



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** February 13, 2025

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The attached materials include:

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** February 13, 2025

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At its meeting on Friday, February 7 the TPB Steering Committee reviewed and adopted a resolution to update an existing Maryland planning agreement to reflect a 2020 Census Metropolitan Planning Area population swap, and a second resolution to amend the FY 2023-2026 Transportation Improvement Program (TIP) to include funding for the Frederick and Pennsylvania Rail Trail project in a Congressional Earmark Project Grouping. The committee also reviewed and approved the agenda for the TPB's February 19, 2025 meeting.

The first resolution adopted by the TPB Steering Committee, TPB SR31-2025 approved a request by MDOT for the Chair of the TPB to co-sign a Memorandum of Understanding (MOU) with the Baltimore Regional Transportation Board (BRTB) that establishes the responsibility for and acceptance of federal planning funds for a census-designated Urban Area (UA) population that overlaps the Metropolitan Planning Areas of the TPB and BTRB. A total of 9,881 out of the 2,134,817 (or 0.46% of) people that belong to the TPB planning area UAs reside in Anne Arundel and Carroll Counties which are within the BRTB's planning area. Accordingly, the MOU states that "effective with the next Federal Highway Administration and Federal Transit Administration acts and based on MDOT's current MPO population distribution formula, 0.46 percent of any funds provided for the purposes of conducting metropolitan planning activities attributable to the Washington-Arlington-DC-MD-VA and Frederick Urban Areas of TPB's planning area should be removed from the TPB MPO funding distribution level and included in the BRTB MPO funding distribution levels." Upon the TPB's review of this action, and barring any objections, the TPB Chair will be asked to sign the MOU.

The second resolution adopted by the Steering Committee, SR32-2025, approved an amendment to the FY 2023-2026 TIP to restore a defunct TIP record, T5838 for Congressional Earmark Projects, and to add the Frederick and Pennsylvania Rail Trail project as the first of up to 10 component projects to this project grouping. The amendment adds \$350,000 in Community Project Funding/ Congressionally Directed Spending (CPF-Earmark) and local matching funds for this first component project. All projects in this grouping are selected and sponsored by the counties or municipalities they are located in. MDOT's State Highway Administration (SHA) is being utilized to administer the federal portions of the funding to the appropriate agencies since the mechanisms to do this are already in place.

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

Attachments:

- February 7, 2025 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR31-2024 approving an administrative request to update an existing Maryland planning agreement to reflect the 2020 Census Metropolitan Planning Area population swap, as requested by MDOT
- Adopted resolution SR32-2024 approving an amendment to the TIP, as requested by MDOT

**TPB Steering Committee Attendance – February 7, 2025**  
(only voting members and alternates listed)

TPB Vice Chair/MD Rep.:	Neil Harris
TPB Vice Chair/DC Rep.:	Matthew Frumin
Prior TPB Chair:	Cristina Henderson
Tech. Committee Chair:	Amy Garbarini, VDRPT
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 TO APPROVE THE BALTIMORE/WASHINGTON ATTRIBUTABLE MEMORANDUM  
OF UNDERSTANDING BY AND BETWEEN THE BALTIMORE REGIONAL TRANSPORTATION  
BOARD, THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, AND  
THE MARYLAND DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urban areas in the United States; and

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated 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**, as a result of the 2020 decennial census, the U.S. Census Bureau established urban areas (UA), boundaries, and populations, and the UA forms the basis for determining the planning areas for the federally established MPOs; and

**WHEREAS**, the Governor of Maryland determines the planning areas of MPOs within the state, and the boundaries of the metropolitan planning areas of the BRTB and TPB (within Maryland) are aligned with the jurisdictional boundaries of the counties; and.

