



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: April 9, 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: April 9, 2026

At its April 3 meeting, the TPB Steering Committee reviewed and adopted resolution TPB SR22-2026 to remove three segments of critical freight corridors in the Virginia portion of the National Capital Planning Area. These segments were removed because they no longer are in the urbanized area or because they are no longer consistent with other state-designated freight corridors.

The TPB Steering Committee also reviewed and adopted three resolutions approving amendments to the 2026 - 2029 Transportation Improvement Program (TIP) as requested by the District of Columbia (DDOT), Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT). The committee also reviewed and approved the agenda for the TPB's April 15, 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 SR23-2026: DDOT made the following changes:
 - Adds \$78,384,948 in Highway Safety Improvement Program (HSIP), Surface Transportation Block Grant (STBG), and state funding for the preliminary engineering (PE) and construction (CON) phases of the **Safety Improvements Citywide (T3212)** program, revising the total program cost to \$81,199,383.
 - Adds \$2,861,017 in Transportation Alternatives Program (TAP) and state funding for the preliminary engineering (PE) and construction (CON) phases of the **Transportation Alternatives Program (T3210)**, revising the total program cost to \$8,763,417.
- TPB SR24-2026: MDOT made the following changes:
 - Adds a new bridge replacement project in Charles County, **Trinity Church Road Bridge (T13918)**, with \$750,000 in Bridge Formula Program (BFP) funding for the preliminary engineering (PE) phase in FY 2026.
 - Adds a new bridge rehab project in Charles County, **Liverpool Point Road Bridge (T13919)**, with \$750,000 in BFP funding for the PE phase in FY 2026.
 - Adds a new bridge rehab project in Charles County, **Bryantown Road Bridge (T13920)**, with \$750,000 in BFP funding for the PE phase in FY 2026.
 - Adds a new pedestrian safety improvements project **MD 414 (St. Barnabas Road) Safety Project (T13921)** with \$2,610,000 in National Highway Performance Program (NHPP), State, and Private funding for the PE and utility (UT) phases.
 - Adds \$4,393,250 in Urbanized Area Formula Program (S.5307) funds and \$4,393,500 in State and Local funds for the **Small Urban Transit Systems – Operating Assistance (T2594)** program, revising the total project cost to \$52,034,000.

- Adds \$16,313,434 in Surface Transportation Block Grant (STBG) and Bridge Formula Program (BFP) funding in the PE and construction (CON) phases, and \$5,663,892 in local funds for the **Bridge Inspection, Rehabilitation and Replacements (T3173)** program in Frederick County, revising the total project cost to \$32,922,218.
- Reactivates the project and replaces Department of Defense (DOD) funding with NHPP funding and shifts \$1,126,000 from state funding to NHPP funding for the **MD 355 at Cedar Lane and Jones Bridge Road Phases 1 - 2 BRAC Intersection Improvements (T5998)** project, keeping the same total project cost of \$18,697,000.
- TPB SR25-2026: VDOT made the following changes:
 - Advances the preliminary engineering phase of the Metropolitan Transportation Plan (MTP) record for the **VA Route 7 Improvements (T13922)**. This new project record will add \$14,426,865 in Regional Surface Transportation Program (RSTP), Northern Virginia Transportation Authority (NVTA), and state funding for the preliminary engineering (PE) phase in FY 27.

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 SR22-2026 approving the removal of three corridor segments from the CUFC network within the Virginia portion of the National Capital Region planning area
- Adopted resolution SR23-2026 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR24-2026 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR25-2026 approving an amendment to the TIP, as requested by VDOT

**TPB STEERING COMMITTEE ATTENDANCE – APRIL 3, 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:
Tech. Committee Chair: Dan Malouff
DDOT: Mark Rawlings
MDOT: Kari Snyder, David Rogers
VDOT: Regina Moore, Kim McCool, Leo Pineda, Rahul Trivedi

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

**RESOLUTION TO UPDATE THE CRITICAL URBAN FREIGHT CORRIDORS
IN NORTHERN VIRGINIA**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the 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 provisions of the FAST Act enable the designation of Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC) as part of the National Highway Freight Network; and

WHEREAS, the provisions of the FAST Act authorize MPOs with a population greater than 500,000 (including the TPB) to designate public roads within its urbanized area as CUFCs in consultation with the relevant state(s); and

WHEREAS, CUFCs are important complements to the Primary Highway Freight System (PHFS) designated in the FAST Act, to provide Federal funding eligibility for a wide range of activities that support freight infrastructure including planning, engineering, and construction; and

WHEREAS, the TPB adopted Resolution R6-2018 on November 17, 2017, designating CUFCs in the District of Columbia, and Maryland and Virginia portions of the National Capital Region, in accordance with the FAST Act requirements and constraints; and

