



MEMORANDUM

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

The attached materials include:

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



MEMORANDUM

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

At its February 6 meeting, the TPB Steering Committee reviewed and adopted four resolutions approving amendments to the 2026-2029 Transportation Improvement Program (TIP) as requested by the District of Columbia (DDOT), Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail & Public Transportation (VDRPT). The committee also reviewed and approved the agenda for the TPB's February 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 SR14-2026: DDOT made the following changes:
 - Added a total project cost of \$1,500,000 utilizing Bus and Bus Facilities Formula Program (S.5339) funding and state funds for the new **Nannie Helen Burroughs Ave NE Bus Priority (T13912)** project.
 - Added a total project cost of \$225,000 utilizing S.5339 funding and state funds for the new **Minnesota Ave NE Bus Priority (T13913)** project.
 - Adds a total project cost of \$175,000 utilizing S.5339 funding and state funds for the new **MLK Ave SE (Redwood to Alabama) Bus Priority (T13914)** project.
- TPB SR15-2026: MDOT made the following changes:
 - Adds a total project cost of \$4,805,000 utilizing Earmark Community Project Funding (CPF), Carbon Reduction Program (CRP) funding, and local matching funds for the new **Montgomery County Public EV Charging Infrastructure (T13906)** project.
 - Adds a total project cost of \$1,250,000 utilizing Technology and Innovation Deployment Program (TID) funding and local funds for the new **Precise 3D Survey and Engineering of Transportation Infrastructure (T13907)** project.
 - Adds a total project cost of \$13,775,000 utilizing Better Utilizing Investments to Leverage Development (BUILD) grant funds, National Highway Performance Program (NHPP) funding, and state and local funds for the new **MD 210 Bicycle and Pedestrian Connectivity Project –Phase I Improvements (T13908)** project.
 - Adds a new total of \$1,837,000 in Earmark - CPF and local funds for the **Congressional Earmark Projects (T5838)** project, revising the total project cost to \$2,100,000.
 - Adds a new total of \$500,000 in NHPP funding and state and local funds for the **US 1 Phases 2-3 Highway Reconstruction (T6528)** project, revising the total project cost to \$10,887,000. The northern limits of the project have been extended to Sunnyside Avenue.

- TPB SR16-2026: VDOT made the following changes:
 - Adds a total of \$6.9 million in Concession and State funding for the **Devlin Road Widening (Northern Segment) (T13767)** project, revising the total project cost to \$45.7 million.
 - Advances the MTP record for the **Evergreen Mill Road Widening project (T13910)** between South King Street and Battlefield Parkway into the TIP with approximately \$31.6 million in Revenue Sharing, State, and Local funding for preliminary engineering (PE), right of way acquisition (ROW), and construction (CON) phases for FY 2026.
 - Adds a new project for **I-395 Stormwater Management (T13909)** totaling \$500,000 in State funding for the preliminary engineering (PE) and construction (CON) phases for FY2026 and FY2027.
- TPB SR17-2026: VDRPT made the following changes:
 - Adds approximately \$10.9 million in Sect. 5339 (c) - Low or No Emissions Vehicle Program (S.5339 (C)) from a FY25 Low No award and \$3 million local match funding for the **DASH Bus Fleet Replacement project (T6331)**, revising the total project cost to \$36.3 million.
 - Adds a new project for the **PRTC Passenger Amenities and Infrastructure Program (T13911)** totaling \$1.6 million in Sect. 5307 - Urbanized Area Formula Program (S. 5307), State, and Local funding in FY2026.
 - Adds a total of \$27,741,507 in Sect. 5337 - State of Good Repair Program (S. 5337 – SGR) funding for the construction (CON) phase in FY2026 for the **VRE Crystal City Station Improvements project (T13624)**.

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

ATTACHMENTS:

- Adopted resolution SR14-2026 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR15-2026 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR16-2026 approving an amendment to the TIP, as requested by VDOT
- Adopted resolution SR17-2026 approving an amendment to the TIP, as requested by VDRPT

**TPB STEERING COMMITTEE ATTENDANCE – JANUARY 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.:	
Prior TPB Chair:	Walter Alcorn
Tech. Committee Chair:	Dan Malouff
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Regina Moore

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

RESOLUTION ON AN AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-02.1 (DC) WHICH ADDS THREE NEW PROJECTS, NANNIE HELEN BURROUGHS AVE NE BUS PRIORITY PROJECT, MINNESOTA AVE NE BUS PRIORITY PROJECT, AND MLK AVE SE (REDWOOD TO ALABAMA) BUS PRIORITY PROJECT AS REQUESTED BY 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 26-02.1 (DC), which makes the following revisions:

- Adds a total project cost of \$1,500,000 utilizing Bus and Bus Facilities Formula Program (S.5339) funding and state funds for the new **Nannie Helen Burroughs Ave NE Bus Priority (T13912)** project;
- Adds a total project cost of \$225,000 utilizing S.5339 funding and state funds for the new **Minnesota Ave NE Bus Priority (T13913)** project;
- Adds a total project cost of \$175,000 utilizing S.5339 funding and state funds for the new **MLK Ave SE (Redwood to Alabama) Bus Priority (T13914)** project; and

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

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 26-02.1 (DC) creating the 2nd amended version of the FY 2026-2029 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY26-

[29/Amendments](#); and

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

WHEREAS, the attached materials include:

ATTACHMENT A) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,

ATTACHMENT B) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained,

ATTACHMENT C) Letter from DDOT dated January 23, 2026, requesting the amendments; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action 26-02.1 (DC), which

- Adds a total project cost of \$1,500,000 utilizing Bus and Bus Facilities Formula Program (S.5339) funding and state funds for the new **Nannie Helen Burroughs Ave NE Bus Priority (T13912)** project;
- Adds a total project cost of \$225,000 utilizing S.5339 funding and state funds for the new **Minnesota Ave NE Bus Priority (T13913)** project;
- Adds a total project cost of \$175,000 utilizing S.5339 funding and state funds for the new **MLK Ave SE (Redwood to Alabama) Bus Priority (T13914)** project.

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

T13912 - Nannie Helen Burroughs Ave NE Bus Priority

Project includes installation of bus bulb-outs, pedestrian refuge islands, traffic calming measures, and a new bus lane on Nannie Helen Burroughs Ave NE at the eastbound approach to 44th St NE/Hunt Place

Cycle-Revision ID:	26-02.1 (DC)
Lead Agency:	District Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	Minnesota Ave
From:	Minnesota Ave NE
To:	Eastern Ave NE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	\$1,500,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$300,000	\$0	\$0	\$0	\$300,000
Construction	S. 5339	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Total Construction		\$1,500,000	\$0	\$0	\$0	\$1,500,000
TIP Total		\$1,500,000	\$0	\$0	\$0	\$1,500,000
Total Programmed		\$1,500,000	\$0	\$0	\$0	\$1,500,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$1,200,000
Total Project Cost:	Stays the same \$1,500,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.

T13913 - Minnesota Ave NE Bus Priority

Project includes installation of bus lanes and safety improvements on a major bus corridor.

Cycle-Revision ID:	26-02.1 (DC)
Lead Agency:	District Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	\$225,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$45,000	\$0	\$0	\$0	\$45,000
Preliminary Engineering	S. 5339	\$180,000	\$0	\$0	\$0	\$180,000
Total Preliminary Engineering		\$225,000	\$0	\$0	\$0	\$225,000
TIP Total		\$225,000	\$0	\$0	\$0	\$225,000
Total Programmed		\$225,000	\$0	\$0	\$0	\$225,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$180,000
Total Project Cost:	Stays the same \$225,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.

T13914 - MLK Ave SE (Redwood to Alabama) Bus Priority

Project includes installation of bus lanes and safety improvements on a major bus corridor.

Cycle-Revision ID:	26-02.1 (DC)
Lead Agency:	District Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	MLK Ave SE
From:	Pomery Road
To:	Alabama Ave
County:	Washington
Municipality:	District of Columbia
Completion Year:	2027
Total Cost:	\$175,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$35,000	\$0	\$0	\$0	\$35,000
Preliminary Engineering	S. 5339	\$140,000	\$0	\$0	\$0	\$140,000
Total Preliminary Engineering		\$175,000	\$0	\$0	\$0	\$175,000
TIP Total		\$175,000	\$0	\$0	\$0	\$175,000
Total Programmed		\$175,000	\$0	\$0	\$0	\$175,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$140,000
Total Project Cost:	Stays the same \$175,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.

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

FUND SOURCE	2026				2027				2028				2029			
	Revenue	Programmed	Balance		Revenue	Programmed	Balance		Revenue	Programmed	Balance		Revenue	Programmed	Balance	
S. 5339	\$ 1,520,000.00	\$ 1,520,000.00	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total	\$ 1,520,000.00	\$ 1,520,000.00	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-

Government of the District of Columbia

Department of Transportation



January 22, 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 to add the following new projects below:

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes	Revision Reason
Nannie Helen Burroughs Ave NE Bus Priority	Sec. 5339	TBD	Construction	\$1,500,000	2026	80/20	Increase Formula/ Sec. 5339 funding for Construction by \$1,500,000 in FY 2026	New Project
MLK Ave SE (Redwood to Alabama) Bus Priority	Sec. 5339	TBD	PE	\$175,000	2026	80/20	Increase Formula/ Sec. 5339 funding for PE by \$175,000 in FY 2026	New Project
Minnesota Ave NE Bus Priority	Sec. 5339	TBD	PE	\$250,000	2026	80/20	Increase Formula/ Sec. 5339 funding for PE by \$250,000 in FY 2026	New Project

The amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified through federal formula funding programs, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve the amendment at its February 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

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

RESOLUTION ON AN AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-02.2 (MD) WHICH ADDS THREE NEW PROJECTS, MONTGOMERY COUNTY PUBLIC EV CHARGING INFRASTRUCTURE, PRECISE 3D SURVEY AND ENGINEERING OF TRANSPORTATION INFRASTRUCTURE AND MD 210 BICYCLE AND PEDESTRIAN CONNECTIVITY PROJECT – PHASE 1 IMPROVEMENTS, ADDS EARMARK - CPF FUNDING TO CONGRESSIONAL EARMARK PROJECTS, AND ADDS FUNDING AND EXTENDS NORTHERN LIMITS OF THE US 1 PHASES 2-3 HIGHWAY RECONSTRUCTION PROJECT AS REQUESTED BY MARYLAND DEPARTMENT OF TRANSPORTATION – STATE HIGHWAY ADMINISTRATION (MDOT SHA)

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 26-02.2 (MD), which makes the following revisions:

- Adds a total project cost of \$4,805,000 utilizing Earmark Community Project Funding (CPF), Carbon Reduction Program (CRP) funding, and local matching funds for the new **Montgomery County Public EV Charging Infrastructure (T13906)** project;
- Adds a total project cost of \$1,250,000 utilizing Technology and Innovation Deployment Program (TID) funding and local funds for the new **Precise 3D Survey and Engineering of Transportation Infrastructure (T13907)** project;
- Adds a total project cost of \$13,775,000 utilizing Better Utilizing Investments to Leverage Development (BUILD) grant funds, National Highway Performance Program (NHPP) funding, and state and local funds for the new **MD 210 Bicycle and Pedestrian Connectivity Project – Phase I Improvements (T13908)** project;
- Adds a new total of \$1,837,000 in Earmark - CPF and local funds for the **Congressional Earmark Projects (T5838)** project, revising the total project cost to \$2,100,000;

- Adds a new total of \$500,000 in NHPP funding and state and local funds for the **US 1 Phases 2-3 Highway Reconstruction (T6528)** project, revising the total project cost to \$10,887,000. The northern limits of the project have been extended to Sunnyside Avenue; 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 26-02.2 (MD) creating the 2nd amended version of the FY 2026-2029 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY26-29/Amendments; and

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

WHEREAS, the attached materials include:

- ATTACHMENT A) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,
- ATTACHMENT B) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained,
- ATTACHMENT C) Letter from MDOT dated January 23, 2026, requesting the amendments; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action 26-02.2 (MD), which

- Adds a total project cost of \$4,805,000 utilizing Earmark Community Project Funding (CPF), Carbon Reduction Program (CRP) funding, and local matching funds for the new **Montgomery County Public EV Charging Infrastructure (T13906)** project;
- Adds a total project cost of \$1,250,000 utilizing Technology and Innovation Deployment Program (TID) funding and local funds for the new **Precise 3D Survey and Engineering of Transportation Infrastructure (T13907)** project;
- Adds a total project cost of \$13,775,000 utilizing Better Utilizing Investments to Leverage Development (BUILD) grant funds, National Highway Performance Program (NHPP) funding,

and state and local funds for the new **MD 210 Bicycle and Pedestrian Connectivity Project – Phase I Improvements (T13908)** project;

- Adds a new total of \$1,837,000 in Earmark - CPF and local funds for the **Congressional Earmark Projects (T5838)** project, revising the total project cost to \$2,100,000;
- Adds a new total of \$500,000 in NHPP funding and state and local funds for the **US 1 Phases 2-3 Highway Reconstruction (T6528)** project, revising the total project cost to \$10,887,000. The northern limits of the project have been extended to Sunnyside Avenue.

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

T13906 - Montgomery County Public EV Charging Infrastructure

Project to install up to 17 public EV charging stations at County owned properties

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2027
Total Cost:	\$4,805,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CRP	\$750,000	\$2,243,000	\$0	\$0	\$2,993,000
Construction	Earmark - CPF	\$213,000	\$637,000	\$0	\$0	\$850,000
Construction	LOCAL	\$241,000	\$721,000	\$0	\$0	\$962,000
Total Construction		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000
TIP Total		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000
Total Programmed		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$3,843,000
Total Project Cost:	Stays the same \$4,805,000
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.