**WHEREAS**, the TPB has been designated as the MPO for the Washington-Arlington-DC-MD-VA Urban Area, the Frederick Urban Area, and the Waldorf Urban Area, and its planning area boundary established to include the counties of Charles, Frederick, Montgomery, and Prince George's in the State of Maryland; and

**WHEREAS**, a portion of the population within the Washington-Arlington-DC-MD-VA Urban Area and the Frederick Urban Area overlaps with the metropolitan planning area of the Baltimore Regional Transportation Board (BRTB), which is the Baltimore MPO; and

**WHEREAS**, a total of 9,881 of the combined 2,134,817 (0.46%) people belonging to the TPB planning area UAs are residing in Anne Arundel and Carroll Counties which are within the BRTB's planning area; and

**WHEREAS**, TPB agrees that BRTB is eligible to receive additional metropolitan planning funds as it would be performing metropolitan planning activities for the additional population within its planning areas of Carroll and Anne Arundel Counties; and

**WHEREAS**, TPB agrees that effective with the next Federal Highway Administration and Federal Transit Administration acts and based on MDOT's current MPO population distribution formula, 0.46 percent of any funds provided for the purpose of conducting metropolitan planning activities attributable to the Washington-Arlington-DC-MD-VA and Frederick Urban Areas of TPB's planning area should be removed from the TPB MPO funding distribution level and included in the BRTB MPO funding distribution levels.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board hereby approves the attached BRTB-TPB-MDOT MOU (Attachment 1) and authorizes the TPB Chair to execute the agreement on behalf of the TPB.

**Adopted by the TPB Steering Committee at its meeting on February 7, 2025.**

**BALTIMORE/WASHINGTON ATTRIBUTABLE MEMORANDUM OF UNDERSTANDING BY AND  
BETWEEN THE BALTIMORE REGIONAL TRANSPORTATION BOARD,  
THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, AND  
THE MARYLAND DEPARTMENT OF TRANSPORTATION**

**This MEMORANDUM OF UNDERSTANDING ("MOU")** executed in triplicate and made effective this \_\_\_\_ day of \_\_\_\_\_, 2025, by and among Maryland Department of Transportation, acting for and on behalf of the State of Maryland, hereinafter called "MDOT", the Baltimore Regional Transportation Board, hereinafter called the "BRTB", and the National Capital Region Transportation Planning Board, hereinafter called the "NCRTPB".

**WHEREAS**, the U.S. Census Bureau, hereinafter called "BUREAU", a division of the United State Department of Commerce, is responsible for determining the population and other statistical information of the Unites States every ten (10) years ("decennial census"); and

**WHEREAS**, the most recent decennial census was taken in the year 2020; and

**WHEREAS**, as a result of the 2020 decennial census, the BUREAU established urban areas (UA), boundaries, and populations; and

**WHEREAS**, the UA forms the basis for determining the planning areas for the federally established Metropolitan Planning Organizations (MPOs), and

**WHEREAS**, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) provides and distributes Planning and Section 5303 funds to the MPOs to conduct the federally prescribed metropolitan planning activities, based on the BUREAU's population statistics within the planning areas; and

**WHEREAS**, the BRTB and the NCRTPB are MPOs whose planning area boundaries include several UAs; and

**WHEREAS**, the boundaries, as determined by the BUREAU using the 2020 Census data, results in a portion of the population within the NCRTPB planning area overlapping with two UAs of BRTB, the Washington-Arlington-DC-MD-VA Urban Area and Frederick Urban Area; and

**WHEREAS**, the BRTB is responsible for Metropolitan Transportation Planning functions for the two counties that includes a portion of the NCRTPB's UA population, Anne Arundel County and Carroll County; and

**WHEREAS**, 2,208 people of the Washington-Arlington-DC-MD-VA Urban Area reside in Anne Arundel County, which constitutes 0.11 percent of Maryland's (1,958,361) share of the Washington-Arlington-DC-MD-VA Urban Area population; and

**WHEREAS**, 7,673 people of the Frederick Urban Area reside in Carroll County, which constitutes 4.35 percent of the Maryland's (176,456) share of the Frederick, MD Urban Area population; and

**WHEREAS**, a total of 9,881 of the combined 2,134,817 (0.46%) people from the above two UAs belonging to the NCRTPB planning area UAs are residing in Anne Arundel and Carroll Counties which are within the BRTB's planning area; and

**WHEREAS**, NC RTPB agrees that BRTB is eligible to receive additional metropolitan planning funds as it would be performing metropolitan planning activities for the additional population within its planning areas of Carroll and Anne Arundel Counties; and

**WHEREAS**, MDOT is responsible for developing the MPO population percentages for the purposes of federal Planning and Section 5303 funding distribution, established in 23 CFR 420.109, MDOT distributes State, FTA, and FHWA money to the MPOs according to the current formula, which was updated in February, 2024; and