WHEREAS, the TPB has since amended the CUFC network in Northern Virginia and the District of Columbia in 2021 and 2023, through Resolutions SR4-2022 and SR6-2024, respectively; and

WHEREAS, the IIJA modified requirements and constraints for CUFC designation to include an increase in the mileage of roadways eligible to be designated as CUFCs in all states; and

WHEREAS, TPB staff has collaborated with the Virginia Office of Intermodal Planning and Investment (OIPI) staff to identify updates to its CUFC network because of the CUFC modifications of the IIJA.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the changes to the designation of the Northern Virginia public roads listed in the attached table as Critical Urban Freight Corridors, as described in the attached materials.

Table 1: Proposed Changes to Critical Urban Freight Corridors in the Virginia Portion of the National Capital Region

ID	Route	Start Point	End Point	Length (miles)	Action
VA.01	I-395	I-95	VA-DC Line	9.7	No Change
VA.02	US 29	Old Route 670	NCL Warrenton	2.5	Remove
VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	Remove
VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	No Change
VA.05	US 29	500 ft east of Tysons Oaks Ct	I-66	3.4	Remove

Proposed Total Reduction in Mileage (9.4)

Adopted by the TPB Steering Committee at its meeting on Friday, April 3, 2026.

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

RESOLUTION ON AMENDMENTS TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-06.1 (DDOT STIP) WHICH ADDS FUNDING TO THE SAFETY IMPROVEMENTS CITYWIDE PROGRAM AND THE TRANSPORTATION ALTERNATIVES PROGRAM AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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

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

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

WHEREAS, DDOT has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-06.1 (DDOT STIP), which makes the following revisions:

- Adds \$78,384,948 in Highway Safety Improvement Program (HSIP), Surface Transportation Block Grant (STBG), and state funding for the preliminary engineering (PE) and construction (CON) phases of the **Safety Improvements Citywide (T3212)** program revising the total program cost to \$81,199,383;
- Adds \$2,861,017 in Transportation Alternatives Program (TAP) and state funding for the preliminary engineering (PE) and construction (CON) phases of the **Transportation Alternatives Program (T3210)** revising the total program cost to \$8,763,417; 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 26-06.1 (DDOT STIP) creating the 6th amended version of the FY 2026-2029 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY26-29/Amendments; and

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

WHEREAS, the attached materials include:

ATTACHMENT A) Letter from DDOT dated March 20, 2026, requesting the amendments

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

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action 26-06.1 (DDOT STIP), which

- Adds \$78,384,948 in HSIP, STBG, and state funding for the PE and CON phases of the **Safety Improvements Citywide (T3212)** program revising the total program cost to \$81,199,383;
- Adds \$2,861,017 in TAP and state funding for the PE and CON phases of the **Transportation Alternatives Program (T3210)** revising the total program cost to \$8,763,417.

Adopted by the TPB Steering Committee at its meeting on Friday, April 3, 2026.

Government of the District of Columbia

Department of Transportation



March 20, 2026

The Honorable Neil Harris, Chair
 National Capital Region Transportation Planning Board
 Metropolitan Washington Council of Governments
 777 North Capitol Street N.E., Suite 300
 Washington, DC 20002-4290

Dear Chair Harris,

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

Name	Funding Types	TIP ID	Total	Years	Fed/State Split	Published Notes
Traffic Safety Improvements	HSIP STBG	T3212	\$80,980,593	2026 2027 2028 2029	90/10 80/20	<ul style="list-style-type: none"> • Add \$4,475,000 (STBG) for PE in FY26 • Add \$8,500,000 (STBG) for CON in FY26 • Add \$5,041,245 (HSIP) for PE in FY26 • Add \$10,673,658 (STBG) for CON in FY27 • Add \$5,041,244 (HSIP) for PE in FY27 • Add \$4,475,000 (STBG) for PE in FY27 • Add \$10,727,999 (STBG) in CON for FY28 • Add \$6,059,677 (HSIP) in PE for FY28 • Add \$4,475,000 (STBG) in PE for FY28 • Add \$8,500,000 (STBG) in CON for FY29 • Add \$6,416,129 (HSIP) in PE for FY29 • Add \$4,475,000 (STBG) in PE for FY29

Transportation Alternatives Program	TAP	T3210	\$2,861,017	2026	80/20	<ul style="list-style-type: none"> • Add \$663,000 (TAP) for PE in FY26 • Add \$2,198,017 (TAP) for CON in FY26
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Traffic Safety Improvements (TIP ID – T3212)

This project was included in the air conformity analysis of Visualize 2050 and does not add additional capacity for motorized vehicles. These funds are for on-going critical safety programs to provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District. This amendment is needed to increase the total project cost \$2,814,435 to \$81,199,383 to reflect a programming update for this existing project.

