	$1,014,000	$2,298,000
Construction	NHPP	$0	$0	$24,391,000	$49,714,000	$74,105,000
Total Construction		$0	$0	$25,675,000	$50,728,000	$76,403,000
Utility	DC/STATE	$202,000	$403,000	$0	$0	$605,000
Utility	NHPP	$806,000	$1,613,000	$0	$0	$2,419,000
Total Utility		$1,008,000	$2,016,000	$0	$0	$3,024,000
-	DC/STATE	$0	$0	$0	$0	$0
-	NHPP	$0	$0	$0	$0	$0
TIP Total		$5,098,000	$11,800,000	$33,233,000	$54,559,000	$104,690,000
Total Prior Costs		$0	$0	$0	$0	$9,447,000
Total Future Costs		$0	$0	$0	$0	$174,597,000
Total Programmed		$5,098,000	$11,800,000	$33,233,000	$54,559,000	$288,734,000

Current Change Reason:	Schedule / Funding / Scope- Update:
	Programming Change, Adding funds for construction. due to Adding funds for construction phase.
Project Changes:	Plan Revision Name changed from "26-13" to "26-18.2 (MDOT STIP)"
Funding Changes:	DC/STATE + Increase funds in FY 2028 in CON from $0 to $1,284,000 + Increase funds in FY 2029 in CON from $0 to $1,014,000 - Decrease funds in FY 2029 in CON from $11,252,000 to $0 - Decrease funds in FY 2030 in CON from $8,025,000 to $1,202,000 - Decrease funds in FY 2031 in CON from $7,745,000 to $1,220,000 - Decrease funds in FY 2032 in CON from $4,127,000 to $1,070,000

Funding Changes:	NHPP + Increase funds in FY 2028 in CON from $0 to $24,391,000 + Increase funds in FY 2029 in CON from $0 to $49,714,000 - Decrease funds in FY 2029 in CON from $45,010,000 to $0 + Increase funds in FY 2030 in CON from $32,100,000 to $58,915,000 + Increase funds in FY 2031 in CON from $30,978,000 to $59,756,000 + Increase funds in FY 2032 in CON from $16,509,000 to $52,434,000
Federal Project Cost:	Increased from $151,154,000 to $271,767,000 (79.79%)
Total Project Cost:	Increased from $193,480,000 to $288,734,000 (49.23%)
CMP Documentation Changes:	Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies: has changed from Channelized or grade-separated intersection(s) or roundabouts to Transit stop (rail or bus) within a 1/2 mile radius of the project location

MARYLAND DEPARTMENT OF TRANSPORTATION
FISCAL CONSTRAINT SUMMARY REPORT
FY 2026 - 2029

FUND NAME	2026			2027			2028			2029		
	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
CMAQ	$4,624,000	$4,624,000	$0	$6,224,000	$6,224,000	$0	$6,224,000	$6,224,000	$0	$6,224,000	$6,224,000	$0
Earmark - CPF	$212,932	$212,932	$0	$322,068	$322,068	$0	$665,000	$665,000	$0	$799,000	$799,000	$0
HSIP	$65,939,000	$65,939,000	$0	$99,239,000	$99,239,000	$0	$100,234,000	$100,234,000	$0	$99,762,000	$99,762,000	$0
NHPP	$51,534,000	$51,534,000	$0	$84,576,000	$84,576,000	$0	$99,174,000	$99,174,000	$0	$121,114,000	$121,114,000	$0
STBG	$63,486,000	$63,486,000	$0	$92,854,000	$92,854,000	$0	$72,191,000	$72,191,000	$0	$71,536,000	$71,536,000	$0
TAP	$24,885	$24,885	$0	$37,640	$37,640	$0	$0	$0	$0	$0	$0	$0
Total	$185,820,817	$185,820,817	$0	$283,252,708	$283,252,708	$0	$278,488,000	$278,488,000	$0	$299,435,000	$299,435,000	$0

National Capital Region
Transportation Planning Board

MEMORANDUM

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

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

October 26, 2026

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

Dear Chair Harris:

The Commonwealth of Virginia code §33.2-214.3 requires an annual joint meeting for the following agencies: the Commonwealth Transportation Board (CTB) agencies (Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT)), the Northern Virginia Transportation Authority (NVTA), the Northern Virginia Transportation Commission (NVTC), the Virginia Railway Express (VRE) and recently the code was amended to include the National Capital Region Transportation Planning Board (TPB). (legislation language below).

The meeting will be held on Wednesday, December 2, 2026, at VDOT's Northern Virginia District Office located at 4975 Alliance Drive, Fairfax, Virginia, and will start at 5:00 p.m. with an open house, followed by a listening session at 6:00 p.m., which will be streamed online.

Coordination is underway for TPB staff to participate as part of the open house. This is to request and confirm a Virginia member of the TPB Board or designee will represent TPB in the listening session.

§ 33.2-214.3. Transparency in project selection in Planning District 8.

At least annually, the Northern Virginia Transportation Authority, the Northern Virginia Transportation Commission, the Virginia Railway Express, and the Commonwealth Transportation Board shall conduct a joint public meeting for the purpose of presenting to the public, and receiving public comments on, the transportation projects proposed and conducted by each entity in Planning District 8. Such presentation shall include documentation regarding how the combined project selection, timing, and revenue sources employed by the entities represent the most efficient use of revenue sources. Such presentation shall include any evaluations or analyses conducted by such entities pursuant to§ 33.2-214.l or subdivision 2 of§ 33.2-2500 that relate to Planning District 8. Each entity shall have at least one designee physically assembled at such joint public meeting. Nothing herein shall require a quorum of each such entity to participate in such joint public meeting. The Board shall also invite a Virginia representative of the National Capital Region Transportation Planning Board Steering Committee to participate in and present information during the joint meeting. Nothing herein shall require such representative to participate or be physically present in such joint public meeting. The joint public meeting shall be made available online in a manner that allows the public to contemporaneously view and hear the meeting. However, in the event that online transmission of the meeting to the public fails, nothing herein shall require the meeting to recess until public access is restored online.

I truly appreciate TPB's participation in this joint public meeting. If you have any questions prior to the meeting, please contact Regina Moore at 703-963-5388 or Regina.Moore@vdot.virginia.gov.