**WHEREAS**, MDOT, BRTB, and NC RTPB agree this MOU will promote the safety, health, and general welfare of the citizens of the State of Maryland; and

**NOW THEREFORE, THIS MEMORANDUM OF UNDERSTANDING WITNESSETH:** that for and in consideration of One Dollar (\$1.00) paid by each party hereto to the other and the mutual covenants and promises between MDOT, BRTB, and NC RTPB the adequacy of which is hereby acknowledged, the MDOT, BRTB, and the NC RTPB hereby agree as follows:

Effective with the next FHWA and Federal Transit Administration acts and based on MDOT's current MPO population distribution formula, 0.46 percent of any funds provided for the purpose of conducting metropolitan planning activities attributable to the Washington-Arlington-DC-MD-VA and Frederick Urban Areas of NC RTPB's planning area will be removed from the NC RTPB MPO funding distribution level and included in the BRTB MPO funding distribution levels.

This Memorandum of Understanding represents the entire agreement of the parties. No promises, terms, conditions, or obligations regarding the parties' agreement exist other than those contained herein or incorporated herein by reference.

**IN WITNESS WHEREOF**, the parties have executed this Memorandum of Understanding as of the first date written above.

WITNESS

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION

By:\_\_\_\_\_

By:\_\_\_\_\_

Secretary

\_\_\_\_\_  
Date

Approved for Form and Legal Sufficiency:

\_\_\_\_\_



WITNESS

NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD

By: \_\_\_\_\_

By: \_\_\_\_\_

TPB Chair

\_\_\_\_\_  
Date

Approved for Form and Legal Sufficiency:

\_\_\_\_\_

WITNESS

BALTIMORE REGIONAL  
TRANSPORTATION BOARD

By:\_\_\_\_\_

By:\_\_\_\_\_

BRTB Chair

\_\_\_\_\_  
Date

Approved for Form and Legal Sufficiency:

\_\_\_\_\_

January 31, 2025

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

The Honorable Anthony "Tony" Russell  
Chair, Baltimore Regional Transportation Board  
Attention: Mr. Todd Lang  
1500 Whetstone Way, Suite 300  
Baltimore MD 21230

Dear Chair Walkinshaw and Chair Russell:

The Maryland Department of Transportation (MDOT) requests that both the Baltimore Regional Transportation Board (BRTB) and the National Capital Region Transportation Planning Board (TPB) approve and sign the Memorandum of Understanding (MOU) that establishes the responsibility and acceptance of federal planning funds for the census-designated Urban Area (UA) populations within their respective Metropolitan Planning Organization (MPO) that cross into neighboring MPO planning areas.

Under 23 CFR 420.109, MDOT is responsible for developing the MPO population percentages for the purposes of distributing Federal Highway Administration (FHWA) Planning and Federal Transit Administration (FTA) Section 5303 funding to Maryland's six MPOs. MDOT develops the MPO population formula based on the most recent census, and in February 2024, the formula changed to reflect the removal of the air quality multiplier and the disbanding of the Cumberland Area Metropolitan Planning Organization (CAMPO) which fell below the population threshold required for an MPO.

The updated population percentages were generated by Census Urban Area and County population totals. Based on the 2020 Census, 2,208 people from the Washington--Arlington, DC--VA--MD Urban Area reside in Anne Arundel County and 7,673 people from the Frederick, MD Urban Area reside in Carroll County. Both Anne Arundel and Carroll Counties are included in the BRTB MPO planning area. The combined 9,881 people, 0.46% of the total UA populations, and the associated federal planning funds are being transferred from the TPB to BRTB before federal planning funds are distributed to the MPOs.

The Honorable James Walkinshaw  
The Honorable Anthony "Tony" Russell  
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The table below shows the 2020 Census Urban Area population and percentage amounts for Maryland's MPOs in comparison to the 2010 amounts. These figures were shared with the MPOs, FHWA, and FTA in February 2024, and the 9,881 people transferred to BRTB was already accounted for in their 2,429,571 population total.