Transportation Alternatives Program (TIP ID – T3210)

This project was included in the air conformity analysis of Visualize 2050 and does not add additional capacity for motorized vehicles. These funds are used to strengthen the District’s multimodal transportation network. This amendment is needed to increase the total project cost from \$5,902,400 to \$8,763,417.

The funding sources for each project have been identified through the sources mentioned above, so the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve the amendment at its April 3rd 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

T3212 - Safety Improvements Citywide

Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District on Federal-aid and local roads. Work includes elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, and lighting upgrades; installation of pavement markings to eliminate or reduce accidents; and installation of safety fences at overhead structures. Safety improvements are systematically identified through analyses of accident records, inspections, surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents. a. TARAS Crash Analysis Support b. Traffic Engineering Design c. Multi-modal Traffic Safety Construction d. Constructability and Work Zone Safety Review e. Traffic Safety Design f. Traffic Safety Engineering Support Services g. Traffic Sign Inventory Upgrade h. Traffic Safety Data Center at Howard University

Plan Revision:	26-06.1 (DDOT STIP)
Record Type:	Ongoing
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	CB0
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$81,199,383

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$1,531,724	\$1,531,724	\$1,633,567	\$1,574,212	\$6,271,227
Preliminary Engineering	HSIP	\$4,537,120	\$4,537,120	\$5,453,709	\$5,774,517	\$20,302,466
Preliminary Engineering	STBG	\$4,110,400	\$4,110,400	\$4,110,400	\$3,730,400	\$16,061,600
Total Preliminary Engineering		\$10,179,244	\$10,179,244	\$11,197,676	\$11,079,129	\$42,635,293
Construction	DC/STATE	\$1,700,000	\$2,134,731	\$2,145,599	\$1,700,000	\$7,680,330
Construction	STBG	\$6,800,000	\$8,538,926	\$8,582,399	\$6,800,000	\$30,721,325
Total Construction		\$8,500,000	\$10,673,657	\$10,727,998	\$8,500,000	\$38,401,655
Other	DC/STATE	\$16,244	\$0	\$0	\$0	\$16,244
Other	HSIP	\$146,191	\$0	\$0	\$0	\$146,191
Total Other		\$162,435	\$0	\$0	\$0	\$162,435
TIP Total		\$18,841,679	\$20,852,901	\$21,925,674	\$19,579,129	\$81,199,383
Total Programmed		\$18,841,679	\$20,852,901	\$21,925,674	\$19,579,129	\$81,199,383

Current Change Reason:	Schedule / Funding / Scope- Update Other - Programming Update
Project Changes:	Plan Revision Name changed from "26-01" to "26-06.1 (DDOT STIP)" Primary Contact changed from "William McGuirk" to "Azadeh Norouzi" Email changed from "william.mcguirk@dc.gov" to "azadeh.norouzi"
Funding Changes:	STBG + Increase funds in FY 2026 in PE from \$0 to \$3,200,000 + Increase funds in FY 2026 in PE from \$0 to \$380,000 + Increase funds in FY 2026 in CON from \$0 to \$6,800,000 + Increase funds in FY 2027 in CON from \$0 to \$6,800,000 + Increase funds in FY 2027 in CON from \$0 to \$1,738,926 + Increase funds in FY 2027 in PE from \$0 to \$3,200,000 + Increase funds in FY 2027 in PE from \$0 to \$380,000 + Increase funds in FY 2028 in CON from \$0 to \$1,782,399