Sincerely,

Bill Cuttler, P.E.
Northern Virginia District Engineer
Virginia Department of Transportation

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: November 12, 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: Lyn Erickson, Plan Development and Coordination Program Director

SUBJECT: TPB, Technical Committee and Steering Committee Dates for Calendar Year 2027

DATE: November 12, 2026

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2027 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings will be identified in January.

2027 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES			
	TPB Technical Committee	**TPB Steering Committee**	**Transportation Planning Board**
	1st Friday at 9 AM	**1st Friday at 12:15 PM**	**3rd Wednesday at 12 Noon**
January	8* One week later due to 2026 Dec holidays	8* One week later due to 2026 Dec holidays	20
February	5	5	17
March	5	5	17
April	2	2	21
May	7	7	19
June	4	4	16
July	9** One week later	9** One week later	21
August	No meetings	No meetings	No meetings
September	3	3	15
October	1	1	20
November	5	5	17
December	3	3	15

* Due to the 2026 December Holidays, meetings will occur one week later than the usual week
** Due to the July 4th Holiday weekend, the meetings will be one week later than the usual week

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Victoria Caudullo, Transportation Planner

SUBJECT: Solicitation in the District of Columbia for Applications for the Transportation Alternatives Set-Aside Program

DATE: November 18, 2026

The application period for the Transportation Alternatives Set-Aside (TA Set-Aside) Program for the District of Columbia has been extended and will close on November 30, 2026. TAP is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting projects in our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve TAP funding for D.C. in February 2027. D.C. is on a two-year cycle for the program.

Applications in D.C. must be submitted through the District Department of Transportation (DDOT). For more information, see ddot.dc.gov/page/transportation-alternatives-program.

Eligible applicants for the program include local governments; regional transportation authorities; transit agencies; natural resource or public land agencies; school districts, local education agencies, or schools; tribal governments; and any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency). Nonprofit 501 (c) organizations are also eligible to apply to be Project Advocates, if there is a partnership with an eligible agency that is willing to act as the official Project Sponsor.

State DOTs are typically considered ineligible to apply for TA Set-Aside funding. However, as DC government is the only local government within the District of Columbia, the District Department of Transportation (DDOT) qualifies as a local government entity.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program, the Regional Roadway Safety Program (RRSP), and Transit Within Reach (TWR) Program are encouraged to consider seeking funding for capital improvements through TAP. The TPB also encourages TAP applications that support policies highlighted in Visualize 2050, our region's adopted long-range transportation plan. The TPB's selection criteria, which are expected to be used this year, include:

- Focus on expanding nonmotorized transportation options;
- Enhancing roadway safety for walkers and bicyclists;
- Support for Regional Activity Centers;

- Access to high-capacity transit, especially in Transit Access Focus Areas (TAFAs);
- Support for the National Capital Trail Network;
- Low income areas; and
- Increased access for people with disabilities.

For more information about the TPB's role in this program, please contact Victoria Caudullo (vcaudullo@mwcog.org; 202-962-3753).

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Kanti Srikanth, TPB Executive Director

SUBJECT: Street Smart Safety Program

DATE: November 12, 2026

Since 2002, COG's Street Smart program has worked to protect vulnerable road users by raising awareness about pedestrian and bicycle safety. The region-wide public safety campaign educates drivers, pedestrians, and bicyclists about safe use of roadways in the District of Columbia, suburban Maryland, and Northern Virginia.

The campaign integrates several components, including broadcast and outdoor advertising, media relations, digital media, and outreach events. It is meant to complement, not replace, the efforts of state and local governments and agencies to build safer streets and sidewalks, enforce laws, and train better drivers, bicyclists, and pedestrians.

On November 5th, as part of the Street Smart campaign, COG staff joined Maryland and Montgomery County community leaders, law enforcement, and traffic safety advocates at Veterans Plaza in downtown Silver Spring to highlight critical traffic safety risks tied to the end of daylight saving time, and to call on all road users to exercise greater caution as earlier sunsets bring heightened dangers to the region's roads.

In FY2026, Street Smart delivered coordinated safety messaging across the region. Building on the established “Slow Down. Life Ahead.” campaign, Street Smart adapted its creative for digital, streaming, transit, and outdoor placements. Advertising focused on high-crash areas across the District of Columbia, Maryland, and Virginia, with messages for English- and Spanish-speaking audiences. The program’s FY2026 Annual Report is attached.

Additional information on the program are available on the program website at: https://www.bestreetsmart.net/.

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

STREET SMART PUBLIC EDUCATION CAMPAIGN

A PROGRAM OF METRO, THE DISTRICT OF COLUMBIA, MARYLAND, AND VIRGINIA

FISCAL YEAR 2026 ANNUAL REPORT
October 1, 2025 – September 30, 2026

People travel across city, county, and state lines every day in the Washington metropolitan region. Keeping them safe requires coordination across those same boundaries. Sponsored by Metro, Maryland, and Virginia, Street Smart brings together local governments, law enforcement agencies, transit authorities, nonprofit organizations, and other partners committed to pedestrian and bicyclist safety. The Metropolitan Washington Council of Governments (MWCOG) provides a regional home for this work, helping partners deliver consistent messages across the communities people move through each day.

Street Smart complements the roadway improvements and traffic laws advanced by jurisdictions throughout the region. The campaign focuses on the choices people make while traveling, educating drivers, pedestrians, and bicyclists about safer ways to share the road and raising awareness of laws that protect people walking and biking. Repeated, coordinated messages are especially important in a region where a single trip may pass through several jurisdictions. Together, these efforts support Street Smart's goal of reducing pedestrian and bicyclist injuries and deaths.

In FY2026, Street Smart delivered those messages at substantially greater scale while keeping paid media spending close to the prior year's level. Building on the established "Slow Down. Life Ahead." campaign, Street Smart adapted its creative for digital, streaming, transit, and outdoor placements. Advertising focused on high-crash areas across the District of Columbia, Maryland, and Virginia, with messages for English- and Spanish-speaking audiences.

Street Smart generated 65,573,206 reported paid media impressions, nearly 30 million more than FY2025's 35,590,506. Paid media spending increased just 2.6%, from $198,973 to $204,200. That resulted in 84% more reported impressions at a 44% lower blended cost per thousand impressions. Spring digital placements also generated 676,402 tracked clicks, and media negotiations secured an additional $160,736 in placement value against the spring buy.