	BRTB	TPB	HEPMPO	WILMAPCO	SWMPO	CSMMPO	Total
2020 Population	2,429,571	2,243,537	103,778	47,788	75,754	62,352	4,962,780
2020 MPO Distribution	48.96%	45.21%	2.09%	0.96%	1.53%	1.26%	100.00%
2010 Population	2,430,686	2,050,251	101,406	48,690	73,493	58,875	4,763,401
2010 MPO Distribution	50.95%	42.97%	2.13%	1.02%	1.00%	0.95%	100%

MDOT requests that the TPB and BRTB approve and sign the MOU outlining and establishing these population percentage transfers. 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,



Geoff Anderson  
Chief  
Office of Planning, Programming, and Project Delivery (OPPPD)

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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-55.2 WHICH ADDS FUNDING FOR THE CONGRESSIONAL EARMARK PROJECTS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-55.2 which adds Community Project Funding (CPF) Earmark funds of \$280,000 and \$70,000 in local funds to add the Frederick and Pennsylvania Rail Trail project as a component of the **Congressional Earmark Projects (T5838)** totaling \$350,000, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the record will appear in the TIP following approval, ATTACHMENT B) Letter from MDOT dated January 24, 2025, requesting the amendment; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-55.2, creating the 55<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, funding for this project group and all sub-component projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-55.2 which adds Community Project Funding (CPF) Earmark funds of \$280,000 and \$70,000 of local funds to add the Frederick and Pennsylvania Rail Trail project as a component of the **Congressional Earmark Projects (T5838)** totaling \$350,000, as described in the attached materials

**Adopted by the TPB Steering Committee at its meeting on Friday, February 7, 2025.**

Lead Agency		Maryland Department of Transportation - State Highway Administration						
Project Type		Other						
County		Frederick						
From		-						
Agency Project ID		AWCE						
Municipality		-						
To		-						
Completion Date		2026						
Total Cost		\$350,000						
Project Description		<p>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.</p> <p>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.</p>						
Phase	Fund Source	Prior	2023	2024	2025	2026	Future	Total
Preliminary Engineering	Earmark - CPF				\$70,000	\$210,000	-	\$280,000
Preliminary Engineering	LOCAL				\$17,000	\$53,000	-	\$70,000
Total Preliminary Engineering				-	\$87,000	\$263,000	-	\$350,000
Total Programmed					\$87,000	\$263,000	-	\$350,000

## < T5838 Congressional Earmark Projects

Revision: [TPB / TIP / TIP 2023 / 23-55.2 \(MD\)](#)

Last edited: [Leonardo Pineda](#)  
(01/30/2025)

### Component Projects

Title	Jurisdiction	Earmark Amount	Earmark Expiration:
Frederick and Pennsylvania Railroad Trail	Frederick	\$280,000	2026



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Paul J. Wiedefeld  
Secretary

January 31, 2025

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

Dear Chair Walkinshaw:

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

This action reactivates the Congressional Earmarks TIP Project and updates the programmed expenditures schedule in FY 2023-2026 of for Congressionally directed funding through SHA who administers the funds on behalf of the local government projects that receive these awards. 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, and future projects and associated funds will be amended in the future. This project is already included in and does not affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5838	Congressional Earmarks Projects	\$350	Reactivates T5838 and adds new funds for preliminary engineering.

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



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

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is fluid and cursive, with the first name "Kari" being more prominent than the last name "Snyder".

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

Attachment

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

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**MEMORANDUM**

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**TO:** 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) CHIEF TARA PENDERS *TJP* 1/30/2025

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

**DATE:** JANUARY 30, 2025

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

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**PURPOSE OF MEMORANDUM**

To request the Maryland Department of Transportation (MDOT) OPPPD approve and forward to TPB for its approval the following TIP amendment.

**SUMMARY**

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

TIP	PROJECT	PHASE	NEW FUNDING
T5838	Congressional Earmarks Projects	PE	\$350,000

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## **ANALYSIS**

*Congressional Earmarks Projects (T5838)* – This amendment reflects the reactivation of the congressional earmarks areawide. This amendment reflects the addition of \$350,000 in preliminary engineering funds to FY 2023-2026 TPB TIP for TPB T5838. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$0 to \$350,000. This amendment also reflects the change in project status from complete to on-going.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2025-2030 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD Regional Planner, Mr. David Schlie, at 410-545-5674 or [dschlie@mdot.maryland.gov](mailto:dschlie@mdot.maryland.gov).