T13907 - Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI)

Advanced Digital Construction Management Systems (ADCMS) discretionary funding for Montgomery County to establish and validate 2D line drawings and 3D scans of transportation assets, improve data processing, storage, and increase scanning equipment.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2026
Total Cost:	\$1,250,000

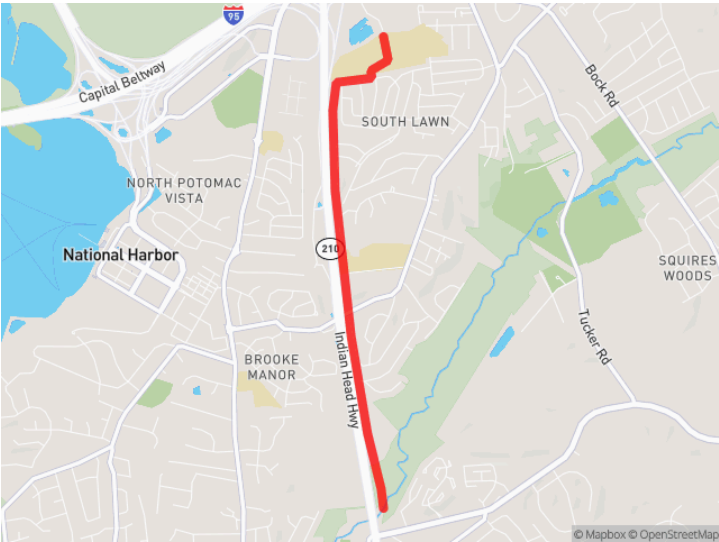
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	LOCAL	\$250,000	\$0	\$0	\$0	\$250,000
Planning	TID	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total Planning		\$1,250,000	\$0	\$0	\$0	\$1,250,000
TIP Total		\$1,250,000	\$0	\$0	\$0	\$1,250,000
Total Programmed		\$1,250,000	\$0	\$0	\$0	\$1,250,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$1,000,000
Total Project Cost:	Stays the same \$1,250,000
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.

T13908 - MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements

Project consists of bicycle and pedestrian improvements including, shared use path and additional bicycle infrastructure on an alignment along MD 210 State Road, Oxon Hill Road, and Kerby Hill Road. Project improvements include approximately 2.3 miles of shared use path, 1 mile of bike lanes, and 1.3 miles of sharrows.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA371
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2033
Total Cost:	\$13,775,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BUILD	\$1,600,000	\$0	\$0	\$0	\$1,600,000
Preliminary Engineering	DC/STATE	\$103,000	\$0	\$0	\$0	\$103,000
Preliminary Engineering	NHPP	\$411,000	\$0	\$0	\$0	\$411,000
Total Preliminary Engineering		\$2,114,000	\$0	\$0	\$0	\$2,114,000
Right of Way	BUILD	\$0	\$39,000	\$481,000	\$480,000	\$1,000,000
Total Right of Way		\$0	\$39,000	\$481,000	\$480,000	\$1,000,000
Utility	BUILD	\$0	\$111,000	\$445,000	\$444,000	\$1,000,000
Total Utility		\$0	\$111,000	\$445,000	\$444,000	\$1,000,000
-	LOCAL	\$0	\$0	\$0	\$0	\$0
TIP Total		\$2,114,000	\$150,000	\$926,000	\$924,000	\$4,114,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,411,000
Total Future Costs		\$0	\$0	\$0	\$0	\$8,250,000
Total Programmed		\$2,114,000	\$150,000	\$926,000	\$924,000	\$13,775,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$13,389,000
Total Project Cost:	Stays the same \$13,775,000
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.

T5838 - Congressional Earmark Projects

Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Three projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, and The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other
Agency Project ID:	AWCE
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Completion Year:	2029
Total Cost:	\$2,100,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	Earmark - CPF	\$210,000	\$0	\$0	\$0	\$210,000
Preliminary Engineering	LOCAL	\$53,000	\$0	\$0	\$0	\$53,000
Total Preliminary Engineering		\$263,000	\$0	\$0	\$0	\$263,000
Construction	Earmark - CPF	\$245,000	\$596,000	\$493,000	\$66,000	\$1,400,000
Construction	LOCAL	\$61,000	\$149,000	\$124,000	\$16,000	\$350,000
Total Construction		\$306,000	\$745,000	\$617,000	\$82,000	\$1,750,000
TIP Total		\$569,000	\$745,000	\$617,000	\$82,000	\$2,013,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$87,000
Total Programmed		\$569,000	\$745,000	\$617,000	\$82,000	\$2,100,000

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s) - Location/limits change(s) - Scope Change(s) - Schedule Change(s)
Project Changes:	<div>Description changed from "Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Out of 27 projects that have received funding in Maryland 10 of these are within the TPB Planning Area. The first one to be programmed in the TPB's TIP is the Frederick-Pennsylvania Rail Trail, located in Frederick County. This project received \$280,000 in CPF-Earmark funding in the FY2023 appropriations. These funds are being matched with \$70,000 in local funding. This record will be amended at a later time to include the remaining 9 projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, MDOT-SHA is the recipient of and administers these funds on behalf of the local governments." to "Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Three projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, and The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments."</div> <div>Plan Revision Name changed from "26-00" to "26-02.2 (MD)"</div> <div>Estimated Completion Date changed from "2026" to "2029"</div>
Funding Changes:	<div>Earmark - CPF</div> <div>+ Increase funds in FY 2026 in CON from \$0 to \$245,000</div> <div>+ Increase funds in FY 2027 in CON from \$0 to \$596,000</div> <div>+ Increase funds in FY 2028 in CON from \$0 to \$493,000</div> <div>+ Increase funds in FY 2029 in CON from \$0 to \$66,000</div> <div>+ Increase funds in FY 2025 in PE from \$0 to \$70,000</div> <div>LOCAL</div>

	+ Increase funds in FY 2026 in CON from \$0 to \$61,000
	+ Increase funds in FY 2027 in CON from \$0 to \$149,000
Funding Changes:	+ Increase funds in FY 2028 in CON from \$0 to \$124,000
	+ Increase funds in FY 2029 in CON from \$0 to \$16,000
	+ Increase funds in FY 2025 in PE from \$0 to \$17,000
Federal Project Cost:	Increased from \$210,000 to \$1,680,000 (700%)
Total Project Cost:	Increased from \$263,000 to \$2,100,000 (698.48%)

T6528 - US 1 Phases 2-3 Highway Reconstruction

Planning and design for the reconstruction of US 1 from MD 193 to Sunnyside Avenue (Segment 2- US 1 between MD 193 to Hollywood Road and Segment 3 - Hollywood Road to Sunnyside Avenue). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PG2531
Facility:	Baltimore Ave
From:	University Blvd
To:	I 95 / I 495
County:	Prince Georges
Municipality:	-
Completion Year:	2032
Total Cost:	\$10,887,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$220,000	\$400,000	\$400,000	\$320,000	\$1,340,000
Preliminary Engineering	NHPP	\$880,000	\$1,600,000	\$1,600,000	\$1,280,000	\$5,360,000
Total Preliminary Engineering		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$6,700,000
TIP Total		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$6,700,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,387,000
Total Future Costs		\$0	\$0	\$0	\$0	\$2,800,000
Total Programmed		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$10,887,000

Current Change Reason:	Schedule / Funding / Scope- Update Location/limits change(s), Extending northern limits to Sunnyside Avenue and adding funds for preliminary engineering phase. due to Extending northern limits to Sunnyside Avenue to reflect limits shown in the MDOT Consolidated Transportation Program (CTP) and adding funds for preliminary engineering phase.
Project Changes:	Description changed from "Planning and design for the reconstruction of US 1 from MD 193 to I-95/I-495 (Segment 1- US 1 between MD 193 to Hollywood Road and Segment 2 - Hollywood Road to I-95/I-495). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles." to "Planning and design for the reconstruction of US 1 from MD 193 to Sunnyside Avenue (Segment 2- US 1 between MD 193 to Hollywood Road and Segment 3 - Hollywood Road to Sunnyside Avenue). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles." Plan Revision Name changed from "26-00" to "26-02.2 (MD)"
Funding Changes:	DC/STATE - Decrease funds in FY 2026 in PE from \$264,000 to \$220,000 + Increase funds in FY 2027 in PE from \$264,000 to \$400,000 + Increase funds in FY 2028 in PE from \$265,000 to \$400,000 + Increase funds in FY 2029 in PE from \$252,000 to \$320,000 - Decrease funds in FY 2030 in PE from \$252,000 to \$240,000 - Decrease funds in FY 2031 in PE from \$252,000 to \$180,000 - Decrease funds in FY 2032 in PE from \$252,000 to \$140,000 NHPP - Decrease funds in FY 2026 in PE from \$1,056,000 to \$880,000 + Increase funds in FY 2027 in PE from \$1,056,000 to \$1,600,000 + Increase funds in FY 2028 in PE from \$1,059,000 to \$1,600,000

Funding Changes:	+ Increase funds in FY 2029 in PE from \$1,007,000 to \$1,280,000
	- Decrease funds in FY 2030 in PE from \$1,007,000 to \$960,000
	- Decrease funds in FY 2031 in PE from \$1,007,000 to \$720,000
	- Decrease funds in FY 2032 in PE from \$1,007,000 to \$560,000
Federal Project Cost:	Increased from \$7,199,000 to \$7,600,000 (5.57%)
Total Project Cost:	Increased from \$10,387,000 to \$10,887,000 (4.81%)

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

FUND SOURCE	2026			2027			2028			2029		
	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
BUILD	\$ 1,600,000.00	\$ 1,600,000.00	\$ -	\$ 150,000.00	\$ 150,000.00	\$ -	\$ 926,000.00	\$ 926,000.00	\$ -	\$ 924,000.00	\$ 924,000.00	\$ -
CRP	\$ 750,000.00	\$ 750,000.00	\$ -	\$ 2,243,000.00	\$ 2,243,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark - CPF	\$ 668,000.00	\$ 668,000.00	\$ -	\$ 1,233,000.00	\$ 1,233,000.00	\$ -	\$ 493,000.00	\$ 493,000.00	\$ -	\$ 66,000.00	\$ 66,000.00	\$ -
NHPP	\$ 1,291,000.00	\$ 1,291,000.00	\$ -	\$ 1,600,000.00	\$ 1,600,000.00	\$ -	\$ 1,600,000.00	\$ 1,600,000.00	\$ -	\$ 1,280,000.00	\$ 1,280,000.00	\$ -
TID	\$ 1,000,000.00	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 5,309,000.00	\$ 5,309,000.00	\$ -	\$ 5,226,000.00	\$ 5,226,000.00	\$ -	\$ 3,019,000.00	\$ 3,019,000.00	\$ -	\$ 2,270,000.00	\$ 2,270,000.00	\$ -

January 23, 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 two existing projects and two new projects, and one new breakout project 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 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
5838	Congressional Earmark Projects	26-29: \$1,750 Total: \$1,837	Adds new construction funds.
6528	US 1 Phases 2-3 Highway Reconstruction	26-29: \$1,477 Total: \$500	Adds new preliminary engineering funds.
13906	Montgomery County Public EV Charging Infrastructure	26-29: \$4,805 Total: \$4,805	Adds new project and associated new construction funds.
13907	Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI)	26-29: \$1,250 Total: \$1,250	Adds new project and associated new preliminary planning funds.
13908	MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements	26-29: \$4,114 Total: \$13,775	Adds new breakout project and associated new preliminary engineering, right-of-way, and utility funds.

The Honorable Neil Harris
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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,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Kari Snyder
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Regional Planner, OPPPD, MDOT

MEMORANDUM

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

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

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *JP*
CHIEF TARA PENDERS 1/21/2026

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

DATE: JANUARY 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 amendment.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T5838	Congressional Earmark Projects	CO	\$1,750,000
T6528	US 1 Phases 2-3 Highway Reconstruction	PE	\$1,477,000
T13906	Montgomery County Public EV Charging Infrastructure	CO	\$4,805,000
T13907	Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI)	PP	\$1,250,000
T13908	MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements	PE RW UT	\$2,114,000 \$1,000,000 \$1,000,000

ANALYSIS

Congressional Earmark Projects (T5838) – This amendment reflects the addition of \$1,750,000 in construction funds to the FY 2026-2029 TPB TIP to accommodate two projects that received Community Project Funding (CPF) earmarks. The Montgomery County’s E-Cargo Bike Lending Program received \$400,000 in CPF and \$100,000 in matching local funding. The City of Gaithersburg’s Russell Avenue Multimodal and Streetscape Improvements Project received \$1,000,000 in CPF and \$250,000 in matching local funding. The Congressional Earmarks Projects (T5838) total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from \$350,000 to \$2,100,000 which includes costs prior to and beyond the FY 2026-2029 TPB TIP years.

US 1 Phases 2-3 Highway Reconstruction (T6528) – This amendment reflects the extension of the northern limits of the project to Sunnyside Avenue in the FY 2026-2029 TPB TIP. The new project limits extend from MD 193 to Sunnyside Avenue. This amendment also reflects the addition of \$1,697,000 in funds and the reduction of \$220,000 in funds in the FY 2026-2029 TPB TIP preliminary engineering funding for TPB T6528, a net increase of \$1,477,000. This amendment also reflects the reduction of \$977,000 in funds for the preliminary engineering phase beyond the FY 2026-2029 TPB TIP. The project’s total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from \$10,387,000 to \$10,887,000 which includes costs in years beyond the FY 2026-2029 TPB TIP.