The campaign reinforced its media messages through education and enforcement across the region. The spring launch in Alexandria brought together government leaders, law enforcement, safety organizations, and community advocates. Bilingual street teams activated at nine locations, the Testimonial Wall appeared at four events, and 70 people participated in the Virtual Reality Challenge at Montgomery County Safety Day. Eight enforcement activations raised awareness of the laws that protect people walking and biking.

Media relations, paid advertising, donated placements, digital outreach, community events, street-level engagement, and law enforcement gave Street Smart multiple ways to reach people with the same safety message. This report summarizes the activities and results of the Street Smart education and enforcement campaign for fiscal year 2026, covering October 2025 through September 2026.

CREATIVE EVALUATION

In preparation for the Spring 2026 campaign, Hatcher conducted a creative evaluation of the existing "Slow Down. Life Ahead." campaign to assess how effectively the established visual system and messaging translated across audiences, behaviors, and media formats. The evaluation examined visual consistency, brand recognition, message clarity, accessibility, audience relevance, and opportunities to strengthen the connection between campaign messaging and desired roadway safety behaviors.

The evaluation found that the existing campaign provided a strong, recognizable foundation and recommended building on that equity rather than pursuing a full redesign. Opportunities for refinement included expanding visual variety, strengthening situational and behavior-specific messaging, optimizing creative for smaller digital formats, and improving accessibility. These findings informed Hatcher's approach to the Spring campaign: maintaining the established campaign platform while adapting and optimizing creative across the expanded paid media mix.

PAID MEDIA

Strategy Overview

Hatcher's campaign strategy for the Street Smart program combines digital and transit advertising to drive awareness and encourage safer street behavior among drivers, bicyclists, and pedestrians across Maryland, Virginia, and the District of Columbia. The digital and transit placements worked in tandem to amplify the other's impact by extending campaign visibility beyond physical ad locations and creating additional touchpoints with target audiences throughout their daily routines.

Our high-impact, digital-forward campaign implemented innovative placements that expanded the number of channels used to reach target audiences. The ad placement pattern and frequency were designed to provide steady visibility across locations and throughout the campaign duration to continuously reinforce engagement.

The targeting and tracking capabilities available through digital advertising placements further enabled us to maintain consistent visibility and engagement. Detailed targeting options built into the digital advertising platforms allowed us to reach target audiences with precision, track key indicators of ad performance, and implement data-informed optimizations over time. This information provided confirmation the ads were reaching audiences effectively and supporting overall campaign goals.

For the Fall 2025 "wave" of the campaign, we leveraged geotargeted programmatic display ads to build awareness for Street Smart across targeted crash hotspots in Maryland, Virginia, and the D.C. These static banner ads, which appear in available ad space on relevant websites, reached and engaged audience members on the sites they're already visiting.

For the Spring 2026 wave, we capitalized on the momentum from the Fall wave by incorporating additional advertising channels that expanded the number of placements and reinforced awareness and deepened storytelling that encouraged safer street behaviors. Informed by Fall wave performance data, we curated a media mix that includes additional digital placements as well as transit media buys.

The campaign aligned with Street Smart enforcement activations and community outreach events, reinforcing key event messaging and supporting positive street safety behavior change.

Budget allocation for both digital and transit advertising was weighted based on jurisdictional contribution for both the Fall and Spring waves.

Target Audience

- ***Audience Targeting***: Drivers, pedestrians, and cyclists age 25-64+, with dedicated ads for English-speaking and Spanish-speaking audiences.
- ***Geotargeting***: We identified the top five zip codes with the highest concentration of crashes in each Maryland, Virginia, and D.C. The zip codes with the highest number of crashes contain major arteries that feed from Maryland or Virginia into D.C., as well as between hubs within those states. Targeting these zip codes allowed us to reach residents of high-crash areas as well as drivers passing through the geofenced zones.
    - Maryland: 20745; 20748; 20743; 20902; 20746
    - Virginia: 22191; 22046; 22003; 20109; 22204
    - DC: 20002; 20001; 20019; 20020; 20009

Digital Ads

In addition to outdoor ads, we reinforced messaging among the target audience through digital ads, including programmatic display and video ads, digital out of home ads, streaming audio ads, omnichannel email and retargeting, and CTV (connected TV) and OTT (over the top) streaming video ads.

- Programmatic display and programmatic video ads: Ads that are programmatically shown to members of the target audience alongside relevant online content.
- Digital out of home ads: Static image ads that are shown on screens in public spaces, including digital gas station displays.
- Streaming audio ads: Audio ads that are distributed to audience members who are streaming audio content through platforms such as Pandora and Spotify.
- Omnichannel email and retargeting: Direct-to-user email messaging, accompanied by display ads retargeted to email recipients on Meta (Facebook and Instagram) and programmatically on online content.
- CTV/OTT ads: Video ads that are shown to users streaming video content on connected TV devices (CTV) or online (OTT).











Above: Visual assets used in the Fall and Spring campaigns.

FALL 2025 WAVE RESULTS

The Fall 2025 campaign included exclusively programmatic display ads. The table below outlines the performance of these ads by region.

Region	Spend	Added Value	Impressions	Clicks	CTR
Virginia	$2,150.00	-	592,154	10,570	1.94%
Maryland	$1,750.00	-	487,469	8,704	1.97%
Washington, D.C.	$300.00	-	81,637	1,586	2.11%
Total	**$4,200.00**	**-**	**1,161,260**	**20,860**	**1.96%**

Ads were delivered to both English-speaking and Spanish-speaking audiences. The table below shows the performance of the ads by audience language.

Region	Language	Spend	Added Value	Impressions	Clicks	CTR
Virginia	English	$1,850.00	-	513,421	9,030	1.93%
	Spanish	$300.00	-	78,733	1,540	2.04%
Maryland	English	$1,450.00	-	404,549	7,169	1.95%
	Spanish	$300.00	-	82,920	1,535	2.03%
Washington, D.C.	English	$300.00	-	81,637	1,586	2.11%
Total		**$4,200.00**	**-**	**1,161,260**	**20,860**	**1.96%**

Generally, Spanish-speaking audiences had higher click-through rates for programmatic ads, suggesting a higher level of interest and a potential opportunity for deeper engagement with this audience.

SPRING 2026 WAVE RESULTS

The Spring 2026 campaign included digital tactics such as programmatic display and video ads, digital out of home ads, streaming audio ads, omnichannel email and retargeting, and CTV (connected TV) and OTT (over the top) streaming video. The table below outlines the performance of these ads by region.