	+ Increase funds in FY 2028 in CON from \$0 to \$6,800,000
	+ Increase funds in FY 2028 in PE from \$0 to \$3,200,000
	+ Increase funds in FY 2029 in CON from \$0 to \$6,800,000
	+ Increase funds in FY 2029 in PE from \$0 to \$3,200,000
	+ Increase funds in FY 2028 in PE from \$0 to \$380,000
	DC/STATE
	+ Increase funds in FY 2026 in PE from \$0 to \$800,000
	+ Increase funds in FY 2026 in PE from \$0 to \$95,000
	+ Increase funds in FY 2026 in CON from \$0 to \$1,700,000
	+ Increase funds in FY 2026 in PE from \$0 to \$168,041
	+ Increase funds in FY 2026 in PE from \$0 to \$336,083
	+ Increase funds in FY 2027 in CON from \$0 to \$1,700,000
	+ Increase funds in FY 2027 in CON from \$0 to \$434,731
	+ Increase funds in FY 2027 in PE from \$0 to \$800,000
	+ Increase funds in FY 2027 in PE from \$0 to \$95,000
	+ Increase funds in FY 2027 in PE from \$0 to \$168,041
	+ Increase funds in FY 2027 in PE from \$0 to \$336,083
	+ Increase funds in FY 2028 in CON from \$0 to \$445,599
	+ Increase funds in FY 2028 in CON from \$0 to \$1,700,000
	+ Increase funds in FY 2028 in PE from \$0 to \$800,000
	+ Increase funds in FY 2028 in PE from \$0 to \$437,926
	+ Increase funds in FY 2029 in CON from \$0 to \$1,700,000
	+ Increase funds in FY 2029 in PE from \$0 to \$800,000
	+ Increase funds in FY 2029 in PE from \$0 to \$203,686
	+ Increase funds in FY 2028 in PE from \$0 to \$168,041
	+ Increase funds in FY 2029 in PE from \$0 to \$437,926
	+ Increase funds in FY 2028 in PE from \$0 to \$95,000
	HSIP
	+ Increase funds in FY 2026 in PE from \$0 to \$1,512,373
	+ Increase funds in FY 2026 in PE from \$0 to \$3,024,747
	+ Increase funds in FY 2027 in PE from \$0 to \$1,512,373
	+ Increase funds in FY 2027 in PE from \$0 to \$3,024,747
	+ Increase funds in FY 2028 in PE from \$0 to \$3,941,336
	+ Increase funds in FY 2029 in PE from \$0 to \$1,833,180
	+ Increase funds in FY 2028 in PE from \$0 to \$1,512,373
	+ Increase funds in FY 2029 in PE from \$0 to \$3,941,337
Funding Changes:	
Federal Project Cost:	Increased from \$2,267,791 to \$67,231,582 (2864.63%)
Total Project Cost:	Increased from \$2,814,435 to \$81,199,383 (2785.10%)

T3210 - Transportation Alternatives Program

The TAP or TA Set-Aside is a reimbursable federal aid funding program for transportation-related community projects designed to strengthen the intermodal transportation system. The program aims to expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment by supporting non-traditional projects linked to the transportation system. Projects will be reviewed through a competitive process and selected based upon a number of criteria including the projects expected benefits to the community, feasibility and project readiness, consistency with agency plans and missions, and the sponsors demonstrated ability to manage a federal-aid project. a. FY24 Green Infrastructure Pilot Project Part 2 b. FY 24 Repaving the Anacostia Trail East Bank m. 2021 Union Station Headhouse Floor Restoration n. 2021 Union Station West Hall Restoration r. 2021 Blair Road NW Sidewalk Improvement Project s. TAP 2022 - 11th Street Safety Intervention 2022 t. 2022 - Permanent Curb Extension Study u. USRC- Washington Union station East Hall Decorative Finishes v. FY23 Washington Union Station: East Hall Alcoves w. FY23 Green Infrastructure Remote Monitoring x. FY23 Joyce Road Trail and Beach Drive Trail y. FY23 Green Infrastructure Pilot Project Part 1 z. FY22 Capital Crescent Trail Rehabilitation

Plan Revision:	26-06.1 (DDOT STIP)
Record Type:	Grouped
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	AF049A
Facility:	Citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$8,763,417

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$427,720	\$295,120	\$295,120	\$295,120	\$1,313,080
Preliminary Engineering	TAP	\$1,710,880	\$1,180,480	\$1,180,480	\$1,180,480	\$5,252,320
Total Preliminary Engineering		\$2,138,600	\$1,475,600	\$1,475,600	\$1,475,600	\$6,565,400
Construction	DC/STATE	\$439,603	\$0	\$0	\$0	\$439,603
Construction	TAP	\$1,758,414	\$0	\$0	\$0	\$1,758,414
Total Construction		\$2,198,017	\$0	\$0	\$0	\$2,198,017
TIP Total		\$4,336,617	\$1,475,600	\$1,475,600	\$1,475,600	\$8,763,417
Total Programmed		\$4,336,617	\$1,475,600	\$1,475,600	\$1,475,600	\$8,763,417

Current Change Reason:	Schedule / Funding / Scope- Update Other
Project Changes:	Plan Revision Name changed from "26-00" to "26-06.1 (DDOT STIP)"
Funding Changes:	TAP + Increase funds in FY 2026 in CON from \$0 to \$1,758,414 + Increase funds in FY 2026 in PE from \$0 to \$530,400
	DC/STATE + Increase funds in FY 2026 in CON from \$0 to \$439,603 + Increase funds in FY 2026 in PE from \$0 to \$132,600
Federal Project Cost:	Increased from \$4,721,920 to \$7,010,734 (48.47%)
Total Project Cost:	Increased from \$5,902,400 to \$8,763,417 (48.47%)

**DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)
FISCAL CONSTRAINT SUMMARY REPORT
FY 2026 - 2029**

FUND SOURCE	2026			2027			2028			2029		
	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
HSIP	\$4,683,311	\$4,683,311	\$0	\$4,537,120	\$4,537,120	\$0	\$5,453,709	\$5,453,709	\$0	\$5,774,517	\$5,774,517	\$0
STBG	\$10,910,400	\$10,910,400	\$0	\$12,649,326	\$12,649,326	\$0	\$12,692,799	\$12,692,799	\$0	\$10,530,400	\$10,530,400	\$0
TAP	\$3,469,294	\$3,469,294	\$0	\$1,180,480	\$1,180,480	\$0	\$1,180,480	\$1,180,480	\$0	\$1,180,480	\$1,180,480	\$0
Total	\$19,063,005	\$19,063,005	\$0	\$18,366,926	\$18,366,926	\$0	\$19,326,988	\$19,326,988	\$0	\$17,485,397	\$17,485,397	\$0

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
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RESOLUTION ON AMENDMENTS TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-06.2 (MDOT STIP) WHICH ADDS ONE NEW BRIDGE REPLACEMENT PROJECT, TWO NEW BRIDGE REHAB PROJECTS, ONE NEW PEDESTRIAN SAFETY PROJECT, ADDS FUNDING TO TWO AREAWIDE PROGRAMS, AND REACTIVATES MD 355 AT CEDAR LANE AND JONES BRIDGE ROAD PHASES 1 - 2 BRAC INTERSECTION IMPROVEMENTS PROJECT AS REQUESTED JOINTLY BY MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT), FREDERICK COUNTY, AND CHARLES COUNTY

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

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

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

WHEREAS, MDOT, Frederick County, and Charles County have requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-06.2 (MDOT STIP), which makes the following revisions:

- Adds a new bridge replacement project in Charles County, **Trinity Church Road Bridge (T13918)**, with \$750,000 in Bridge Formula Program (BFP) funding for the preliminary engineering (PE) phase in FY 2026.
- Adds a new bridge rehab project in Charles County, **Liverpool Point Road Bridge (T13919)**, with \$750,000 in BFP funding for the PE phase in FY 2026.
- Adds a new bridge rehab project in Charles County, **Bryantown Road Bridge (T13920)**, with \$750,000 in BFP funding for the PE phase in FY 2026.
- Adds a new pedestrian safety improvements project **MD 414 (St. Barnabas Road) Safety Project (T13921)** with \$2,610,000 in National Highway Performance Program (NHPP), State, and Private funding for the PE and utility (UT) phases.
- Adds \$4,393,250 in Urbanized Area Formula Program (S.5307) funds and \$4,393,500 in State and Local funds for the **Small Urban Transit Systems - Operating Assistance (T2594)** program, revising the total project cost to \$52,034,000.

- Adds \$16,313,434 in Surface Transportation Block Grant (STBG) and Bridge Formula Program (BFP) funding in the PE and construction (CON) phases, and \$5,663,892 in local funds for the **Bridge Inspection, Rehabilitation and Replacements (T3173)** program in Frederick County. Revising the total project cost to \$32,922,218.
- Reactivates the project and replaces Department of Defense (DOD) funding with NHPP funding and shifts \$1,126,000 from state funding to NHPP funding for the **MD 355 at Cedar Lane and Jones Bridge Road Phases 1 – 2 BRAC Intersection Improvements (T5998)** project, keeping the same total project cost of \$18,697,000; 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 26-06.2 (MDOT STIP) creating the 6th 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) Letters from MDOT and Frederick County dated March 20, 2026, and from Charles County dated March 19, 2026, requesting the amendments,
- ATTACHMENT B) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,
- ATTACHMENT C) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action 26-06.2 (MDOT STIP), which

- Adds a new bridge replacement project in Charles County, **Trinity Church Road Bridge (T13918)**, with \$750,000 in BFP funding for PE phase in FY 2026.
- Adds a new bridge rehab project in Charles County, **Liverpool Point Road Bridge (T13919)**, with \$750,000 in BFP funding for the PE phase in FY 2026.