Montgomery County Public EV Charging Infrastructure (T13906) – This amendment reflects the addition of a new project, T13906, and \$4,805,000 in construction funds to the FY 2026-2029 TPB TIP. This project received \$850,000 in CPF and \$213,000 in matching local funds. This project also received \$2,993,000 in Carbon Reduction Program (CRP) funds and \$749,000 in matching local funds. This amendment reflects the addition of those construction funds to T13906 in the FY 2026-2029 TPB TIP.

Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI) (T13907) – This amendment reflects the addition of a new project, T13907, and \$1,250,000 in preliminary planning funds to the FY 2026-2029 TPB TIP. This project received a \$1,000,000 Advanced Digital Construction Management Systems (ADCMS) discretionary grant. This amendment reflects the addition of \$1,000,000 in Technology and Innovation Deployment Program funds and \$250,000 in matching local funds to T13907 in the FY 2026-2029 TPB TIP.

MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements (T13908) – This amendment reflects the addition of a new project, T13908, a breakout from parent T3038 in the FY 2026-2029 TPB TIP. This amendment also reflects the addition of \$2,114,000 in funds for preliminary engineering, \$1,000,000 for right-of-way, and \$1,000,000 for utilities. Total project cost includes already programmed \$1,925,000 in NHPP and State funds for preliminary engineering and \$11,850,000 in awarded federal Better Utilizing Investments to Leverage Development (BUILD) grant funds for remaining preliminary engineering, right-of-way, utilities, and construction. The project’s total cost, as documented in the FY 2026-2029 TPB TIP is \$13,775,000, which includes costs in years prior to and beyond the FY 2026-2029 TPB TIP.

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

Ms. Michelle Martin
Page Three

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

Please amend the FY 2026-2029 TPB TIP and the FY 2025-2028 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD Regional Planners: Mr. David Schlie, at 410-545-5674 or dschlie@mdot.maryland.gov or Mr. David Rodgers, at 410-545-5670 or drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2026-2029 TPB TIP project T5838 report
- FY 2025-2028 Maryland STIP project TPB 5838 report
- FY 2026-2029 TPB TIP project T6528 report
- FY 2025-2028 Maryland STIP project TPB 6528 report
- FY 2026-2029 TPB TIP project T13906 report
- FY 2025-2028 Maryland STIP project TPB 13906 report
- FY 2026-2029 TPB TIP project T13907 report
- FY 2025-2028 Maryland STIP project TPB 13907 report
- FY 2026-2029 TPB TIP project T13908 report
- FY 2025-2028 Maryland STIP project TPB 13908 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA
Ms. Christy Bernal, Discretionary Grants Team Leader, Grants and Programs Management Division (GPMD), SHA
Ms. Lindsay Bobian, Team Leader, Highway Design Division, Office of Highway Development, SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Emad Gheibi, Ph.D., P.E., Deputy Director, Office of Planning and Preliminary Engineering, SHA
Eric Holmberg, P.E., Project Manager, Project Management Division (PMD), SHA
Barrett Kiedrowski, P.E., Chief, PMD, SHA
Ms. Cheryl Ladota, Chief, GPMD, SHA
Mr. David Rodgers, Regional Planner, RIPD, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA
Mr. David Schlie, Regional Planner, RIPD, SHA

T5838 - Congressional Earmark Projects

Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Three projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, and The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other
Agency Project ID:	AWCE
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Completion Year:	2029
Total Cost:	\$2,100,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	Earmark - CPF	\$210,000	\$0	\$0	\$0	\$210,000
Preliminary Engineering	LOCAL	\$53,000	\$0	\$0	\$0	\$53,000
Total Preliminary Engineering		\$263,000	\$0	\$0	\$0	\$263,000
Construction	Earmark - CPF	\$245,000	\$596,000	\$493,000	\$66,000	\$1,400,000
Construction	LOCAL	\$61,000	\$149,000	\$124,000	\$16,000	\$350,000
Total Construction		\$306,000	\$745,000	\$617,000	\$82,000	\$1,750,000
TIP Total		\$569,000	\$745,000	\$617,000	\$82,000	\$2,013,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$87,000
Total Programmed		\$569,000	\$745,000	\$617,000	\$82,000	\$2,100,000

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s) - Location/limits change(s) - Scope Change(s) - Schedule Change(s)
Project Changes:	Description changed from "Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Out of 27 projects that have received funding in Maryland 10 of these are within the TPB Planning Area. The first one to be programmed in the TPB's TIP is the Frederick-Pennsylvania Rail Trail, located in Frederick County. This project received \$280,000 in CPF-Earmark funding in the FY2023 appropriations. These funds are being matched with \$70,000 in local funding. This record will be amended at a later time to include the remaining 9 projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, MDOT-SHA is the recipient of and administers these funds on behalf of the local governments." to "Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Three projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, and The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments."
Project Changes:	Plan Revision Name changed from "26-00" to "26-02.2 (MD)"
Project Changes:	Estimated Completion Date changed from "2026" to "2029"

Funding Changes:	Earmark - CPF
Funding Changes:	+ Increase funds in FY 2026 in CON from \$0 to \$245,000
Funding Changes:	+ Increase funds in FY 2027 in CON from \$0 to \$596,000
Funding Changes:	+ Increase funds in FY 2028 in CON from \$0 to \$493,000
Funding Changes:	+ Increase funds in FY 2029 in CON from \$0 to \$66,000
Funding Changes:	+ Increase funds in FY 2025 in PE from \$0 to \$70,000
Funding Changes:	LOCAL
Funding Changes:	+ Increase funds in FY 2026 in CON from \$0 to \$61,000
Funding Changes:	+ Increase funds in FY 2027 in CON from \$0 to \$149,000
Funding Changes:	+ Increase funds in FY 2028 in CON from \$0 to \$124,000
Funding Changes:	+ Increase funds in FY 2029 in CON from \$0 to \$16,000
Funding Changes:	+ Increase funds in FY 2025 in PE from \$0 to \$17,000
Federal Project Cost:	Increased from \$210,000 to \$1,680,000 (700%)
Total Project Cost:	Increased from \$263,000 to \$2,100,000 (698.48%)

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MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB T5838

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Congressional Earmarks Projects (TPB T5838)	B	Nonattainment	n/a	\$ 280	\$ 70	\$ 350
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	N/A	Federal	State/Local	Total
				\$ 1,334	\$ 334	\$ 1,668
Description	Congressional earmarks are non-SHA projects that receive federal funding through Congressional action. Since these earmarks are granted via a transportation spending bill, SHA administers these funds. The match amounts, which vary percentage-wise project by project, are provided by the project sponsors.					
Justification	Project funding flows included in the FY 2025-2028 TIP are determined based on current schedules for projects utilizing congressional earmark funding and an estimate of planned projects within TPB MPO boundaries.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP		Current (000s)	\$ 87	\$ 263	\$ -	\$ -	\$ 350
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ 70	\$ 210	\$ -	\$ -	\$ 280
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ 17	\$ 53	\$ -	\$ -	\$ 70
<input type="checkbox"/> D) Other		Proposed (000s)	\$ 87	\$ 569	\$ 745	\$ 617	\$ 2,018
		Federal	\$ 70	\$ 455	\$ 596	\$ 493	\$ 1,614
		State/Local	\$ 17	\$ 114	\$ 149	\$ 124	\$ 404
		Change (000s)	\$ -	\$ 306	\$ 745	\$ 617	\$ 1,668
		Federal	\$ -	\$ 245	\$ 596	\$ 493	\$ 1,334
		State/Local	\$ -	\$ 61	\$ 149	\$ 124	\$ 334



MARYLAND DEPARTMENT OF TRANSPORTATION

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	CPF	\$ 70	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280	\$ -	\$ 280
	Local	\$ -	\$ 17	\$ -	\$ 53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70	\$ 70
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 70	\$ 17	\$ 210	\$ 53	\$ -	\$ -	\$ -	\$ -	\$ 280	\$ 70	\$ 350

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	CPF	\$ 70	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280	\$ -	\$ 280
	Local	\$ -	\$ 17	\$ -	\$ 53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70	\$ 70
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ 245	\$ -	\$ 596	\$ -	\$ 493	\$ -	\$ 1,334	\$ -	\$ 1,334
	Local	\$ -	\$ -	\$ -	\$ 61	\$ -	\$ 149	\$ -	\$ 124	\$ -	\$ 334	\$ 334
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 70	\$ 17	\$ 455	\$ 114	\$ 596	\$ 149	\$ 493	\$ 124	\$ 1,614	\$ 404	\$ 2,018

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ 245	\$ -	\$ 596	\$ -	\$ 493	\$ -	\$ 1,334	\$ -	\$ 1,334
	Local	\$ -	\$ -	\$ -	\$ 61	\$ -	\$ 149	\$ -	\$ 124	\$ -	\$ 334	\$ 334
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 245	\$ 61	\$ 596	\$ 149	\$ 493	\$ 124	\$ 1,334	\$ 334	\$ 1,668

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,614	Federal	\$ 66	Federal	\$ 1,680
State/Local	\$ -	State/Local	\$ 404	State/Local	\$ 16	State/Local	\$ 420
Total	\$ -	Total	\$ 2,018	Total	\$ 82	Total	\$ 2,100

T6528 - US 1 Phases 2-3 Highway Reconstruction

Planning and design for the reconstruction of US 1 from MD 193 to Sunnyside Avenue (Segment 2- US 1 between MD 193 to Hollywood Road and Segment 3 - Hollywood Road to Sunnyside Avenue). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PG2531
Facility:	Baltimore Ave
From:	University Blvd
To:	I 95 / I 495
County:	Prince Georges
Municipality:	-
Completion Year:	2032
Total Cost:	\$10,887,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$220,000	\$400,000	\$400,000	\$320,000	\$1,340,000
Preliminary Engineering	NHPP	\$880,000	\$1,600,000	\$1,600,000	\$1,280,000	\$5,360,000
Total Preliminary Engineering		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$6,700,000
TIP Total		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$6,700,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,387,000
Total Future Costs		\$0	\$0	\$0	\$0	\$2,800,000
Total Programmed		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$10,887,000

Current Change Reason:	Schedule / Funding / Scope- Update Location/limits change(s). Extending northern limits to Sunnyside Avenue and adding funds for preliminary engineering phase. due to Extending northern limits to Sunnyside Avenue to reflect limits shown in the MDOT Consolidated Transportation Program (CTP) and adding funds for preliminary engineering phase.
Project Changes:	Description changed from "Planning and design for the reconstruction of US 1 from MD 193 to I-95/I-495 (Segment 1- US 1 between MD 193 to Hollywood Road and Segment 2 - Hollywood Road to I-95/I-495). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles." to "Planning and design for the reconstruction of US 1 from MD 193 to Sunnyside Avenue (Segment 2- US 1 between MD 193 to Hollywood Road and Segment 3 - Hollywood Road to Sunnyside Avenue). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles."

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 6528 MC# 25-18 Appvd. 7/18/2025

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 1 Phases 2-3 Highway Reconstruction (PG2531)	B	Nonattainment/TPB tbd	EA/FONSI approved 2005	\$ 3,171	\$ 793	\$ 3,964
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	SHA-PG-18 FY 2026	\$ 909	\$ 227	\$ 1,136
Description	Planning and design for the reconstruction of US 1 from MD 193 to I-95/I-495 (Segment 1- US 1 between MD 193 to Hollywood Road and Segment 2 - Hollywood Road to I-95/I-495). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles.					
Justification	There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ 1,320	\$ 1,320	\$ 1,324	\$ 3,964
		Federal	\$ -	\$ 1,056	\$ 1,056	\$ 1,059	\$ 3,171
		State/Local	\$ -	\$ 264	\$ 264	\$ 265	\$ 793
	Proposed (000s)	Total	\$ -	\$ 1,100	\$ 2,000	\$ 2,000	\$ 5,100
		Federal	\$ -	\$ 880	\$ 1,600	\$ 1,600	\$ 4,080
		State/Local	\$ -	\$ 220	\$ 400	\$ 400	\$ 1,020
	Change (000s)	Total	\$ -	\$ (220)	\$ 680	\$ 676	\$ 1,136
		Federal	\$ -	\$ (176)	\$ 544	\$ 541	\$ 909
		State/Local	\$ -	\$ (44)	\$ 136	\$ 135	\$ 227



MARYLAND DEPARTMENT OF TRANSPORTATION

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	\$ -	\$ -	\$ 1,056	\$ -	\$ 1,056	\$ -	\$ 1,059	\$ -	\$ 3,171	\$ -	\$ 3,171
	State	\$ -	\$ -	\$ -	\$ 264	\$ -	\$ 264	\$ -	\$ 265	\$ -	\$ 793	\$ 793
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,056	\$ 264	\$ 1,056	\$ 264	\$ 1,059	\$ 265	\$ 3,171	\$ 793	\$ 3,964

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	\$ -	\$ -	\$ 880	\$ -	\$ 1,600	\$ -	\$ 1,600	\$ -	\$ 4,080	\$ -	\$ 4,080
	State	\$ -	\$ -	\$ -	\$ 220	\$ -	\$ 400	\$ -	\$ 400	\$ -	\$ 1,020	\$ 1,020
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 880	\$ 220	\$ 1,600	\$ 400	\$ 1,600	\$ 400	\$ 4,080	\$ 1,020	\$ 5,100