Region	Spend	Added Value	Impressions	Clicks	CTR
Virginia	$68,455.00	$66,666.50	25,472,476	265,963	1.10%
Maryland	$62,377.01	$60,588.51	26,579,196	280,301	1.12%
Washington, D.C.	$24,559.00	$24,559.00	9,715,274	130,138	1.41%
Total	**$155,391.01**	**$151,814.04**	**61,766,946**	**676,402**	**1.16%**

The table below outlines the performance of the ads by tactic.

Tactic	Spend	Added Value	Impressions	Clicks	CTR
Programmatic Display	$55,121.40	$55,121.40	29,670,057	375,646	1.34%
Streaming Audio	$42,596.49	$42,596.49	15,365,336	202,979	1.41%
Digital Out-of-Home	$25,634.50	$25,634.50	5,198,771	N/A	N/A
Programmatic Video	$20,038.62	$20,038.62	10,996,915	93,274	0.90%
CTV/OTT Video Ads	$7,000.00	$3,423.00	512,707	4,419	0.86%
Omnichannel Email	$5,000.00	$5,000.00	23,160	84	0.36%
Total	**$155,391.01**	**$151,814.01**	**61,766,946**	**676,402**	**1.16%**

In addition to impressions, clicks, and CTR, we also monitored other key performance indicators for video and audio tactics:

- Streaming Audio ads had a listen-through rate (LTR) of 42.96%. This reflects the percentage of the audience that heard the ad that listened to the entirety of the ad. For streaming audio ads, the LTR was behind industry benchmarks, but the CTR was well above industry benchmarks (1.41% vs. 0.25%). Listen-through rate and click-through rate may have an inverse relationship since users are taken away from the ad when they click on it. This performance suggests that users were engaged by the early part of the ad and took action without listening to the complete ad.
- CTV/OTT Video ads had a view-through rate (VTR) of 92.97%, which exceeds the benchmark VTR of 90%. This reflects high viewership and audience retention of these ads, which are an effective way to convey a complete message to the target audience.

Ads were delivered to both English-speaking and Spanish-speaking audiences. The table below shows the performance of the ads by audience language.

Region	Language	Spend	Added Value	Impressions	Clicks	CTR

Virginia	English	$64,754.80	$62,966.30	23,481,631	233,543	1.04%
	Spanish	$3,700.20	$3,700.20	1,990,845	32,420	1.74%
Maryland	English	$58,327.01	$56,538.51	24,463,966	243,296	1.06%
	Spanish	$4,050.00	$4,050.00	2,115,230	37,005	1.82%
Washington, D.C.	English	$23,447.00	$23,447.00	9,125,044	119,421	1.37%
	Spanish	$1,112.00	$1,112.00	590,230	10,717	1.92%
Total		**$155,391.01**	**$151,814.01**	**61,766,946**	**676,402**	**1.16%**

In the Spring wave, differences in CTR for the English-speaking and Spanish-speaking audiences can be attributed to the differences in paid media tactics run for each audience. English-speaking audiences received all ad types, while Spanish-speaking audiences only received programmatic display ads.

Outdoor Ads

During the spring campaign, we incorporated English outdoor media to target Street Smart messaging to drivers, pedestrians, and cyclists within high-crash areas across the jurisdictions. Bus routes and transit shelter locations align with high-traffic transit corridors traveled by commuters and recreational road users alike. The combination of bus tails and static bus shelter advertising struck a balance between frequency, geographic reach, and visibility that complemented our digital advertising efforts.

Hatcher provided creative oversight for the adaptation of existing "Slow Down. Life Ahead." campaign assets across these placements, ensuring consistent application of the established visual system while optimizing layouts for the requirements of each format.

Spring 2026 Transit Ads							
Vendor	**Channel**	**Strategy**	**Market**	**Flight Dates**	**Spend**	**Added Value**	**Estimated ImpressionsProjected Impressions**
WMATA	Static bus shelter	Awareness	D.C.	April 27-July 13, 2026	$4,371.00	$874.20	324,000
WMATA	Static bus shelter	Awareness	Maryland	April 27-July 13, 2026	$15,933.00	$3,186.60	1,140,000
WMATA	Static bus shelter	Awareness	Virginia	June 2, 2026-Present	$9,925.00	$1,985.00	690,000+
WMATA	Bus tails	Awareness	D.C.	April 27-July 13, 2026	$2,320.00	$464.00	99,000
WMATA	Bus tails	Awareness	Maryland	April 27-Present	$4,440.00	$888.00	150,000+
WMATA	Bus Tails	Awareness	Virginia	June 2, 2026-Present	$7,620.00	$1,524.00	242,000

				Transit Media Totals	**$44,609.00**	**$8,921.80**	**2,645,000**

Added Value

Paid media value-add benefits, including negotiated paid media match campaigns, paid media campaign add-ons, and bonus transit units, **totaled more than $160K.**

Paid media and added value benefits are detailed in the Appendix.

DONATED MEDIA

Hatcher increased the reach for Street Smart's message by working with jurisdictional partners to secure donated media placements. Our transit media and paid digital media were supplemented by over 100 additional placements including additional interior bus cards and bus shelter ads.

In Fall 2025, the plan included confirmed quantities of in-kind media that were still in market from previous marketing engagements. The table below represents value provided within the timeframe that Hatcher has worked on the Street Smart contract.

Campaign Dates: October 2025 - Present						
Vendor	**Channel**	**Strategy**	**Market**	**Duration**	**Quantity**	**Est. Value**
Motivate / Lyft (Capital Bikeshare)	Kiosk Ads	Awareness	DC (Benning Rd, Anacostia) MD (Prince George's County)	Ongoing	13	-
Transit Services of Frederick County	Interior Cards	Awareness	MD (Frederick County, downtown Frederick Corridors)	Ongoing	30	$7,480.00
Total					**43**	**$7,480.00**

In Spring 2026, the plan included additional in-kind media placements across Maryland and Virginia.