- Adds a new bridge rehab project in Charles County, **Bryantown Road Bridge (T13920)**, with \$750,000 in BFP funding for the PE phase in FY 2026.
- Adds a new pedestrian safety improvements project **MD 414 (St. Barnabas Road) Safety Project (T13921)** with \$2,610,000 in NHPP, State, and Private funding for the PE and UT phases.
- Adds \$4,393,250 in S.5307 funds and \$4,393,500 in State and Local funds for the **Small Urban Transit Systems – Operating Assistance (T2594)** program, revising the total project cost to \$52,034,000.
- Adds \$16,313,434 in STBG and BFP funding in the PE and CON phases, and \$5,663,892 in local funds for the **Bridge Inspection, Rehabilitation and Replacements (T3173)** program in Frederick County. Revising the total project cost to \$32,922,218.
- Replaces DOD funding with NHPP funding and shifts \$1,126,000 from State funding to NHPP funding for the **MD 355 at Cedar Lane and Jones Bridge Road Phases 1 – 2 BRAC Intersection Improvements (T5998)** project, keeping the same total project cost of \$18,697,000.

Adopted by the TPB Steering Committee at its meeting on Friday, April 3, 2026.

March 20, 2026

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

Dear Chair Harris:

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

This action updates the programmed expenditures and project schedules in FY 2026-2029 for the SHA and MTA 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
T5998	MD 355 at Cedar Lane and Jones Bridge Road Phases 1 and 2 BRAC Intersection Improvements	26-29: \$1,407 Total: \$1,407	Adds new right-of-way funds.
T13921	MD 414 (St. Barnabas Road) Safety Project	26-29: \$1,012 Total: \$2,610	Adds new project and associated new preliminary engineering and utilities funds.
T2594	Small Urban Transit Operating	26-29: \$8,787 Total: \$8,787	Adds new operating funds.

The Honorable Neil Harris
Page Two

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

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

Sincerely,



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

Attachment

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

MEMORANDUM

TO: MARYLAND DEPARTMENT OF TRANSPORTATION
 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 3/19/2026

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *TP*
 CHIEF TARA PENDERS

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

DATE: MARCH 19, 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
T5998	MD 355 at Cedar Lane and Jones Bridge Road Phases 1 and 2 BRAC Intersection Improvements	RW	\$1,407,000
T13921	MD 414 (St. Barnabas Road) Safety Project	PE UT	\$902,000 \$110,000

ANALYSIS

MD 355 at Cedar Lane and Jones Bridge Road Phase 1 and 2 BRAC Intersection Improvements (T5998) – On October 3, 2025, the TPB Steering Committee amended the TPB TIP to reflect the following changes for T5998: The reactivation of the MD 185 at Cedar Lane and Jones Bridge Road Phase 1 and 2 BRAC Intersection Improvements; the addition of \$416,000 in right-of-way funds to FY 2023-2026 TPB TIP; the shifting of \$991,000 funds from previous fiscal years into the FY 2023-2026 TPB TIP, for a total of \$1,407,000. The project’s total cost, as documented in the FY 2023-2026 TPB TIP, increased from \$18,281,000 to \$18,697,000. The amendment also reflected the change in project status from “none” to “right-of-way acquisition”. Federal funds for the project were identified in the October 3, 2025 amendment as “DOD”.

This amendment to FY 2026-2029 TPB TIP reflects a change in federal funding source for right-of-way funds from “DOD” to “NHPP”. It also reflects a shift of \$211,000 in federal funds to state, to reflect NHPP state match requirements. Overall right-of-way funding and the project’s overall cost, as documented in the FY 2026-2029 TPB TIP.

MD 414 (St. Barnabas Road) Safety Project (T13921) – This amendment reflects the addition of a new project into the FY 2026-2029 TPB TIP. This amendment reflects the addition of \$902,000 in preliminary engineering funds and \$110,000 in funds for utilities to the FY 2026-2029 TPB TIP for TPB T13921. The project’s total cost, as documented in the FY 2026-2029 TPB TIP is \$2,610,000, which includes funding programmed in years prior to the FY 2026-2029 TPB TIP.

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

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

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

ATTACHMENTS

- FY 2023-2026 TPB TIP project T5998 report [Approved October 2025]
- FY 2026-2029 TPB TIP project T5998 report [New Amendment March 2026]
- FY 2025-2028 Maryland STIP project TPB T5998 report
- FY 2026-2029 TPB TIP project T13921 report
- FY 2025-2028 Maryland STIP project TPB 13921 report

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

T5998 - MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection Improvements

Construction of MD 355 Phase 1 and 2 intersection improvements at Cedar Lane and Jones Bridge Road to improve access to Naval Support Activity Bethesda.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	-
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Intersection improvements
Agency Project ID:	MO5932
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2026
Total Cost:	\$18,697,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$281,000	\$0	\$0	\$0	\$281,000
Right of Way	NHPP	\$1,126,000	\$0	\$0	\$0	\$1,126,000
Total Right of Way		\$1,407,000	\$0	\$0	\$0	\$1,407,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	DOD	\$0	\$0	\$0	\$0	\$0
TIP Total		\$1,407,000	\$0	\$0	\$0	\$1,407,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$17,290,000
Total Programmed		\$1,407,000	\$0	\$0	\$0	\$18,697,000