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	\$ -	\$ -	\$ (176)	\$ -	\$ 544	\$ -	\$ 541	\$ -	\$ 909	\$ -	\$ 909
	State	\$ -	\$ -	\$ -	\$ (44)	\$ -	\$ 136	\$ -	\$ 135	\$ -	\$ 227	\$ 227
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ (176)	\$ (44)	\$ 544	\$ 136	\$ 541	\$ 135	\$ 909	\$ 227	\$ 1,136

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 4,080	Federal	\$ 3,520	Federal	\$ 7,600
State/Local	\$ 1,387	State/Local	\$ 1,020	State/Local	\$ 880	State/Local	\$ 3,287
Total	\$ 1,387	Total	\$ 5,100	Total	\$ 4,400	Total	\$ 10,887

T13906 - Montgomery County Public EV Charging Infrastructure

Project to install up to 17 public EV charging stations at County owned properties

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2027
Total Cost:	\$4,805,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CRP	\$750,000	\$2,243,000	\$0	\$0	\$2,993,000
Construction	Earmark - CPF	\$213,000	\$637,000	\$0	\$0	\$850,000
Construction	LOCAL	\$241,000	\$721,000	\$0	\$0	\$962,000
Total Construction		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000
TIP Total		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000
Total Programmed		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$3,843,000
Total Project Cost:	Stays the same \$4,805,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB T13906

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Montgomery County Public EV Charging Infrastructure	A	Nonattainment	n/a	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	N/A	\$ 3,843	\$ 962	\$ 4,805
Description	Project to install up to 17 public EV charging stations ast County owned properties					
Justification	Project will combine FFY 24 federal earmark (Community Project Funding/CPF) and Carbon Reduction Program (CRP) funds					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ 1,204	\$ 3,601	\$ -	\$ 4,805
		Federal	\$ -	\$ 963	\$ 2,880	\$ -	\$ 3,843
		State/Local	\$ -	\$ 241	\$ 721	\$ -	\$ 962
	Change (000s)	Total	\$ -	\$ 1,204	\$ 3,601	\$ -	\$ 4,805
		Federal	\$ -	\$ 963	\$ 2,880	\$ -	\$ 3,843
		State/Local	\$ -	\$ 241	\$ 721	\$ -	\$ 962

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ 213	\$ -	\$ 637	\$ -	\$ -	\$ -	\$ 850	\$ -	\$ 850
	CRP	\$ -	\$ -	\$ 750	\$ -	\$ 2,243	\$ -	\$ -	\$ -	\$ 2,993	\$ -	\$ 2,993
	Local	\$ -	\$ -	\$ -	\$ 241	\$ -	\$ 721	\$ -	\$ -	\$ -	\$ 962	\$ 962
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 963	\$ 241	\$ 2,880	\$ 721	\$ -	\$ -	\$ 3,843	\$ 962	\$ 4,805

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ 213	\$ -	\$ 637	\$ -	\$ -	\$ -	\$ 850	\$ -	\$ 850
	CRP	\$ -	\$ -	\$ 750	\$ -	\$ 2,243	\$ -	\$ -	\$ -	\$ 2,993	\$ -	\$ 2,993
	Local	\$ -	\$ -	\$ -	\$ 241	\$ -	\$ 721	\$ -	\$ -	\$ -	\$ 962	\$ 962
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 963	\$ 241	\$ 2,880	\$ 721	\$ -	\$ -	\$ 3,843	\$ 962	\$ 4,805

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 3,843	Federal	\$ -	Federal	\$ 3,843
State/Local	\$ -	State/Local	\$ 962	State/Local	\$ -	State/Local	\$ 962
Total	\$ -	Total	\$ 4,805	Total	\$ -	Total	\$ 4,805

T13907 - Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI)

Advanced Digital Construction Management Systems (ADCMS) discretionary funding for Montgomery County to establish and validate 2D line drawings and 3D scans of transportation assets, improve data processing, storage, and increase scanning equipment.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2026
Total Cost:	\$1,250,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	LOCAL	\$250,000	\$0	\$0	\$0	\$250,000
Planning	TID	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total Planning		\$1,250,000	\$0	\$0	\$0	\$1,250,000
TIP Total		\$1,250,000	\$0	\$0	\$0	\$1,250,000
Total Programmed		\$1,250,000	\$0	\$0	\$0	\$1,250,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$1,000,000
Total Project Cost:	Stays the same \$1,250,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB T13907

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI)	A	Nonattainment	n/a	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	N/A	\$ 1,000	\$ 250	\$ 1,250
Description	Montgomery County project to establish and validate 2D line drawings and 3D scans of transportation assets, improve data processing, storage, and increase scanning equipment.					
Justification	FY 24 Advanced Digital Construction Management Systems (ADCMS) federal discretionary grant					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ 1,250	\$ -	\$ -	\$ 1,250
		Federal	\$ -	\$ 1,000	\$ -	\$ -	\$ 1,000
		State/Local	\$ -	\$ 250	\$ -	\$ -	\$ 250
 MARYLAND DEPARTMENT OF TRANSPORTATION		Change (000s)	Total	\$ -	\$ 1,250	\$ -	\$ 1,250
			Federal	\$ -	\$ 1,000	\$ -	\$ 1,000
			State/Local	\$ -	\$ 250	\$ -	\$ 250

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	TID	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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	TID	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 1,000
	Local	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	\$ 250
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ 1,250

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	TID	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 1,000
	Local	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	\$ 250
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ 1,250

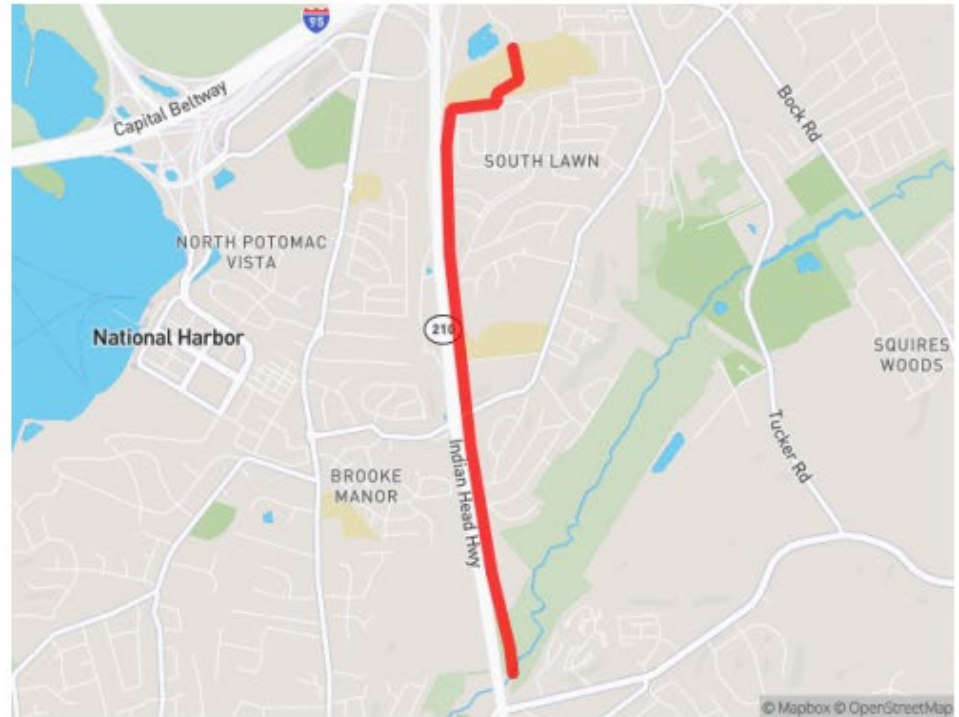
TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,000	Federal	\$ -	Federal	\$ 1,000
State/Local	\$ -	State/Local	\$ 250	State/Local	\$ -	State/Local	\$ 250
Total	\$ -	Total	\$ 1,250	Total	\$ -	Total	\$ 1,250

T13908 - MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements

Project consists of bicycle and pedestrian improvements including, shared use path and additional bicycle infrastructure on an alignment along MD 210 State Road, Oxon Hill Road, and Kerby Hill Road. Project improvements include approximately 2.3 miles of shared use path, 1 mile of bike lanes, and 1.3 miles of sharrows.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA371
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2033
Total Cost:	\$13,775,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BUILD	\$1,600,000	\$0	\$0	\$0	\$1,600,000
Preliminary Engineering	DC/STATE	\$103,000	\$0	\$0	\$0	\$103,000
Preliminary Engineering	NHPP	\$411,000	\$0	\$0	\$0	\$411,000
Total Preliminary Engineering		\$2,114,000	\$0	\$0	\$0	\$2,114,000
Right of Way	BUILD	\$0	\$39,000	\$481,000	\$480,000	\$1,000,000
Total Right of Way		\$0	\$39,000	\$481,000	\$480,000	\$1,000,000
Utility	BUILD	\$0	\$111,000	\$445,000	\$444,000	\$1,000,000
Total Utility		\$0	\$111,000	\$445,000	\$444,000	\$1,000,000
-	LOCAL	\$0	\$0	\$0	\$0	\$0
TIP Total		\$2,114,000	\$150,000	\$926,000	\$924,000	\$4,114,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,411,000
Total Future Costs		\$0	\$0	\$0	\$0	\$8,250,000
Total Programmed		\$2,114,000	\$150,000	\$926,000	\$924,000	\$13,775,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$13,389,000
Total Project Cost:	Stays the same \$13,775,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13908

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements (PGA371)	B	Exempt	tbd	\$ -	\$ -	\$ -
	Administration		Area/MPO		CTP Page	
	SHA	TPB	n/a	\$ 3,498	\$ 206	\$ 3,704
Description	Bicycle and pedestrian improvements including, shared use path and additional bicycle infrastructure on an alignment along MD 210 State Road, Oxon Hill Road, and Kerby Hill Road. Project improvements include approximately 2.3 miles of shared use path, 1 mile of bike lanes, and 1.3 miles of sharrows.					
Justification	The project encourages safe pedestrian and bicyclist travel along the MD 210 corridor.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total		
<input checked="" type="checkbox"/>	A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -		
<input checked="" type="checkbox"/>	B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ -	\$ -		
<input type="checkbox"/>	C) Removes or deletes individual listed project from the STIP		State/Local	\$ -	\$ -	\$ -	\$ -		
<input type="checkbox"/>	D) Other [Administrative modification to add and shift federal/state construction funding]	Proposed (000s)	Total	\$ 514	\$ 2,114	\$ 150	\$ 926	\$ 3,704	
			Federal	\$ 411	\$ 2,011	\$ 150	\$ 926	\$ 3,498	
			State/Local	\$ 103	\$ 103	\$ -	\$ -	\$ 206	
 MARYLAND DEPARTMENT OF TRANSPORTATION		Change (000s)	Total	\$ 514	\$ 2,114	\$ 150	\$ 926	\$ 3,704	
			Federal	\$ 411	\$ 2,011	\$ 150	\$ 926	\$ 3,498	
			State/Local	\$ 103	\$ 103	\$ -	\$ -	\$ 206	

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	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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	NHPP/State	\$ 411	\$ 103	\$ 411	\$ 103	\$ -	\$ -	\$ -	\$ -	\$ 822	\$ 206	\$ 1,028
	BUILD/Local	\$ -	\$ -	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ 1,600
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ 39	\$ -	\$ 481	\$ -	\$ 520	\$ -	\$ 520
UT	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ 111	\$ -	\$ 445	\$ -	\$ 556	\$ -	\$ 556
CO	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 411	\$ 103	\$ 2,011	\$ 103	\$ 150	\$ -	\$ 926	\$ -	\$ 3,498	\$ 206	\$ 3,704

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	NHPP/State	\$ 411	\$ 103	\$ 411	\$ 103	\$ -	\$ -	\$ -	\$ -	\$ 822	\$ 206	\$ 1,028
	BUILD/Local	\$ -	\$ -	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ 1,600
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ 39	\$ -	\$ 481	\$ -	\$ 520	\$ -	\$ 520
UT	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ 111	\$ -	\$ 445	\$ -	\$ 556	\$ -	\$ 556
CO	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 411	\$ 103	\$ 2,011	\$ 103	\$ 150	\$ -	\$ 926	\$ -	\$ 3,498	\$ 206	\$ 3,704

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 717	Federal	\$ 3,498	Federal	\$ 9,174	Federal	\$ 13,389
State/Local	\$ 180	State/Local	\$ 206	State/Local	\$ -	State/Local	\$ 386
Total	\$ 897	Total	\$ 3,704	Total	\$ 9,174	Total	\$ 13,775

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 26-02.3 (VA) WHICH ADDS FUNDING FOR THE DEVLIN ROAD WIDENING (NORTHERN SEGMENT) PROJECT, ADVANCES THE METROPOLITAN TRANSPORTATION PLAN (MTP) RECORD FOR THE EVERGREEN MILL ROAD WIDENING INTO THE TIP, AND ADDS A NEW PROJECT FOR I-395 STORMWATER MANAGEMENT, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

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

WHEREAS, VDOT has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-02.3 (VA), which makes the following revisions:

- Adds a total of \$6.9 million in Concession and State funding for the **Devlin Road Widening (Northern Segment) (T13767)** project, revising the total project cost to \$45.7 million;
- Advances the MTP record for the **Evergreen Mill Road Widening project (T13910)** between South King Street and Battlefield Parkway into the TIP with approximately \$31.6 million in Revenue Sharing, State, and Local funding for preliminary engineering (PE), right of way acquisition (ROW), and construction (CON) phases for FY 2026;
- Adds a new project for **I-395 Stormwater Management (T13909)** totaling \$500,000 in State funding for the preliminary engineering (PE) and construction (CON) phases for FY2026 and FY2027; 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 26-02.3 (VA) creating the 2nd amended version of the FY 2026-2029 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY26-29/Amendments; and

WHEREAS, the **Devlin Road Widening (Northern Segment) (T13767)** and **Evergreen Mill Road Widening (T13910)** are included in the Air Quality Conformity Analysis of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP.