Campaign Dates: June 22, 2026 - Present						
Vendor	**Channel**	**Strategy**	**Market**	**Duration**	**Quantity**	**Est. Value**
Transit Services of Frederick County	Interior Bus Cards	Awareness	MD (Frederick County)	9 months	30	$8,000.00

OmniRide/PRTC (VA)	Interior Bus Cards	Awareness	VA (Prince William County)	6 months	50	$9,000.00
UMD Department of Transportation Services	Interior Bus Cards	Awareness	MD (Prince George's County)	6 months	20	$3,600.00
UMD Department of Transportation Services	Bus Shelter Ads	Awareness	MD (Prince George's County)	6 months	5	$7,000.00
Total					**105**	**$27,600.00**

FALL STREET TEAM ACTIVATION

On Sunday, November 16, 2025, the Street Smart coalition joined Washington Families for Safer Streets for a coordinated earned media and community engagement event at the Foggy Bottom– George Washington University Metro Station. The street team activation took place at the beginning of an advocacy walk to the Lincoln Memorial during a World Day of Remembrance for Road Traffic Victims event.

The World Day of Remembrance for Road Traffic Victims event connected the Street Smart coalition with like-minded peers in the traffic safety space, creating opportunities for future collaboration. Street Smart "Slow Down Life Ahead" advertisements were exposed to hundreds of walk participants at the Foggy Bottom – George Washington University Metro Station.





SPRING CAMPAIGN LAUNCH EVENT

On Tuesday, May 28, 2026, the Street Team coalition launched the spring campaign initiative at the corner of Holland Lane and Jamieson Avenue in Alexandria, Virginia. The City of Alexandria hosted the event and unveiled a newly restored streetscape and bike lanes. The event occurred during Bicycle Safety Month in preparation for increased daylight hours and more pedestrians, bicyclists, and drivers sharing the roadway.

Visuals included a street team with walking billboards at high-traffic intersections and law enforcement activites following the event. Speakers included:

- Kimberly Burt, Virginia Department of Motor Vehicles, Deputy Director of Grant Programs
- Councilman Canek Aguirre, City of Alexandria and COG, Councilman and Vice Chair of the Transportation

Planning Board
- Assistant Chief Mike May, City of Alexandria Police Department, and Commander of the Community Support Bureau
- Clark Mercer, COG, Executive Director
- Adam Snider, Governors Highway Safety Association, Director of Communications
- Mike Doyle, Northern Virginia Families for Safe Streets, Founder and President

OUTREACH

The Hatcher Group deployed The Street Smart Virtual Reality Challenge at Safety Day in Montgomery County on May 9, 2026. This activation positions participants "behind the wheel" of a car on a local road and tests their ability to successful navigate 3 close-call scenarios, identify bicyclists and pedestrians, and obey traffic laws.

Our strategic booth design grabbed the attention of Safety Day attendees and featured a black convertible and pop-up tent with Street Smarts branding, an outward-facing kiosk displaying the virtual reality experience, English and Spanish A-frame posters, and moving Testimonial Wall amplifying the real stories of individuals in the DMV impacted by traffic incidents.

Over the span of 4 hours, 70 individuals got behind the wheel of the Street Smart Virtual Reality Challenge and 200 individuals stopped to speak with the team, ask questions and receive information materials. Considering the demographics of the event, most of the VR experience were participants, some identifying themselves to staff as "soon-to-be-drivers". Reaching young and future drivers through the campaign is especially important because it helps shape safe driving habits before risky behaviors become routine





DATE	VR CHALLENGE LOCATION	JURISDICTION
May 9, 2026	Safety Day – Montgomery County College	Montgomery County, MD

STREET TEAMS

In FY26, The Hatcher Group employed 9 Street Team activations in Washington, D.C., Maryland, and Virginia. Utilizing backpack banners with powerful visuals from the "Slow Down Life Ahead" campaign, informational pamphlets and friendly Street Team members empowered with Streets Smarts data and messaging, these activations

The locations for activations were selected based on pedestrian traffic, participating jurisdictions, and up-to-date crash data. In addition to the 3-4 Street Team members, The Hatcher Group provide 1-2 on-site individuals for event set-up, oversight, and troubleshooting. The Hatcher Group also employed at least 1 Spanish-speaking Street Team Member in each activation and included both English and Spanish banners to expand the campaign's reach to include critical communities in the DMV.

The Street Team members reported that in most cases, the people they interacted with were happy to receive the pamphlet. While activating at the Capitol Heights Metro station, the Street Team reported seeing a single-car traffic incident when a driver ran through a red light, hit the median and then continued driving without stopping. Throughout the morning, car horns and tire screeching could be heard. When people stopped, they received positive feedback and thanks for their presence, pointing to the intersection of East Capitol Street NE and Southern Avenue NE and indicating it as the site of many traffic incidents which matches with MWCOG crash data reports.





In total, the Street Smart Street Teams garnered an estimated 2000 direct engagements based off pamphlet distribution and Street Team member reports. Across the activations, these efforts resulted in an approximately 5500 quality memorable impressions from driver, pedestrian and bicyclist traffic estimates from stops at 9 locations, including:

DATE	STREET TEAM LOCATION	JURISDICTION
November 16, 2026	Foggy Bottom Metro (in partnership with Virginia Family for Safet Streets)	Washington, D.C.
May 28, 2026	Holland Lane & Jamieson Avenue	Alexandria City County, VA
August 18, 2026	Annandale Road & Little River Turnpike	Fairfax County, VA
August 25, 2026	Southern Ave Metro Station	WMATA | Prince George's County, MD

September 2, 2026	Shaw-Howard Metro Station	WMATA | Washington, D.C.
September 3, 2026	Capital Heights Metro Station	WMATA | Prince George's County, MD
September 11, 2026	Addison Road-Seat Pleasant Metro Station	WMATA | Prince George's County, MD
September 16, 2026	Columbia Pike & South George Mason Drive	Arlington County, VA
September 22, 2026	Broad Street (Rt 7) & Washington Street (Rt 29) – Cancelled due to inclement weather	Fairfax County, VA

TESTIMONIAL WALL TOUR

The "Slow Down Life Ahead" testimonial wall continued to make a lasting impression on individuals in the DMV in FY26. This eye-cashing exhibition thoughtfully showcases stories from real people affected by pedestrian and bicyclist crashes and reinforces the campaign's safety messaging. Through humanizing stories, the Street Smart testimonial wall evokes personal and emotional connection with the public and creates a memorable experience for passersby who see it.

The Hatcher Group utilized the testimonial walls at 3 times including 1 community engagement and 2 Street Team activations. An activation using the testimonial wall was cancelled due to inclement weather. At Safety Day near Montgomery County College, individuals stopped regularly to read the stories displayed in English and Spanish and then engaged with staff onsite to learn more about the campaign. One individual shared her own personal story of being a victim of a pedestrian accident and inquired about how to get involved.