## **ATTACHMENTS**

- FY 2023-2026 TPB TIP project T5838 report
- FY 2022-2025 Maryland STIP project TPB 5838 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Mr. Erich Florence, Deputy District Engineer, District 3, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Mr. David Schlie, Regional Planner, RIPD, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA

# MARYLAND STATEWIDE TIP FY 2022-2025

TPB T5838											
SUMMARY TABLE											
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)							
Congressional Earmarks Projects (TPB T5838)	B	Nonattainment	N/A	Federal	State/Local	Total					
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)							
	SHA	TPB	N/A	Federal	State/Local	Total					
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. Projects may also receive other federal funds including TAP, CRP, NHPP, STBG, and HSIP in addition to congressional earmark funding.										
Justification	Project funding flows included in the FY 2023-2026 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 2022	FY 2023	FY 2024	FY 2025	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ 87	\$ 87
				Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87	
				State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87	
MARYLAND DEPARTMENT OF TRANSPORTATION				Change (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87
				Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87					
PHASE DETAIL											
Current											
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL	
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
PE	Earmark -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Earmark -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed											
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL	
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
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	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17	\$ 17
Change											
Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL	
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
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Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17	\$ 17
TOTAL PROJECT COST											
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost	
Federal	\$ -	Federal	\$ -	Federal	\$ 210	Federal	\$ 210	Federal	\$ 210	Federal	\$ 210
State/Local	\$ -	State/Local	\$ 87	State/Local	\$ 53	State/Local	\$ 140	State/Local	\$ 140	State/Local	\$ 140
Total	\$ -	Total	\$ 87	Total	\$ -	Total	\$ 350	Total	\$ 350	Total	\$ 350



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** February 13, 2025

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



National Capital Region  
**Transportation Planning Board**

January 22, 2025

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

Re: FY 2024-2025 PROTECT Program Grant Application by the City of Manassas, Virginia for the City Flood Hazard Assessment Project

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by City of Manassas, Virginia for a planning grant under the FY 2024-2025 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program for the City's Flood Hazard Assessment Project.

The grant funding will be used to conduct a citywide flood resilience assessment to identify areas vulnerable to both rainfall-driven and river-related flooding under current and future climate conditions. The project will build off existing watershed studies and vulnerability assessments to identify community flood risks and develop flood mitigation and resilience strategies such as nature-based infrastructure such as rain gardens or traditional approaches such as improved drainage systems. The vulnerability assessment will result in a prioritization framework and a decision-support tool to guide comprehensive planning and the City's capital improvement planning process. A map-based dashboard will help communicate plans to the public.

In 2020, the TPB adopted the goal of making the region's transportation system significantly resilient by 2030. The TPB's Transportation Resilience Improvement Plan (TRIP) serves as a regional resource that describes key regional transportation asset vulnerabilities and identifies priority resilience investments, and this project is both consistent with the TPB's regional resilience goals for 2030 and has been identified as a priority resilience investment in the TRIP. This grant would advance the region's long-term transportation priorities in accordance with our Visualize 2045 long-range transportation plan.

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

Sincerely,

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

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Douglas Keen, Interim City Manager, City of Manassas



National Capital Region  
**Transportation Planning Board**

January 22, 2025

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

Re: FY 2024-2025 PROTECT Program Grant Application by Virginia Railway Express (VRE) and Virginia Passenger Rail Authority (VPRA) for the Protecting Virginia's Rail Transformation Project

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a joint application by VRE and VPRA for a Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program grant for the Protecting Virginia's Rail Transformation Project.

The VRE and VPRA seek funding for a comprehensive study on the risks to railroad infrastructure in VRE's operating territory posed by excessive heat, inland flooding, and other adverse weather events. This study will guide VRE and VPRA efforts to develop specific resiliency projects for the rail network and position the organizations for future implementation of critical infrastructure improvements to protect billions of dollars in existing and programmed future rail network investments from heat impacts, flooding, and extreme weather events.