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

WHEREAS, the attached materials include:

ATTACHMENT A) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,

ATTACHMENT B) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained,

ATTACHMENT C) Letter from VDOT dated January 23, 2026, requesting the amendments; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action 26-02.3 (VA), which makes the following revisions:

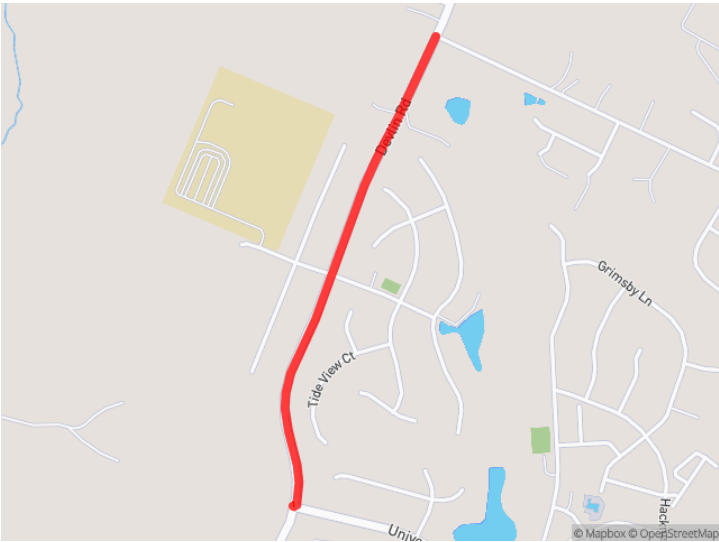
- Adds a total of \$6.9 million in Concession and State funding for the **Devlin Road Widening (Northern Segment) (T13767)** project, revising the total project cost to \$45.7 million;
- Advances the MTP record for the **Evergreen Mill Road Widening project (T13910)** between South King Street and Battlefield Parkway into the TIP with approximately \$31.6 million in Revenue Sharing, State, and Local funding for the PE, ROW, and CON phases for FY 2026;
- Adds a new project for **I-395 Stormwater Management (T13909)** totaling \$500,000 in State funding for the PE and CON phases for FY2026 and FY2027.

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

T13767 - Devlin Road Widening (Northern Segment)

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

Cycle-Revision ID:	26-02.3 (VA)
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	118253, 121761
Facility:	Devlin Road
From:	Jennell Drive
To:	University Boulevard
County:	Prince William
Municipality:	-
Completion Year:	2027
Total Cost:	\$45,718,684



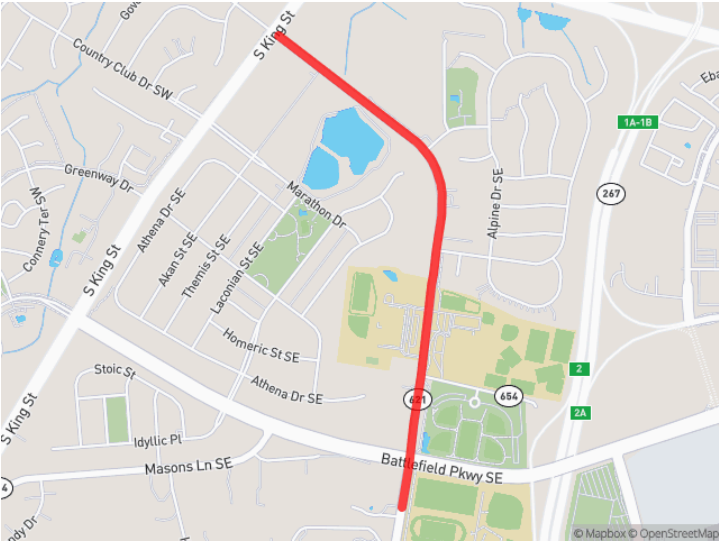
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CONCESSION	\$198,459	\$0	\$0	\$0	\$198,459
Total Preliminary Engineering		\$198,459	\$0	\$0	\$0	\$198,459
Construction	CONCESSION	\$31,048,616	\$0	\$0	\$0	\$31,048,616
Construction	DC/STATE	\$6,220,396	\$0	\$0	\$0	\$6,220,396
Total Construction		\$37,269,012	\$0	\$0	\$0	\$37,269,012
TIP Total		\$37,467,471	\$0	\$0	\$0	\$37,467,471
Total Prior Costs		\$0	\$0	\$0	\$0	\$8,251,213
Total Programmed		\$37,467,471	\$0	\$0	\$0	\$45,718,684

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "26-00" to "26-02.3 (VA)" Primary Contact changed from "Mary Ankers" to "Leo Pineda" Email changed from "MAnkers@pwcgov.org" to "Leo.Pineda@vdot.virginia.gov" Estimated Completion Date changed from "2028" to "2027" Current Implementation Status changed from "PROJECT CLOSE-OUT" to "Construction/Project Implementation begins"
Funding Changes:	CONCESSION + Increase funds in FY 2018 in ROW from \$0 to \$2,975,699 + Increase funds in FY 2025 in PE from \$0 to \$394,103 + Increase funds in FY 2025 in ROW from \$0 to \$1,180,101 - Decrease funds in FY 2025 in CON from \$25,300,418 to \$0 + Increase funds in FY 2026 in PE from \$0 to \$198,459 - Decrease funds in FY 2026 in ROW from \$2,975,699 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$31,048,616 - Decrease funds in FY 2025 in PE from \$394,103 to \$0 - Decrease funds in FY 2025 in ROW from \$1,851,758 to \$0 - Decrease funds in FY 2025 in CON from \$4,563,040 to \$0 DC/STATE + Increase funds in FY 2026 in CON from \$0 to \$6,220,396
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Increased from \$38,786,328 to \$45,718,684 (17.87%)

T13910 - Evergreen Mill Road Widening

Widen Evergreen Mill Road from 2 to 4 lanes in Town of Leesburg

Cycle-Revision ID:	26-02.3 (VA)
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	106976
Facility:	Evergreen Mill Road
From:	South King Street
To:	0.3 miles S. of Battlefield Parkway
County:	Loudoun
Municipality:	Town of Leesburg
Completion Year:	2027
Total Cost:	\$31,616,708



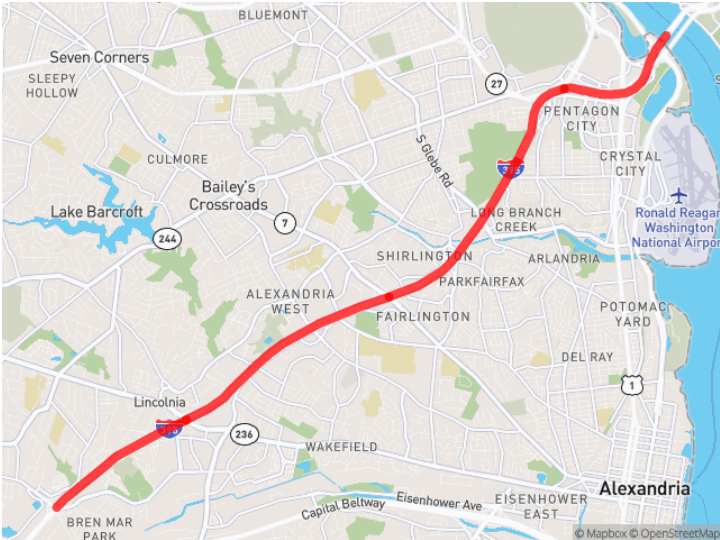
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$1,684,000	\$0	\$0	\$0	\$1,684,000
Preliminary Engineering	REVSH	\$1,684,000	\$0	\$0	\$0	\$1,684,000
Total Preliminary Engineering		\$3,368,000	\$0	\$0	\$0	\$3,368,000
Right of Way	DC/STATE	\$1,806,632	\$0	\$0	\$0	\$1,806,632
Right of Way	REVSH	\$1,806,632	\$0	\$0	\$0	\$1,806,632
Total Right of Way		\$3,613,264	\$0	\$0	\$0	\$3,613,264
Construction	DC/STATE	\$3,660,583	\$0	\$0	\$0	\$3,660,583
Construction	LOCAL	\$17,314,278	\$0	\$0	\$0	\$17,314,278
Construction	REVSH	\$3,660,583	\$0	\$0	\$0	\$3,660,583
Total Construction		\$24,635,444	\$0	\$0	\$0	\$24,635,444
TIP Total		\$31,616,708	\$0	\$0	\$0	\$31,616,708
Total Programmed		\$31,616,708	\$0	\$0	\$0	\$31,616,708

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$31,616,708
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.

T13909 - I-395 Stormwater Management

This project will complete Stormwater Management work remaining from the overall I-395 project to be in compliance with DEQ permit.

Cycle-Revision ID:	26-02.3 (VA)
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	128442
Facility:	I-395
From:	Edsall Road
To:	Washington DC Line
County:	-
Municipality:	-
Completion Year:	2027
Total Cost:	\$500,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$100,000	\$0	\$0	\$0	\$100,000
Total Preliminary Engineering		\$100,000	\$0	\$0	\$0	\$100,000
Construction	DC/STATE	\$0	\$400,000	\$0	\$0	\$400,000
Total Construction		\$0	\$400,000	\$0	\$0	\$400,000
TIP Total		\$100,000	\$400,000	\$0	\$0	\$500,000
Total Programmed		\$100,000	\$400,000	\$0	\$0	\$500,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$500,000
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.

**VIRGINIA DEPARTMENT OF TRANSPORTATION
FISCAL CONSTRAINT SUMMARY REPORT
FY 2026- 2029**

FUND SOURCE	2026			2027			2028			2029		
	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
DC/STATE	\$ 13,471,611	\$ 13,471,611	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL	\$ 17,314,278	\$ 17,314,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CONCESSION	\$ 31,247,075	\$ 31,247,075	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REVSH	\$ 7,151,215	\$ 7,151,215	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 69,184,179	\$ 69,184,179	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

January 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 20002-4201

RE: FY 2026-2029 Transportation Improvement Program (TIP) Amendments:
Devlin Road Widening (TIP ID T13767 / UPC 118253)
I-395 Stormwater Management (TIP ID T13909 / UPC 128442) (NEW PROJECT)
Evergreen Mill Road Widening (TIP ID T13910 / UPC 106976)

Dear Chair Harris:

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

Devlin Road Widening (TIP ID T13767 / UPC 118253)

This Prince William County administered project amends TIP record T13767 which widens Devlin Road from Jennell Drive to University Boulevard from 2 to 4 lanes. This project was included in the air quality conformity analysis for Visualize 2050. This TIP amendment is needed to reflect the project costs updates in the PE, ROW, and CON phases. The total project cost is increasing from \$38,786,328 to \$45,718,684. The proposed amendments to T13767 will be to:

- Add \$198,459 (CONCESSION) FY 2026 for PE Phase
- Carryover \$671,657 (CONCESSION) Previous FY for RW Phase
- Add \$31,048,616 (CONCESSION) FY 2026 for CN Phase
- Add \$6,220,396 (STATE) FY 2026 for CN Phase

I-395 Stormwater Management (TIP ID T13909 / UPC 128442)

This is a new VDOT project under TIP record T13909 which completes stormwater management work remaining from the overall I-395 Northern Extension project to be in compliance with DEQ permits. This project is not considered regionally significant for air quality and is exempt from air quality conformity requirements. This TIP amendment is needed to reflect the total project costs of \$500,000. The proposed amendment to T13909 will be to:

- Add \$100,000 (STATE) FY 2026 for PE Phase
- Add \$400,000 (STATE) FY 2026 for CN Phase

Evergreen Mill Road Widening (TIP ID T13910 / UPC 106976)

This Town of Leesburg administered project amends TIP record T13910 which widens Evergreen Mills Road from 0.3 miles south of Battlefield Parkway to South King Street (Route 15) from 2 to 4 lanes. This road

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Chair Harris
January 23, 2026
Page Two

widening is included in the regional network for Visualize 2050. This TIP amendment is needed to reflect the project cost updates in the PE, ROW, and CON phases with a total project cost of \$31,616,708. The proposed amendment to T13910 will be to:

- Add \$1,684,000 (REVSH) FY 2026 for PE Phase
- Add \$1,684,000 (STATE) FY 2026 for PE Phase
- Add \$1,806,632 (REVSH) FY 2026 for RW Phase
- Add \$1,806,632 (STATE) FY 2026 for RW Phase
- Add \$3,660,583 (REVSH) FY 2026 for CN Phase
- Add \$3,660,583 (STATE) FY 2026 for CN Phase
- Add \$17,314,278 (LOCAL) FY 2026 for CN Phase