Additionally, while showcased at Street Team activations, the Testimonial Wall made a lasting impression on Metro users and drivers. Street team members reported pedestrians thanking them for their presence and sharing relevant traffic accident stories from their communities. Numerous people stopped their commute in and out of the metro to intentionally read all of the testimonials.





DATE	TESTIMONIAL WALL LOCATION	JURISDICTION
May 9, 2026	Safety Day – Montgomery County College	Montgomery County, MD
August 25, 2026	Southern Avenue Metro Station	WMATA |Prince George's County, MD
September 2, 2026	Shaw-Howard U Metro Station	WMATA | Washington, D.C.
September 22, 2026	Broad Street (Rt 7) & Washington St (Rt 29) Cancelled due to inclement weather	Fairfax County, VA

ENFORCEMENT ACTIVATIONS

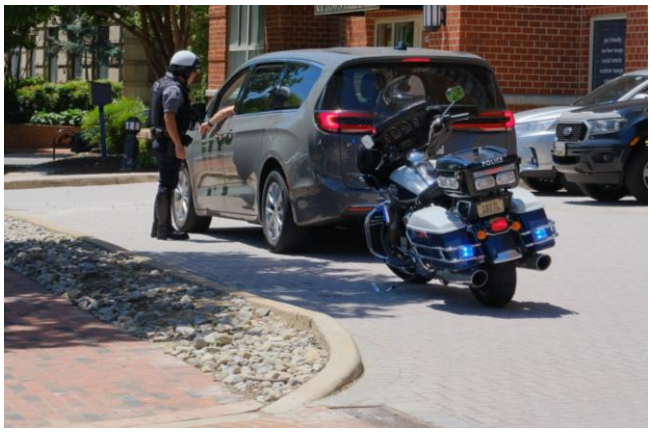
High-visibility enforcement is critical to deter and change unlawful traffic behaviors. In addition to the outreach events, we coordinated with local police departments to conduct enforcement activations and drive media to cover high-visibility enforcement of laws that protect people walking and biking.

Combining the fall and spring campaigns, in FY26 we worked with local police departments to execute eight enforcement activations. Participating law enforcement agencies included:

- Arlington County PD
- Alexandria PD
- Fairfax County PD

As a result, area law enforcement issued more than 106 citations and 46 warnings as part of increased enforcement aligned to the Street Smart Fall and Spring campaigns. Law enforcement officers also handed out Street Smart brochures to individuals that were issued citations and/or warnings, further expanding the reach of Street Smart's education efforts.





EARNED MEDIA RESULTS

Stories appeared in local news outlets including WTOP, Greater Greater Washington, and ALXNow. Overall in FY26, this approach resulted in:

- 4 news stories with a potential monthly circulation of more than 2 million
- $19,376 of comparable ad value with 100% positive sentiment.

FALL COVERAGE RESULTS

TOTAL # of Hits	TOTAL Ad Value Equivalency	TOTAL Potential Reach
2	$18,534.03	2,000,000

SPRING COVERAGE RESULTS

TOTAL # of Hits	TOTAL Ad Value Equivalency	TOTAL Potential Reach
2	$842.03	91,030

OVERALL CAMPAIGN VALUE

Street Smart delivered **65.6 million reported paid media impressions** across the Washington region in FY2026, nearly 30 million more than FY2025's 35.6 million. Paid media spending increased just 2.6%, yet impressions rose 84%. The blended cost per thousand impressions fell 44%, allowing the campaign to deliver substantially more exposure for nearly the same investment.

That reach was built across two campaign periods. Targeted digital ads introduced the "Slow Down. Life Ahead." message in the fall. In the spring, display, video, streaming audio, connected TV, and transit advertising reinforced it across the District of Columbia, Maryland, and Virginia. Spring digital placements also generated **676,402 tracked clicks**.

Street Smart extended its presence beyond paid advertising. Nine street team activations generated more than 65,000 additional impressions in priority locations, while donated transit placements and regional news coverage carried the message further. Media negotiations alone secured **$160,736 in additional placement value**. Together, negotiated media value, donated placements, and earned media ad value contributed **$215,191.87 in value beyond the FY2026 campaign budget**.

For more information on the Street Smart campaign, visit BeStreetSmart.net

APPENDIX I: PAID MEDIA RESULTS

Fall 2025							
Phase 1							
Vendor	**Channel**	**Strategy**	**Market**	**Flight Dates**	**Spend**	**Added Value**	**Reported Impressions**
ProData	Programmatic Display Ads - English	Awareness	Virginia	December 1-31, 2025	$1,400.00	-	396,213
ProData	Programmatic Display Ads - Spanish	Awareness	Virginia	December 1-31, 2025	$300.00	-	78,733
ProData	Programmatic Display Ads - English	Awareness	Maryland	December 1-31, 2025	$1,000.00	-	280,158
ProData	Programmatic Display Ads - Spanish	Awareness	Maryland	December 1-31, 2025	$300.00	-	82,920
				Fall Phase 1 Total:	**$3,000.00**	**-**	**838,024**
Phase 2							
Vendor	**Channel**	**Strategy**	**Market**	**Flight Dates**	**Spend**	**Added Value**	**Reported Impressions**
ProData	Programmatic Display Ads - English	Awareness	Virginia	January 2-31, 2026	$450.00	-	117,208
ProData	Programmatic Display Ads - English	Awareness	Maryland	January 2-31, 2026	$450.00	-	124,391
ProData	Programmatic Display Ads - English	Awareness	D.C.	January 2-31, 2026	$300.00	-	81,637
				Fall Phase 2 Total:	**$1,200.00**	**-**	**323,236**
				Fall Total:	**$4,200.00**	**-**	**1,161,260**
Spring 2026							
Phase 1-3							
Vendor	**Channel**	**Strategy**	**Market**	**Flight Dates**	**Spend**	**Added Value**	**Projected Impressions**
WMATA	Static Bus Shelter	Awareness	D.C.	April 27-July 13, 2026	$4,371.00	$874.20	324,000
WMATA	Static Bus Shelter	Awareness	Maryland	April 27-July 13, 2026	$15,933.00	$3,186.60	1,140,000