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "23-69.2" to "26-06.2 (MDOT STIP)"

T5998 - MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection Improvements

Lead Agency	Project Type	County
Maryland Department of Transportation - State Highway Administration	Road - Intersection improvements	Montgomery
From	Agency Project ID	Municipality
-	MO5932	-
To	Completion Date	Total Cost
-	2026	\$18,697,000

Project Description


Construction of MD 355 Phase 1 and 2 intersection improvements at Cedar Lane and Jones Bridge Road to improve access to Naval Support Activity Bethesda.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Right of Way	DC/STATE	-	-	-	-	\$70,000	-	\$70,000
Right of Way	DOD	\$1,143,000	-	-	-	\$1,337,000	-	\$2,480,000
Total Right of Way		\$1,143,000	-	-	-	\$1,407,000	-	\$2,550,000
Construction	DC/STATE	\$2,288,000	-	-	-	-	-	\$2,288,000
Construction	DOD	\$13,859,000	-	-	-	-	-	\$13,859,000
Total Construction		\$16,147,000	-	-	-	-	-	\$16,147,000
Total Prior Costs		\$17,290,000	-	-	-	-	-	\$17,290,000
Total Programmed		\$17,290,000	-	-	-	\$1,407,000	-	\$18,697,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Schedule Change(s)
PROJECT CHANGES	<p>Plan Revision Name changed from "20-00" to "23-67.2 (MD)"</p> <p>Project Type changed from "Road - Other Improvement" to "Road - Intersection improvements"</p> <p>Estimated Completion Date changed from "None" to "2026"</p> <p>Source Document Page/Record Link changed from "None" to "https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27"</p> <p>Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No"</p> <p>CMP changed from "None" to "CMP Documentation is not required."</p> <p>Current Implementation Status changed from "None" to "ROW Acquisition"</p> <p>Bicycle/Pedestrian Accommodations changed from "None" to "Not Included"</p> <p>Email changed from "None" to "lbobian@mdot.maryland.gov"</p> <p>Source Document changed from "None" to "MDOT CTP FY 2019-2023"</p> <p>Primary Contact changed from "None" to "Lindsay Bobian"</p> <p>Actual Completion Date changed from "2017" to "None"</p>
FUNDING CHANGES	<p>DOD</p> <p>- Decrease funds in FY 2018 in ROW from \$1,094,000 to \$0</p> <p>DOD</p> <p>+ Increase funds in FY 2019 in ROW from \$0 to \$1,086,000</p> <p>- Decrease funds in FY 2019 in ROW from \$400,000 to \$57,000</p> <p>DOD</p> <p>- Decrease funds in FY 2020 in ROW from \$93,000 to \$0</p> <p>DC/STATE</p> <p>- Decrease funds in FY 2020 in ROW from \$117,000 to \$0</p> <p>DOD</p> <p>- Decrease funds in FY 2021 in ROW from \$430,000 to \$0</p>
	<p>DOD</p> <p>+ Increase funds in FY 2026 in ROW from \$0 to \$1,337,000</p> <p>DC/STATE</p> <p>+ Increase funds in FY 2026 in ROW from \$0 to \$70,000</p>
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Increased from \$18,281,000 to \$18,697,000 (2.28%)
SCHEDULE INFORMATION CHANGES	<p>Estimated Completion Date increased from None to 2026</p> <p>Actual Completion Date decreased from 2017 to None</p> <p>Current Implementation Status has changed from None to ROW Acquisition</p>
CMP DOCUMENTATION CHANGES	<p>Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No</p> <p>CMP has changed from None to CMP Documentation is not required.</p>

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP #TPB 15998						
SUMMARY TABLE						
Project MD 355 at Cedar Lane and Jones Bridge Road - BRAC Phases 1 & 2	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	B	n/a	CE rev. 2014	Federal	State/Local	Total
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	FY 2018-2023: SHA-M-11	Federal	State/Local	Total
Description	MD 355 intersection Improvements at Cedar Lane - BRAC Phase 1 and 2. Bicycle and pedestrian facilities will be provided where appropriate					
Justification	BRAC Intersection Improvements					

INDIVIDUAL REQUEST FORM								
STIP/TIP Amendment Criteria <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	FY 2025	FY 2026	FY 2027	FY 2028	Total	
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Proposed (000s)	Total	\$ -	\$ 1,407	\$ -	\$ -	\$ -	\$ 1,407
	Federal	\$ -	\$ 1,126	\$ -	\$ -	\$ -	\$ 1,126	
	Change (000s)	Total	FY 2025	FY 2026	FY 2027	FY 2028	Total	
	Federal	\$ -	\$ 1,126	\$ -	\$ -	\$ -	\$ 1,126	
	State/Local	\$ -	\$ 281	\$ -	\$ -	\$ -	\$ 281	