VDOT requests approval of these project amendments in the TIP by the Transportation Planning Board's Steering Committee at its meeting on February 6, 2026. VDOT representatives will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,



for

Bill Cuttler, P.E.
Northern Virginia District Engineer

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

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

RESOLUTION ON AN AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-02.3 (VA) WHICH ADDS FUNDING FOR THE DASH FLEET REPLACEMENT PROJECT, ADDS A NEW PROJECT FOR THE PRTC PASSENGER AMENITIES AND INFRASTRUCTURE PROGRAM, AND ADDS FUNDING FOR THE VRE CRYSTAL CITY STATION IMPROVEMENTS, AS REQUESTED BY THE CITY OF ALEXANDRIA AND THE POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION (PRTC)

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

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

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

WHEREAS, the City of Alexandria and PRTC has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-02.3 (VA), which makes the following revisions:

- Adds approximately \$10.9 million in Sect. 5339 (c) - Low or No Emissions Vehicle Program (S. 5339 (C)) from a FY25 Low No award and \$3 million local match funding for the **DASH Bus Fleet Replacement project (T6331)**, revising the total project cost to \$36.3 million;
- Adds a new project for the **PRTC Passenger Amenities and Infrastructure Program (T13911)** totaling \$1.6 million in Sect. 5307 - Urbanized Area Formula Program (S. 5307), State, and Local funding in FY2026;
- Adds a total of \$27,741,507 in Sect. 5337 - State of Good Repair Program (S. 5337 -SGR) funding for the construction (CON) phase in FY2026 for the **VRE Crystal City Station Improvements project (T13624)**; 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 26-02.3 (VA) creating the 2nd amended version of the FY 2026-2029 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY26-29/Amendments; and

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

WHEREAS, the attached materials include:

ATTACHMENT A) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record;

ATTACHMENT B) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained;

ATTACHMENT C) Letter from the City of Alexandria dated January 21, 2026, requesting the amendments;

ATTACHMENT D) Letter from PRTC dated January 23, 2026 requesting the amendments; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action TIP Action 26-02.3 (VA), which makes the following revisions:

- Adds approximately \$10.9 million in S. 5339 (C) from a FY25 Low No award and \$3 million local match funding for the **DASH Bus Fleet Replacement project (T6331)**, revising the total project cost to \$36.3 million;
- Adds a new project for the **PRTC Passenger Amenities and Infrastructure Program (T13911)** totaling \$1.6 million in S. 5307, State, and Local funding in FY2026;
- Adds a total of \$27,741,507 in S. 5337–SGR funding for the construction (CON) phase in FY2026 for the **VRE Crystal City Station Improvements project (T13624)**.

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

T6331 - DASH Fleet Replacement Project

This project will allow DASH to accelerate its transition to a 100% zero-emissions fleet by replacing thirteen of DASHs end-of-life diesel buses with 100% battery electric buses (BEBs).

Cycle-Revision ID:	26-02.3 (VA)
Lead Agency:	VDRPT
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	T25368
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2030
Total Cost:	\$36,384,152

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$3,000,000	\$0	\$0	\$0	\$3,000,000
Preliminary Engineering	S. 5339 (C)	\$10,939,552	\$0	\$0	\$0	\$10,939,552
Total Preliminary Engineering		\$13,939,552	\$0	\$0	\$0	\$13,939,552
TIP Total		\$13,939,552	\$0	\$0	\$0	\$13,939,552
Total Prior Costs		\$0	\$0	\$0	\$0	\$22,444,600
Total Programmed		\$13,939,552	\$0	\$0	\$0	\$36,384,152

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "26-00" to "26-02.3 (VA)"
Funding Changes:	S. 5339 (C)
	+ Increase funds in FY 2026 in PE from \$0 to \$10,939,552
	LOCAL
	+ Increase funds in FY 2026 in PE from \$0 to \$3,000,000
Federal Project Cost:	Increased from \$15,240,000 to \$26,179,552 (71.78%)
Total Project Cost:	Increased from \$22,444,600 to \$36,384,152 (62.11%)

T13911 - PRTC Passenger Amenities and Infrastructure Program

This amendment adds funding to the PRTC Passenger Amenities and Infrastructure Program previously titled the PRTC Bus Shelter Program. This project consists of replacing ten (10) existing bus shelters that are beyond their useful life and/or in poor to fair condition. The project also consists of installing four new bus shelters, three benches, and twelve (12) new bus stops in the bus service area. The cost includes bus shelter purchases to include various amenities such as benches, trash bins, displays, lighting, bike rack(s), route information infrastructure, engineering costs, and the cost of construction.

Cycle-Revision ID:	26-02.3 (VA)
Lead Agency:	PRTC
Project Type:	Bus/BRT - Passenger Facilities
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince William
Municipality:	-
Completion Year:	2028
Total Cost:	\$1,600,000

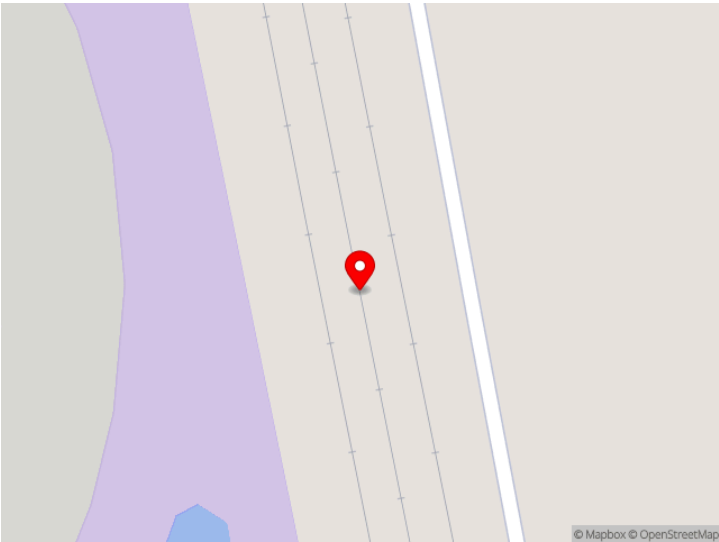
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$256,000	\$0	\$0	\$0	\$256,000
Construction	LOCAL	\$64,000	\$0	\$0	\$0	\$64,000
Construction	S. 5307	\$1,280,000	\$0	\$0	\$0	\$1,280,000
Total Construction		\$1,600,000	\$0	\$0	\$0	\$1,600,000
TIP Total		\$1,600,000	\$0	\$0	\$0	\$1,600,000
Total Programmed		\$1,600,000	\$0	\$0	\$0	\$1,600,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$1,280,000
Total Project Cost:	Stays the same \$1,600,000
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.

T13624 - VRE Crystal City Station Improvements

This project includes the planning, design, permitting, and construction for an expanded and relocated station and platform for the VRE Crystal City Station and related track modifications. The project will construct an island platform to enable simultaneous boarding of two trains and accommodate 8 car VRE trains and the planned fourth track in and around the station. The project will be delivered in two phases: Phase 1 will design and construct the north entrance and station platform. Phase 2 will design and construct the south entrance. This project is being coordinated with the Alexandria fourth track between AF and RO interlockings,, Long Bridge Project by VPRA, CC2DCA pedestrian bridge connection to Ronald Reagan National Airport by Arlington County, and proposed Amtrak Crystal City station.

Cycle-Revision ID:	26-02.3 (VA)
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	VRE Crystal City Station
From:	-
To:	-
County:	Arlington
Municipality:	-
Completion Year:	2029
Total Cost:	\$96,642,407



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	S. 5337-SGR	\$27,957,663	\$0	\$0	\$0	\$27,957,663
Total Construction		\$27,957,663	\$0	\$0	\$0	\$27,957,663
-	LOCAL (NM)	\$0	\$0	\$0	\$0	\$0
TIP Total		\$27,957,663	\$0	\$0	\$0	\$27,957,663
Total Prior Costs		\$0	\$0	\$0	\$0	\$68,684,744
Total Programmed		\$27,957,663	\$0	\$0	\$0	\$96,642,407

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s) - Programming Update
Project Changes:	Plan Revision Name changed from "26-00" to "26-02.3 (VA)"
Funding Changes:	LOCAL (NM)
	- Decrease funds in FY 2023 in PE from \$174,619 to \$0
	- Decrease funds in FY 2024 in PE from \$41,537 to \$0
	S. 5337-SGR
	+ Increase funds in FY 2026 in CON from \$0 to \$27,957,663
Federal Project Cost:	Increased from \$10,950,770 to \$38,908,433 (255.30%)
Total Project Cost:	Increased from \$68,900,900 to \$96,642,407 (40.26%)

**CITY OF ALEXANDRIA AND PRTC
FISCAL CONSTRAINT SUMMARY REPORT
FY 2026 - 2029**

FUND SOURCE	2026			2027			2028			2029		
	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
S. 5307	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S. 5337-SGR	\$27,957,663	\$27,957,663	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S. 5339 (C)	\$10,939,552	\$10,939,552	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$40,177,215	\$40,177,215	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

January 21, 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 20002-4201

Dear Chair Harris:

The City of Alexandria requests to make the following amendments to the DASH Fleet Replacement Project (TIP# T6331) to incorporate the recent FY25 Low No award and contribution to this project. The amendments include:

DASH Bus Fleet Replacement (TIP ID: T6331)

- Change project description to:

“This project will allow DASH to replace its fleet to achieve State of Good Repair while accelerating its transition to a 100% zero emissions fleet, while incorporating low emissions technology. This project will replace thirteen of DASH’s end-of-life diesel fueled buses with 100% battery electric buses and replace eleven of DASH’s end of life buses with low emissions, diesel-electric hybrid buses.”

- Add \$10,939,552 (Section 5339c) in FY 2026 for Construction
- Add \$3,000,000 (Local Match) in FY 2026 for Construction

The proposed amendment is requested to incorporate the new Federal funding awarded to supplement the DASH bus fleet replacement project, which converts eleven (11) of DASH’s replacement buses from standard diesel buses to low emissions hybrid buses. These buses will help DASH maintain State of Good Repair while implementing low & partial no emissions technology.

The City of Alexandria requests approval of these amendments in the TIP by the Transportation Planning Board’s Steering Committee at its meeting on February 6th, 2026. City and/or DASH representatives will be available to answer any questions about this amendment request. Following approval of the TIP amendment, the City of Alexandria requests Virginia DRPT to amend their 2024-2027 STIP to reflect the changes.

In the meantime, if you have any questions or concerns, please feel free to contact Raymond Mui at 703-217-8186, or Raymond.mui@alexandriava.gov. Thank you for your consideration of this matter.

Sincerely,



Emily Baker
Interim Director, Transportation and Environmental Services
City of Alexandria






FY25 Low No TIP Amendment

Final Audit Report

2026-01-21

Created:	2026-01-21
By:	Hillary Orr (Hillary.Orr@Alexandriava.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAVjMh0aELtkdkxpcvW7RIQynzq3I9WfBF

"FY25 Low No TIP Amendment" History

-  Document created by Hillary Orr (Hillary.Orr@Alexandriava.gov)
2026-01-21 - 1:26:14 PM GMT
-  Document emailed to Emily Baker (Emily.Baker@alexandriava.gov) for signature
2026-01-21 - 1:26:17 PM GMT
-  Email viewed by Emily Baker (Emily.Baker@alexandriava.gov)
2026-01-21 - 5:20:46 PM GMT
-  Document e-signed by Emily Baker (Emily.Baker@alexandriava.gov)
Signature Date: 2026-01-21 - 5:21:04 PM GMT - Time Source: server
-  Agreement completed.
2026-01-21 - 5:21:04 PM GMT



January 23, 2026

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

Subject: TIP Action No. 26-02 for Amendments (FY 2026-2029 TIP)

Dear Mr. Harris:

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

Potomac & Rappahannock Transportation Commission (PRTC) Project:

PRTC Passenger Amenities and Infrastructure Program (New Project)

This amendment adds funding to the PRTC Passenger Amenities and Infrastructure Program previously titled the PRTC Bus Shelter Program. This project consists of replacing 10 existing bus shelters that are beyond their useful life and/or in poor to fair condition. The project also consists of installing four new bus shelters, three benches, and 12 new bus stops in the bus service area. The cost includes bus shelter purchases to include various amenities such as benches, trash bins, displays, lighting, bike rack(s), route information infrastructure, engineering costs, and the cost of construction.

- Add \$1,280,000 (FTA 5307) FFY26
 - Add \$256,000 (State Match) FFY26
 - Add \$64,000 (Local Match) FFY26
- \$1,600,000 Total Project Cost**

PRTC Passenger Amenities and Infrastructure Project		
Fiscal Year	Funding Source	Total Amount
2026	FTA 5307	\$ 1,280,000
2026	State	\$ 256,000
2026	Local	\$ 64,000
Total		\$ 1,600,000

Letter to Chair Neil Harris

January 23, 2026

Page 2 of 3

Virginia Railway Express (VRE) Project:**VRE Crystal City Station Improvements (TIP ID: T13624)**

This amendment adds additional 5337 funding to the VRE Crystal City Station Improvements project, which includes the planning, design, permitting, and construction for an expanded and relocated station and platform for the VRE Crystal City Station and related track modifications. The project will construct an island platform to enable simultaneous boarding of two eight-car VRE trains and accommodate the planned fourth track in and around the station. The project will be delivered in two phases: Phase 1 will design and construct the north entrance and station platform. Phase 2 will design and construct the south entrance. The additional funds are being added to align with VRE's current Capital Improvement Program (CIP) and federal grant programming:

- Deduct \$174,619 (Local NM) FFY23 for PE Phase
- Deduct \$41,537 (Local (NM)) FFY24 for PE Phase
- Add \$27,957,663 (Section 5337) FFY26 for CON Phase
- Add \$27,741,507 to project cost for \$96,642,407 new project cost

VRE Crystal City Station Improvements						
Phase	Funding Source	FFY2023	FFY2024	FFY2025	FFY2026	Total
CON	Federal 5337			\$10,950,770	\$27,957,663	\$38,908,433
	DC/State			\$2,190,154		\$2,190,154
	Local			\$547,539		\$547,539
	Local (NM)			\$18,786,281		\$18,786,281
	State (NM)	\$15,000,000				\$15,000,000
	NVTA		\$7,900,000	\$7,900,000		\$15,800,000
PE	Federal 5337					\$0
	DC/State	\$707,000				\$707,000
	Local					\$0
	Local (NM)	\$303,000	\$0			\$303,000
	NVTA	\$4,400,000				\$4,400,000
Total						\$96,642,407

The funding sources for this project include existing VRE Section 5337 formula funds and local matching funds. The TIP will remain fiscally constrained. This project does not add railroad capacity and is exempt from air quality conformity analysis. Although no public review and comment are required, VRE solicits public comment at all Operations Board meetings, including the December 19, 2025, meeting, where the VRE FY2027-2032 CIP was adopted.