WMATA	Static Bus Shelter	Awareness	Virginia	June 2, 2026-Present	$9,925.00	$1,985.00	690,000
WMATA	Bus Tails	Awareness	D.C.	April 27-July 13, 2026	$2,320.00	$464.00	99,000
WMATA	Bus Tails	Awareness	Maryland	April 27-July 13, 2026	$4,440.00	$888.00	150,000
WMATA	Bus Tails	Awareness	Virginia	June 2, 2026-Present	$7,620.00	$1,524.00	242,000
				Transit Media Total	**$44,609.00**	**$8,921.80**	**2,645,000**
Phase 1							
Vendor	**Channel**	**Strategy**	**Market**	**Flight Dates**	**Spend**	**Added Value**	**Reported Impressions**
ProData	Programmatic Display Ads - English	Awareness	D.C.	April 27-May 18, 2026	$2,778.00	$2,778.00	1,452,258
ProData	Programmatic Display Ads - English	Awareness	Maryland	April 27-May 18, 2026	$4,530.06	$4,530.06	2,387,955
ProData	Programmatic Display Ads - English	Awareness	Virginia	June 2-15, 2026	$9,333.80	$9,333.80	5,097,013
ProData	Programmatic Display Ads - Spanish	Awareness	Virginia	June 2-15, 2026	$2,333.45	$2,333.45	1,210,517
ProData	Digital Out of Home	Awareness	D.C.	April 27-May 18, 2026	$1,389.00	$1,389.00	282,282
ProData	Digital Out of Home	Awareness	Maryland	April 27-May 18, 2026	$2,000.00	$2,000.00	409,585
ProData	Digital Out of Home	Awareness	Virginia	June 2-15, 2026	$10,000.50	$10,000.50	2,018,154
WhatIf	Omnichannel Email	Consideration	Virginia	June 2-July 2, 2026	$2,500.00	$2,500.00	11,930
				Spring Phase 1 Total:	**$34,864.81**	**$34,864.81**	**12,869,694**
Phase 2							
Vendor	**Channel**	**Strategy**	**Market**	**Flight Dates**	**Spend**	**Added Value**	**Reported Impressions**

ProData	Programmatic Display Ads - English	Awareness	D.C.	May 19-June 15, 2026	$2,222.00	$2,222.00	1,151,107
ProData	Programmatic Display Ads - English	Awareness	Maryland	May 19-June 15, 2026	$9,776.10	$9,776.10	5,258,400
ProData	Programmatic Display Ads - English	Awareness	Virginia	June 16-July 15, 2026	$5,467.00	$5,467.00	2,877,389
ProData	Programmatic Display Ads - Spanish	Awareness	D.C.	May 19-June 15, 2026	$556.00	$556.00	293,166
ProData	Programmatic Display Ads - Spanish	Awareness	Maryland	May 19-June 15, 2026	$2,445.00	$2,445.00	1,268,809
ProData	Programmatic Display Ads - Spanish	Awareness	Virginia	June 16-July 15, 2026	$1,366.75	$1,366.75	780,328
ProData	Digital Out of Home	Awareness	D.C.	May 19-June 15, 2026	$1,389.00	$1,389.00	281,201
ProData	Digital Out of Home	Awareness	Maryland	May 19-June 15, 2026	$2,000.00	$2,000.00	412,187
ProData	Digital Out of Home	Awareness	Virginia	June 16-July 15, 2026	$5,467.00	$5,467.00	1,106,494
ProData	Streaming Audio	Awareness	Maryland	May 19-June 15, 2026	$8,476.25	$8,476.25	3,074,649
ProData	Streaming Audio	Awareness	Virginia	July 14-31, 2026	$18,501.00	$18,501.00	6,673,139
ProData	Programmatic Video	Awareness	Virginia	August 6-24, 2026	$8,200.50	$8,200.50	4,466,403
WhatIf	Omnichannel Email	Consideration	Maryland	May 19-June 15, 2026	$2,500.00	$2,500.00	11,230
Optimum	CTV, OLV, Display, Digital Audio	Awareness	Virginia	June 16-August 24, 2026	$3,500.00	$1,711.50	255,868
				Spring Phase 2 Total:	**$71,866.60**	**$70,078.10**	**27,910,370**
Phase 3							
Vendor	**Channel**	**Strategy**	**Market**	**Flight Dates**	**Spend**	**Added Value**	**Reported Impressions**

ProData	Programmatic Display Ads - English	Awareness	D.C.	June 16-July 15, 2026	$2,222.00	$2,222.00	1,159,670
ProData	Programmatic Display Ads - English	Awareness	Maryland	June 16-July 15, 2026	$6,418.24	$6,418.24	3,582,543
ProData	Programmatic Display Ads - Spanish	Awareness	D.C.	June 16-July 15, 2026	$556.00	$556.00	297,064
ProData	Programmatic Display Ads - Spanish	Awareness	Maryland	June 16-July 15, 2026	$1,605.00	$1,605.00	846,421
ProData	Digital Out of Home	Awareness	D.C.	June 16-July 15, 2026	$1,389.00	$1,389.00	280,276
ProData	Digital Out of Home	Awareness	Maryland	June 16-July 15, 2026	$2,000.00	$2,000.00	408,592
ProData	Streaming Audio	Awareness	D.C.	July 14-31, 2026	$7,596.00	$7,596.00	2,842,678
ProData	Streaming Audio	Awareness	Maryland	June 16-July 15, 2026	$8,023.24	$8,023.24	2,774,870
ProData	Programmatic Video	Awareness	D.C.	August 6-24, 2026	$2,778.00	$2,778.00	1,431,162
ProData	Programmatic Video	Awareness	Maryland	August 6-24, 2026	$9,060.12	$9,060.12	5,099,350
Optimum	CTV, OLV, Display, Digital Audio	Awareness	Maryland	June 16-August 24, 2026	$3,500.00	$1,711.50	256,839
				Spring Phase 3 Total:	**$45,147.60**	**$43,359.10**	**18,979,465**
Optimization Campaign							
Vendor	**Channel**	**Strategy**	**Market**	**Flight Dates**	**Spend**	**Added Value**	**Reported Impressions**
ProData	Programmatic Display Ads - English	Awareness	D.C.	August 10-24, 2026	$434.00	$434.00	238,795
ProData	Programmatic Display Ads - English	Awareness	Maryland	August 10-24, 2026	$1,293.00	$1,293.00	793,381
ProData	Programmatic Display Ads - English	Awareness	Virginia	August 10-24, 2026	$1,785.00	$1,785.00	975,241
				DTO Total:	**$3,512.00**	**$3,512.00**	**2,007,417**