In 2020, the TPB adopted the goal of making the region's transportation system significantly resilient by 2030. The TPB's Transportation Resilience Improvement Plan (TRIP) serves as a regional resource that describes key regional transportation asset vulnerabilities and identifies priority resilience investments, and this project is both consistent with the TPB's regional resilience goals for 2030 and has been identified as a priority resilience investment in the TRIP. This grant would advance the region's long-term transportation priorities in accordance with our Visualize 2045 long-range transportation plan.

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

Sincerely,

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

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Rich Dalton, CEO, Virginia Railway Express  
Mr. DJ Stadtler, Executive Director, Virginia Passenger Rail Authority



National Capital Region  
**Transportation Planning Board**

January 22, 2025

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

Re FY 2025 BUILD Grant Program Grant Application by the District Department of Transportation for the 11th Street Corridor and I-695 Project

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a grant application by the District Department of Transportation (DDOT) under the FY 2025 Better Utilizing Investments to Leverage Development (BUILD) Grant Program to advance the 11th Street Southeast (SE) Corridor and I-695 Improvement Project.

The project will provide vital safety upgrades on a heavily trafficked corridor in Ward 6, a historically underserved portion of the District of Columbia. By adding access to multimodal transportation options and improving the safety of traffic movements in the area, the project will facilitate access to economic and educational opportunities. Both objectives will support neighborhood vibrancy and the advancement of economic growth. This project will also improve connectivity to other major infrastructure investments in the broader area, providing a direct connection to the 11th Street SE Bridge Park, a new park and crossing of the Anacostia River between the project area and Ward 8, planned for construction in 2025. The improved I-695 ramp will increase safety and accessibility to the planned development at the former Robert F. Kennedy stadium site.

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

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

Sincerely,

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

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation





National Capital Region  
**Transportation Planning Board**

January 29, 2025

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

Re: FY 2025 BUILD Program Grant Application for Route 123 – Old Bridge Road 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 an application by Prince William County for a FY 2025 Better Utilizing Investments to Leverage Development (BUILD) Grant Program grant to improve the intersection of Route 123 and Old Bridge Road.

The grant will be used to fund a grade separated flyover ramp from northbound Route 123 to westbound Old Bridge Road. This grade separation intersection improvement will significantly improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. Design work has advanced through local funding for this important project, which will further key shared state and federal transportation goals including safer and better 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.

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 long-range transportation plan, Visualize 2045. The TPB has long supported safety, transit accessibility, and targeted congestion spot improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone.

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 project and grant funding.

Sincerely,

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

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paolo Belita, Prince William County Department of Transportation



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** February 13, 2025

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



## **Application Period Now Open for TLC and Roadway Safety Programs**

The application period is now open for the TPB's two flagship technical assistance programs – the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP). As in the past, applicants will be able to fill out one joint application to apply for either or both programs.

The deadline for applications is March 7, 2025.

For more information, and to submit an online application, go to:

- TLC: [www.mwcog.org/tlc](http://www.mwcog.org/tlc)
- RRSP: [www.mwcog.org/rrsp](http://www.mwcog.org/rrsp)

### **Solicitation Schedule for FY 2026**

- Application period opens: January 6, 2025
- Abstracts due: January 22, 2025
- Applications due: March 7, 2025
- Panel recommendations: March-April, 2025
- TPB approves projects: April-May, 2025
- Consultant selection: June-July, 2025
- Contracting process: August 2025
- Project kick-off meetings: Fall 2025

### **Application Process**

Any local jurisdiction in the National Capital Region that is a member of the Transportation Planning Board is eligible to apply for either or both programs. Projects are eligible to receive up to \$80,000 in assistance for planning projects and up to \$100,000 for design. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2026 application period is open between January 6 and March 7, 2025. Potential applicants may also submit an optional abstract by January 22, 2025. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal.

For each program, a panel of industry experts and COG/TPB staff will review the application submissions and recommend projects to the TPB for funding. The panels' recommendations will represent a cross-section of jurisdictions throughout the region. The TPB is scheduled to approve the applications for the two programs in April and/or May.

FY 2026 projects will begin in fall 2025 and must be completed by June 30, 2026.

## TLC Program

The Transportation Land Use Connections (TLC) Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Projects are eligible to receive up to \$80,000 in technical assistance for planning projects and up to \$100,000 for design projects. TLC projects typically last 6-8 months.