Letter to Chair Neil Harris
January 23, 2026
Page 3 of 3

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

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

Thank you for your consideration of this matter.

Sincerely,

Signed by:

F9217C0F6103428...
Robert Schneider, PhD
Executive Director

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



MEMORANDUM

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

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



National Capital Region
Transportation Planning Board

January 16, 2025

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

Re: FY 2026 BUILD Program Grant Application for Old Bridge Road and Gordon Boulevard (Route 123) Intersection Improvements by Prince William County, Virginia

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region for a request by Prince William County for the FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program for the Old Bridge Road and Gordon Boulevard (Route 123) Intersection Improvements project.

This project will address recurring congestion and enhance corridor safety and reliability by eliminating an existing at-grade intersection. The project will reduce delay and queuing, particularly on the I-95 southbound off-ramp approaching Route 123. The project will further key shared state and federal transportation goals, including providing multimodal transportation options by improving travel time reliability for local and commuter bus routes and constructing pedestrian and bicycle facilities, in addition to improving operations for vehicles. Grade separation will also improve the safety of this intersection, which is critical with traffic fatalities and serious injuries remaining high in Virginia and across the nation.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2050. This project advances TPB's priority to invest in projects that enhance safety, improve transit accessibility, and address congestion while expanding multimodal travel options.

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

Sincerely,

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

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Philippe Simon, Grants & Policy Analyst, Prince William County



National Capital Region
Transportation Planning Board

January 16, 2025

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

Re: FY 2026 BUILD Program Grant Application for Prince William Parkway (Route 234) and Clover Hill Interchange Improvements by Prince William County, Virginia

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region for a request by Prince William County for the FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program for the Prince William Parkway (Route 234) and Clover Hill Interchange project.

This project will address congestion, safety challenges, and operational inefficiencies along a critical regional corridor by replacing the existing at-grade intersection with a grade-separated interchange. The project will reduce delays and queuing, improve travel time reliability for residents, commuters, and freight movement, and eliminate vehicular conflicts that contribute to crashes. The proposed interchange will also support shared state and federal transportation goals by enhancing multimodal connectivity, improving access and reliability for transit services, and incorporating pedestrian and bicycle facilities in addition to improving roadway operations.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2050. This project advances TPB's priority to invest in projects that enhance safety, improve transit accessibility, and address congestion while expanding multimodal travel options for residents, commuters, and businesses.

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

Sincerely,

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

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Philippe Simon, Grants & Policy Analyst, Prince William County



National Capital Region
Transportation Planning Board

January 30, 2026

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

Re: FY 2026 BUILD Program Grant Application for Maryland's Truck Parking and Driver Safety Plan by the Maryland Department of Transportation (MDOT) State Highway Administration (SHA)

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region for a request by MDOT SHA for the FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program for Maryland's Truck Parking and Driver Safety Plan.

This comprehensive planning initiative will advance preliminary engineering and design work to expand truck parking and rest facilities along two of the State's busiest freight and multi-modal corridors, Interstate I-95 and I-70. The plan would be a strategic investment in safety, freight mobility, and convenience for truck drivers and other drivers that utilize Maryland's public rest and truck parking facilities daily. The shortage of truck parking facilities is a growing national problem, and Maryland is aiming to do its part to address this challenging issue.

The plan would advance design work for three locations, including the I-95 College Park Truck Weigh Station/Park and Ride in Prince George's County, located in a defined Area of Persistent Poverty, the I-95 Northbound Laurel Welcome Center in Howard County, and the I-70 Mt. Airy Rest Area in Frederick County, a defined rural area. This work would support coordinated planning, concept development, design preparations, and public outreach to expand and modernize facilities serving Maryland's commercial and freight network in both urban and rural areas.

This work is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and Regional Freight Plan, and as identified in the Washington region's metropolitan transportation plan, Visualize 2050. The TPB has long-supported investment in safety and this plan also advances TPB's priority to invest in projects that support freight infrastructure and improve the quality and quantity of truck parking along major routes.

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

Sincerely,

A handwritten signature in black ink, reading "Neil Harris", is positioned above the printed name.

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Sean Winkler, Senior Policy Advisor, Maryland Department of Transportation



National Capital Region
Transportation Planning Board

February 10, 2026

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

Re: FY 2026 BUILD Program Grant Application for the Lakeforest Transit Center Project by
Montgomery County, Maryland

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Montgomery County Department of Transportation (MCDOT) for FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program funding for construction of a new Lakeforest Transit Center.

The Lakeforest Transit Center (the Project) in Gaithersburg, Maryland represents a critical investment in transit infrastructure that will support mobility, safety, and economic revitalization in one of Maryland's most significant redevelopment areas. The Project is a cornerstone in the redevelopment of the former Lakeforest Mall site, a federally designated Opportunity Zone. Once the County's largest mall and a central community gathering place for more than four decades, the site is being reimagined as a vibrant mixed-use district with housing, entertainment, commercial spaces, and public gathering areas.

The new Lakeforest Transit Center will serve eight existing Ride On bus routes that accommodate nearly 2,000 daily riders and will create capacity for the planned MD 355 Flash Bus Rapid Transit (BRT) corridor. By improving safety, accessibility, and reliable multimodal connectivity, and designing the facility with scalability in mind, the Project will strengthen access to jobs, housing, education, entertainment, and services, while increasing mobility options for residents and visitors as the area continues to grow.

The project is consistent with the regional transportation goals adopted by the TPB and identified in the Washington region's metropolitan transportation plan, Visualize 2050. The TPB has long-supported investment to support improvements in public transportation projects that are integrated with economic development and new housing.

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

Sincerely,

A handwritten signature in black ink, reading "Neil Harris".

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation



MEMORANDUM

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

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Victoria Caudullo, TPB Transportation Planner
SUBJECT: Solicitation for Applications: Transportation Land Use Connections Program and Regional Roadway Program
DATE: February 12, 2026

The Transportation Land-Use Connections (TLC) Program and Regional Roadway Safety Program (RRSP) provide short-term consultant services to local jurisdictions for small planning or engineering projects that promote mixed-use, walkable communities, support a variety of transportation alternatives, or aim to improve transportation safety. The application period for the TPB's TLC and RRSP programs will open on January 2, 2026. The deadline for optional abstracts is January 21 and the deadline for applications is February 27. Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply.

The TLC program was established in 2007 and has funded 191 projects, totaling over \$9 million in local technical assistance. The RRSP program was established in 2020 and has funded 28 projects, totaling over \$1.78 million in local technical assistance. For both programs, planning projects are eligible for up to \$80,000 in technical assistance and design or preliminary engineering projects are eligible for up to \$100,000 in technical assistance.

PROGRAM OVERVIEW

The TLC and RRSP programs fund planning, design, and preliminary engineering projects. The TLC program aims to promote mixed-use, walkable communities and support a variety of transportation alternatives. The RRSP program aims to improve road user behavior, identify and design safety countermeasures, understand safety data, and encourage cross-jurisdictional safety improvements.

Local governments that are members of the TPB are eligible to apply. Services are provided by consultants on a short-term basis— typically 8 months. Project categories may include (but are not limited to):

- Corridor and transit station planning
- Bicycle and pedestrian safety and access studies
- Housing and economic development studies
- Streetscape improvement plans
- Design guidelines and roadway standards
- Trail planning and design
- Safe Routes to School planning and design
- Transit-oriented development studies
- Transit demand and feasibility analysis

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

- Safety studies
- Lighting and signage improvements
- Cost estimates of improvements

These programs complement the Transit Within Reach (TWR) Program, which also funds technical assistance for local governments throughout the region. But unlike TLC and RRSP, the TWR Program only funds design or preliminary engineering projects that aim to improve walking or biking access to transit.

APPLICATION PROCESS

Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply. This solicitation is conducted every year. Up to \$80,000 will be available for planning projects and up to \$100,000 will be available for design or preliminary engineering projects. Recipients will receive this funding via short-term consultant services.

The upcoming application period will open on January 2, 2026 and will close on February 27, 2026. There is an optional abstract submission deadline of January 21, 2026. Applicants are welcomed to submit abstracts to the TPB for feedback on their project scopes and goals.

The selection panel for TLC will include TPB staff as well as professionals in the DC region with multimodal expertise. The selection panel for RRSP will include TPB staff as well as staff from VDOT, MDOT, and DDOT. TPB staff will ask state and regional agencies to comment on the applications. The TPB is scheduled to approve projects for funding in May 2026.

SCHEDULE

- Application period opens: January 2, 2026
- Optional abstract submission deadline: January 21, 2026
- Applications due: February 27, 2026
- Selection panel review and recommendations: April-May 2026
- TPB approves projects: May 2026
- Task Orders developed for projects: June 2026 to August 2026
- Project kickoff meetings: October 2026
- Project completion: June 2027

FUNDING PRIORITIES

TLC and RRSP applications will be scored according to eligibility criteria listed in the application. TLC projects will receive higher scores for aligning with one or more of the following priorities:

- **Multimodal transportation options:** Applications that expand transportation options, which can include bicycle and pedestrian facilities, access and safety improvements for transit stops/stations, streetcars, bus rapid transit and other transit alternatives, intermodal facilities, Complete Streets improvements, Safe Routes to School, transit service optimization, or freight planning are encouraged.
- **Land-use enhancements in Activity Centers:** Applications that support development in one or more of the region's 141 activity centers are encouraged. Regional activity centers are defined as places where jobs and housing are concentrated and where it is easy to walk,

bike, or take transit. Projects that support this criterion may promote housing, education, training, and/or employment in activity centers. Priority will be given to projects that support development of affordable housing.

- **Access to high-capacity transit and, in particular, in Transit Access Focus Areas (TAFAs):** Applications that improve pedestrian and bicycle access in high-capacity transit station areas, and in particular, in Transit Access Focus Areas are encouraged. Nearly 300 high-capacity transit stations are anticipated in the region by 2045. The TAFAs are a subset of that list. The TAFAs comprise 49 high-capacity station areas that the TPB has prioritized as opportune locations for improving ped/bike access.
- **Completion of the National Capital Trail Network:** Applications that support connections to and completion of the National Capital Trail Network, which is a regional trail network that the TPB approved in 2020, are encouraged.
- **Low income areas:** Applications that are located in census tracts where the concentration of low-income individuals is 1.5 times the federal poverty level per American Community Survey (2019-2023) are encouraged.

RRSP projects will receive higher scores for aligning with one or more of the following priorities:

- **Improving Road User Behavior:** Applications that increase seat belt use among motor vehicle occupants; reduces unsafe vehicle speeds; reduces impaired and distracted driving, and/or generally encourages safer road user behavior are encouraged.
- **Identifying and Designing Appropriate Safety Countermeasures:** Applications that identify and design appropriate safety countermeasures such as those outlined in [TPB Resolution R3-2021](#) or other evidence-based countermeasures are encouraged.
- **Understanding Safety Data:** Applications that analyze crash data to better understand jurisdictional- or community-level roadway safety issues and identify behavioral or infrastructure countermeasures to address them are encouraged.
- **Cross-Jurisdictional / Multi-Agency Safety Improvements:** Applications that feature cross jurisdictional and/or multi-agency cooperation to improve safety within a jurisdiction or in areas that straddle jurisdictional boundaries are encouraged.
- **Low income areas:** Applications that are located in census tracts where the concentration of low-income individuals is 1.5 times the federal poverty level per American Community Survey (2019-2023) are encouraged.

FOR MORE INFORMATION

The Transportation Land Use Connections (TLC) and Regional Roadway Safety Program (RRSP) abstract form and application will be available on January 2, 2026 at:
<https://www.mwcog.org/transportation/planning-areas/land-use-coordination/tlc-program/> and
<https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/regional-safety-program/>

For more information, contact

- Victoria Caudullo, vcaudullo@mwkog.org



Moving our region forward, together.

earning endorsements across the region...

VIRGINIA

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

MARYLAND

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

REGIONAL ORGANIZATIONS

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

DATA CENTERS IN THE DMV



Metropolitan Washington
Council of Governments

Join COG for a series of forums designed to help local governments in the metropolitan Washington region work with the data center and AI sectors on the following priority areas:

ENERGY



**Feb. 25,
10:00 A.M.
ICF HQ,
Reston, VA**

WATER



**March 2,
10:00 A.M.
Reservoir Center for
Water Solutions**

LAND USE



**March 2026
Date and Location
TBD**

Register to attend at
mwcog.org/datacenterseries



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Summary of Comments Submitted in Response to the FHWA RFI on the American Legion Memorial Bridge
DATE: February 12, 2026

This memorandum provides a follow-up to the [Request for Information \(RFI\) on Expediting Delivery of the American Legion Memorial Bridge](#) released by the Federal Highway Administration (FHWA) on December 11, 2025. Information about the nature of the RFI was included in the [January 21, 2026 Director's Report](#). This memorandum summarizes the comments received via the Federal Register. The comment period closed on February 9, 2025.