				Spring Total (Digital + Transit)	**$200,000.00**		**64,411,946**

Spring 2026 Added Value					
Vendor	**Channel**	**Spend**	**Added Value ($)**	**Added Value (%)**	**Total Value**
WMATA	Static bus shelters	$30,229.00	$6,045.80	20%	$36,274.80
WMATA	Bus tails	$14,380.00	$2,876.00	20%	$17,256.00
ProData	Programmatic Display	$55,121.40	$55,121.40	100%	$110,242.80
ProData	Digital Out-of-Home	$25,634.50	$25,634.50	100%	$51,269.00
ProData	Streaming Audio	$42,596.49	$42,596.49	100%	$85,192.98
WhatIf	Omnichannel Email	$5,000.00	$5,000.00	100%	$10,000.00
Optimum	CTV, OLV, Display, Digital Audio	$7,000.00	$3,423.00	48.9%	$10,423.00
ProData	Programmatic Video	$20,038.62	$20,038.62	100%	$40,077.24
	Total	**$200,000.00**	**$160,735.81**	**80.3%**	**$360,735.81**

TOTAL PAID MEDIA SPENDING: $204,200.00
TOTAL ADDED VALUE: $160,735.81
TOTAL REPORTED IMPRESSIONS: 65,573,206

STREET SMART

PEDESTRIAN & BICYCLE SAFETY CAMPAIGN

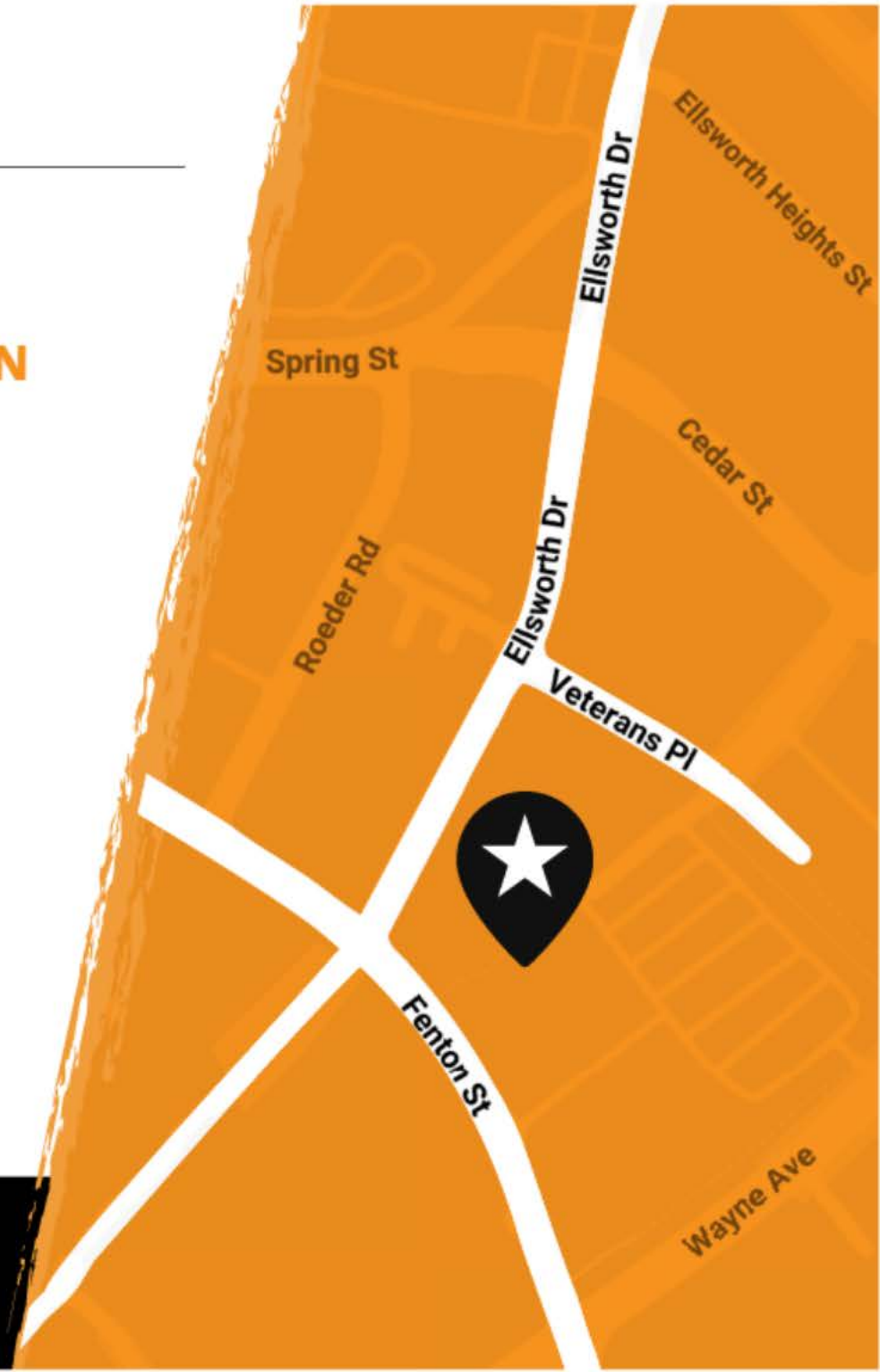
FALL 2026 LAUNCH EVENT

Veteran's Plaza

1 Veterans Pl
Silver Spring, MD 20910

THURSDAY, NOVEMBER 5, 2026 / 11:00 AM

BeStreetSmart.net



Metropolitan Washington
Council of Governments

Metropolitan Washington
Council of Governments



ADVANCING REGIONAL PARTNERSHIPS: 2026 COG MEMBERSHIP & AWARDS RECEPTION

We look forward to hosting metropolitan Washington's regional leaders at this year's annual meeting featuring a networking reception and awards program. We're also excited to be holding the event at a new venue, the National Law Enforcement Museum.

We invite you to an afternoon of honoring the region's outstanding leaders while enjoying great company!

Wednesday, December 9, 2026
4:00 P.M. - 7:00 P.M.

National Law Enforcement Museum
444 E St. NW
Washington, DC 20001

REGISTER FOR THE EVENT

MWCOG.ORG

Web Version | Feedback | Manage Subscriptions | Unsubscribe
Metropolitan Washington Council of Governments