As in past years, TLC projects may provide a range of services for community-oriented planning activities, such as:

- Small area & transit station area planning
- Bicycle and pedestrian safety & access
- Transit-oriented development studies
- Housing studies
- Economic development studies
- Roadway design guidelines & standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

The TPB encourages applications that address long-standing TPB priorities, including support for multimodal transportation options and land use enhancements in Activity Centers. The TPB is particularly interested in applications that support walking and biking improvements in high-capacity transit areas, especially Transit Access Focus Areas (TAFAs); projects to plan and design missing links in the National Capital Trail Network (NCTN); and projects that support access in Equity Emphasis Areas (EEAs).

## Regional Roadway Safety Program

The Regional Roadway Safety Program (RRSP) provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety in the National Capital Region. Any local jurisdiction in the region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Similar to the TLC Program, all projects are eligible to receive up to \$80,000 in technical assistance for planning and up to \$100,000 for design projects.

Proposed projects may provide a range of services to support roadway safety efforts, including.

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits
- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program

- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

The TPB encourages applications that address five TPB priorities: safety improvements for Equity Emphasis Areas (EEAs), improvements to road user behavior, identifying and designing safety countermeasures, understanding safety data, and cross-jurisdictional collaboration.

## About the TPB

The TPB is the federally designated metropolitan planning organization for the metropolitan Washington region. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. The TPB is staffed by the Metropolitan Washington Council of Governments (COG).

## Questions?

For more information:

- Victoria Caudullo ([vcaudullo@mwkog.org](mailto:vcaudullo@mwkog.org))
- Janie Nham ([jnham@mwkog.org](mailto:jnham@mwkog.org))
- John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org))

Or visit our website at [www.mwkog.org](http://www.mwkog.org).





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** William Bacon and John Swanson Retirement  
**DATE:** February 13, 2025

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**Bill Bacon** came to COG 25 years ago from the Virginia Department of Transportation. Over the years, Bill has worked at a variety of tasks in COG's Department of Transportation Planning. He has done everything from supervising crews of drivers, doing travel time surveys (starting at 4 A.M.!), to assisting with the air passenger surveys, to developing critical inputs for the region's travel demand forecasting model. Bill has always taken whatever task was assigned to him and then quietly gotten the job done.

Here in the COG offices, Bill is the first person to greet new staff and make them feel welcome. His office, located for years across from the coffee pantry, has been a place for raucous debates about the merits of various sports teams and the fairness of recent calls by sports referees. It also is a place for quiet conversation, perhaps in support of a friend who just got bad news. As one of the first to arrive in the morning and one of the last to leave in the evening, Bill has always made time to help out.

Bill recently announced his intention to retire from COG. His last day will be in early March. We would like to thank Bill for decades of dedication and dependable "behind the scenes" work. We will miss his solid support and his friendly presence, and we wish him a long and happy retirement.



**John Swanson** came to COG 25 years ago and has really been the backbone of the DTP Coordination Team ever since! John is probably the best author to come through the COG doors. His writing and technical professionalism has been a core part of every major production of the TPB's long range transportation plan and all of our publications, newsletters, and communications since the year 2000, up until a few years ago. In 2018, we had a gap, and he shifted focus and time to lead the Transportation Land Use Connections (TLC) and Transportation Alternatives Set Aside (TAP) Programs and all of the work that goes into managing up to 20 projects at a time per year. This likely was not too difficult for him, as he was a leader in setting up both of those programs and managing the staff that directly worked on them in the first place! He has also been instrumental in every single public outreach activity undertaken by the TPB, and these events occur on an annual basis. He led, managed staff, and supported the Community Advisory Committee throughout his entire career. He created, managed, or led every single one of the 19

Community Leadership Institute sessions that have been held. He has a true talent for nurturing interns, all of whom have been extremely successful following their tenure at COG. He was also the brains and leadership behind the Transit Access Focus Areas, which are a subset of the COG High Capacity Transit Station areas that are a key priority in [Region United](#), COG's Metropolitan Washington Planning Framework for 2030. And all of this is just a snapshot of the value he brought to TPB, COG, and the region as a whole!

John's last day will be February 28. What will we do without John? While we will miss him, I am certain that his legacy will live on in the programs he helped create (TLC, TAP, CLI, CAC, TAFAs, TWR, etc). Happy retirement John!