COMMENTS RECEIVED BY THE FHWA

There were 123 comments received (75 postings) between December 11, 2025 and February 9, 2026. Of those, 23 contained attachments, mostly consisting of responses to the RFI from interested firms. Forty-nine (49) comments were generated from a coordinated email campaign, producing near-identical submissions. The balance of comments were emails with unique content on various aspects of the RFI.

ORGANIZATIONS SUBMITTING COMMENTS

Several transportation industry firms submitted formal responses detailing their approach to provision of the bridge, related infrastructure, and financing approaches. These included:

- ARUP
- CINTRA
- Clark
- FCC Concesiones
- Lane
- Plenary
- Sacyr Infrastructure
- Transurban
- Traylor

There were also letters from state and local government and from other organizations around the region. The letters submitted by TPB members are attached for your reference.

- Maryland Department of Transportation (MDOT) - attached
- Fairfax County Board of Supervisors - attached
- Metropolitan Washington Airports Authority (MWAA) - attached
- American Federation of State, County and Municipal Employees (AFSCME)
- Greater Washington Board of Trade (GWBOT)
- Greater Washington Partnership (GWP)
- Maryland Transportation Builders and Materials Association

- Building America Center
- Citizens Against Beltway Expansion (CABE)
- The Center for Regulatory Freedom (CPAC Foundation)

Individual comment letters included detailed submissions from the following:

- Patrick DeCorla-Souza and Michael Replogle
- Cristina Keating
- Ann Seaman

KEY TOPICS OF THE COMMENTS (COPILOT-ASSISTED SUMMARY)

Essentially all submissions express concern regarding the persistent and severe traffic congestion on the American Legion Bridge, urging the Federal Highway Administration (FHWA) to address these issues. Commenters frequently highlight the severe daily travel challenges faced by individuals commuting between Maryland and Virginia. Many comments express support for revitalizing and executing planned lane expansions, specifically mentioning the I-270/I-495 corridor. There is also significant interest in the potential construction of a second Potomac River crossing. Federal government grants or loans are also frequently mentioned as a financing option.

The concept of toll lanes is a central point of discussion. Some commenters express strong opposition, arguing that they would not alleviate congestion, could be more costly for taxpayers, and might constrain future alternative transportation improvements. Conversely, some comments imply support for such solutions as part of a broader effort to manage traffic. Both sides argue for comprehensive planning that considers all modes of transport and regional connectivity. A notable concern raised is the lack of viable public transit alternatives for specific routes, highlighting the reliance on vehicular travel.

There were detailed comments from several of the private firms and from organizations and individuals that provided technical information on new construction techniques, offered new or alternative funding proposals, or argued for the implementation of reversible lanes and/or shoulder use.

The coordinated email campaign argues against using a public-private partnership to add private toll lanes. The writers state that toll lanes would not solve congestion and would instead shift bottlenecks from Virginia to Maryland, citing examples from Virginia's Beltway and comments from the Maryland-National Capital Park and Planning Commission. The emails argue that private toll lanes are more expensive due to investor profit requirements, long-term subsidies, and contract restrictions that limit future transit or roadway improvements. These constraints would hinder Maryland's ability to address congestion for decades. The emails conclude that Maryland should simply renovate the existing bridge for safety rather than widen it with private toll lanes.

February 7, 2026

The Honorable Sean McMaster
Administrator, Federal Highway Administration

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

RE: Maryland Department of Transportation Response to USDOT Request for Information
Docket No. FHWA-2025-0335

Dear Administrator McMaster:

The Maryland Department of Transportation (MDOT) appreciates the United States Department of Transportation (USDOT) meeting recently on the American Legion Bridge and I-270 Multimodal Corridor project. We value the USDOT's continued interest in working collaboratively to address this infrastructure challenge. Maryland is committed to improving the American Legion Bridge and I-270 corridors and has invested roughly \$300 million in state dollars in efforts to date. This includes \$125 million towards improved travel in the I-270 corridor from Frederick to the Capital Beltway and over \$175 million towards development of the American Legion Bridge and express lanes project, including completing the environmental review process in partnership with FHWA.

The MDOT continues to advance work to replace the aging American Legion Bridge, corridor wide bridge overpass replacements, noise walls, and various system preservation needs, along with providing express lanes from the current termination south of the American Legion Bridge in Virginia along I-495 to the I-270 West Spur and on the I-270 West Spur. This freeway section experiences the highest daily congestion in Maryland which is detrimental to the efficient movement of people, goods, and services in the National Capital Region. The express lanes will manage congestion through a dynamic tolling approach and provide a funding source for the project and multimodal transportation improvements in the corridor. We are in alignment that accelerating the construction of these improvements is essential to economic development and job creation in the region and accomplishing that will require leveraging innovative approaches.

Since completing the Record of Decision, the MDOT State Highway Administration (SHA) has advanced work on the project, including engineering and financial due diligence work to prepare the project for the market, secure permits, and address commitments from the Record of Decision, and collaborated with our local communities and partners. In response to our shared commitment to improve transit options as part of this project, this recently culminated in resolutions in the National Capital Region Transportation Planning Board that supports project advancement, including clarifying the project phasing and commitments toward multimodal investments in Montgomery County. We are also engaging with the new Virginia administration seeking opportunities to advance the bi-state partnership on this project. Continued engagement and collaboration with state and local government partners will be essential in accelerating this critical project.

Federal partnership remains critical as this project moves forward. In a previous iteration of the project, MDOT entered into a project agreement that was terminated at the discretion of the private partner. This termination was in large part due to the gap in funding attributed to the significant capital cost of replacing the American Legion Bridge. Accordingly, while MDOT will continue to look at innovative financing and delivery methods, like a Public Private Partnership, to reduce reliance on federal funds for the express lanes, MDOT has submitted multiple applications to the Federal Highway Administration (FHWA) under the Bridge Investment Program that would support the replacement of the American Legion Bridge. The most recent application is here: [ALB/I-270 BIP Grant](#). Major preservation of the bridge is expected to be needed in approximately ten years based on extensive testing recently completed by the SHA. Given the severe congestion in the region, any bridge rehabilitation or replacement project will require staged construction over multiple years to minimize construction traffic disruptions. A grant would provide stability regardless of financing and delivery method and reinforce our shared objectives for accelerated delivery of nationally significant infrastructure.

The MDOT remains committed to working closely with the USDOT and the FHWA and appreciates the constructive engagement from our meeting and reflected in the Request for Information. We look forward to reviewing the feedback provided by the public and other interested parties and strengthening our Federal-State partnership as the project advances.

Sincerely,



Kathryn Thomson
Acting Secretary

cc: William Pines, P.E., Administrator, SHA

The Honorable Sean McMaster
Page Three

bcc: Jeffrey T. Folden, P.E., Director, Office of Program and Alternative Delivery, SHA
Sam Ray, Strategic Communications and Intergovernmental Affairs Manager, Office of Program
and Alternative Delivery, SHA
Marshall Macomber, Chief, Office of Innovative Finance and Delivery, MDOT



Jeffrey C. McKay
Chairman

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
BOARD OF SUPERVISORS

Suite 530
12000 Government Center Parkway
Fairfax, Virginia 22035-0071

Telephone 703-324-2321
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chairman@fairfaxcounty.gov

February 3, 2026

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

Reference: FHWA RFI (Docket No. FHWA-2025-0335) – Expediting Delivery of the
American Legion Memorial Bridge

Dear Secretary Duffy:

On behalf of the Fairfax County Board of Supervisors, I am writing to express our support for the Federal Highway Administration's (FHWA) efforts to expedite the replacement of the American Legion Memorial Bridge.

The 60-year-old American Legion Bridge provides a critical freight and passenger connection between Maryland and Virginia, and its replacement would bring this essential asset into a state of good repair while enhancing safety and mobility. The Board has long recognized that capacity and operational challenges at the American Legion Bridge and other Potomac River crossings are among the region's most significant transportation priorities. The need to cross the Potomac River creates major transportation challenges in the National Capital Region. As a direct connection between two of the region's most populous counties, the American Legion Bridge is among the most heavily used and congested crossings. Congestion at the bridge also contributes to cut-through traffic on local roadways, affecting nearby residential neighborhoods during peak travel times. With traffic volumes expected to continue to increase, the chokepoint created by this bridge requires long-term solutions to help those traveling between Maryland and Virginia.

A new bridge would support the implementation of new transit connections between Maryland and Virginia and the enhancement of transportation demand management to reduce single-occupancy vehicle travel in the corridor. It will also provide the opportunity to include expanded bicycle and pedestrian connections between multimodal facilities in Maryland and Virginia. These expanded transportation options are consistent with improvements and priorities identified by our local governmental partners in the region.

Fairfax County appreciates FHWA's efforts to solicit input on alternative project delivery methods, innovative contracting approaches, and other strategies that could accelerate delivery of a replacement project. Given the bridge's regional and national significance, exploring flexible and forward-looking options is both appropriate and necessary.

The Honorable Sean P. Duffy
February 3, 2026
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We encourage FHWA to continue close coordination with Virginia, Maryland, and regional partners as it evaluates responses to this RFI and advances next steps. Fairfax County will continue to support efforts that advance the timely replacement of this critical structure, a key regional conduit for travel and economic activity between Virginia and Maryland and the continued economic vitality of the Metropolitan Washington region.

If you have any questions or need additional information, please contact Gregg Steverson, Director, Fairfax County Department of Transportation, at Gregg.Steverson@fairfaxcounty.gov, or 703-877-5600. We remain willing to assist in efforts to advance this important infrastructure project.

Sincerely,



Jeffrey C. McKay
Chairman

cc: Members, Fairfax County Board of Supervisors
Bryan J. Hill, County Executive
Jennifer Miller, Deputy County Executive

February 9, 2026

Docket No. FHWA-2025-0335

**Metropolitan Washington Airports Authority Response to Federal Highway
Administration Request for Information: Expediting Delivery of the American Legion
Memorial Bridge**

The Metropolitan Washington Airports Authority enthusiastically supports the renovation and expansion of the American Legion Bridge, which connects Maryland and Virginia on the western side of the Interstate 495 Capital Beltway.

As noted in the Federal Highway Administration’s Request for Information, published in the Federal Register on December 12, 2025, the American Legion Bridge is the only major Potomac River crossing in the Washington metropolitan area west of the District of Columbia. The 60-year-old bridge, which engineers say is nearing the end of its useful life, is regularly strained beyond its capacity, carrying more than 216,000 vehicles and 21,400 heavy trucks per day, with that volume projected to grow as the area’s population increases by 23 percent over the next 25 years. This situation puts the bridge on the “national list of major freight highway bottlenecks and congested corridors,” costing tens of millions of dollars annually in congestion-related freight delays and untold frustrations and costs for motorists enduring daily traffic delays.

The near-constant congestion particularly impacts traffic to and from Washington Dulles International Airport, often impeding access to and from the nearby Dulles Access Highway and the adjacent Dulles Toll Road connecting the Capital Beltway to rapidly growing areas of Fairfax and Loudoun counties. These regular traffic snarls are costly to the airport and its 33,000 workers and millions of annual passenger trips and freight deliveries. While the addition of the Metrorail Silver Line public transit system (built by the Airports Authority) has helped ease traffic congestion in this heavily traveled corridor, the westward spread of population growth, new jobs and increasing commerce makes renovation of the American Legion Bridge and expanding its capacity an imperative for the National Capital Region’s economic future. The current over-capacity of the bridge also reflects the need to accommodate greater vehicle volume on the Beltway and other major transportation arteries in the area as the population grows.

Because of this critical need, the Airports Authority also strongly endorses proposals for a second Potomac River crossing west of the American Legion Bridge. Several American metropolitan areas experiencing population growth similar to the D.C. region have constructed “outer perimeter” highways beyond their original perimeter roadways to accommodate rapidly expanding traffic needs and avoid costly and frustrating bottlenecks. The National Capital Region, particularly in its fast-growing western area served by the American Legion Bridge, would benefit enormously from an “outer Beltway” with an additional river crossing to serve future needs – including the projected 30-percent rise in flights and passengers at Dulles International Airport over the next five years – and dampen the drag on the local economy that results from the recurring congestion and bridge backups on I-495.

As the Request for Information notes, these critical improvements will be expensive and time-consuming, especially without some regulatory relief from the current lengthy and complex permitting processes that add years, and even decades, to design and construction timelines. Therefore, Congress and the Administration must collaborate with state and regional government entities to provide the necessary funding mechanisms and streamline the regulatory procedures needed to renovate the bridge and complete the related roadway enhancements in a timely and economical manner.

Providing the much-needed expansion and improvement of the American Legion Bridge and building a new Potomac crossing west of the Beltway – with “express lanes” that would be part of any new or renovated American Legion Bridge to help fund the improvements – are imperative to the Washington area’s economic health and the future of Dulles International Airport’s significant contribution of jobs, commerce and global connectivity to the local economy, while building an efficient and reliable transportation infrastructure deserving of America’s National Capital Region.

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