PHASE DETAIL											
Current											
Phase	Funding	FY 2025		FY 2026		FY 2027		FY 2028		TOTAL	
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed											
Phase	Funding	FY 2025		FY 2026		FY 2027		FY 2028		TOTAL	
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ 281	\$ -	\$ -	\$ -	\$ 281	\$ -
	NHPP	\$ -	\$ -	\$ 1,126	\$ -	\$ -	\$ -	\$ -	\$ 1,126	\$ -	\$ 1,126
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,126	\$ 281	\$ -	\$ -	\$ -	\$ -	\$ 1,126	\$ 281

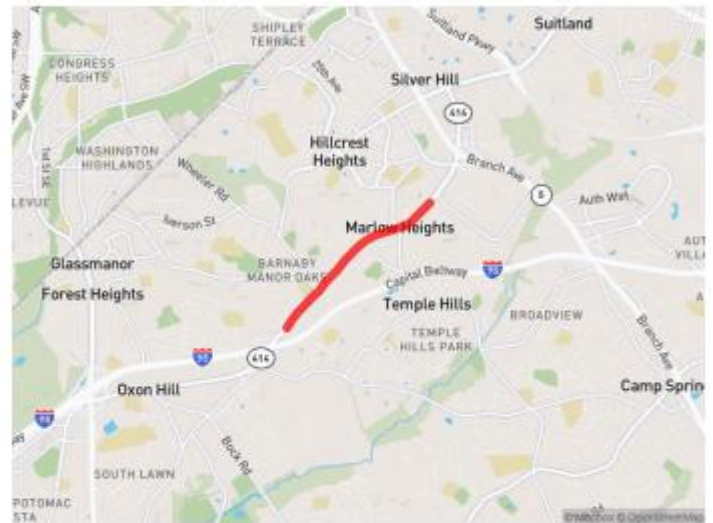
Change											
Phase	Funding	FY 2025		FY 2026		FY 2027		FY 2028		TOTAL	
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ 281	\$ -	\$ -	\$ -	\$ -	\$ 281	\$ 281
	NHPP	\$ -	\$ -	\$ 1,126	\$ -	\$ -	\$ -	\$ -	\$ 1,126	\$ -	\$ 1,126
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,126	\$ 281	\$ -	\$ -	\$ -	\$ -	\$ 1,126	\$ 281

TOTAL PROJECT COST											
Prior Cost (≤ FY 2024)				STIP Cost (FY 2025-2028)				Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$	14,945		Federal	\$	1,126	Federal	\$	-	Federal	\$
State/Local	\$	2,345		State/Local	\$	281	State/Local	\$	-	State/Local	\$
Total	\$	17,290		Total	\$	1,407	Total	\$	-	Total	\$

T13921 - MD 414 (St. Barnabas Road) Safety Project

Pedestrian safety improvements including new pavement, markings, signage, pedestrian ramps, median refuges with hybrid beacons, landscaping, driveway entrance upgrades, and bus stops that meet ADA standards. The project also includes the removal of channelized right-turns and upgrading of existing traffic signals, including signal phasing changes and APS/CPS throughout the corridor. Project limits extend from Virginia Lane to Clifton Road.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA431
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2028
Total Cost:	\$2,610,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$120,000	\$60,000	\$0	\$0	\$180,000
Preliminary Engineering	NHPP	\$480,000	\$242,000	\$0	\$0	\$722,000
Total Preliminary Engineering		\$600,000	\$302,000	\$0	\$0	\$902,000
Utility	Private	\$0	\$40,000	\$47,000	\$23,000	\$110,000
Total Utility		\$0	\$40,000	\$47,000	\$23,000	\$110,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	NHPP	\$0	\$0	\$0	\$0	\$0
TIP Total		\$600,000	\$342,000	\$47,000	\$23,000	\$1,012,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,598,000
Total Programmed		\$600,000	\$342,000	\$47,000	\$23,000	\$2,610,000

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13921

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 414 (St. Bamabas Road) Safety Project (T13921)	B	Exempt	CE - tbd	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	A-11 FY 2026	\$ 1,202	\$ 387	\$ 1,589
Description	Pedestrian safety improvements including new pavement, markings, signage, pedestrian ramps, median refuges with hybrid beacons, landscaping, driveway entrance upgrades, and bus stops that meet ADA standards. The project also includes the removal of channelized right-turns and upgrading of existing traffic signals, including signal phasing changes and APS/CPS throughout the corridor. Project limits extend from Virginia Lane to Clifton Road.					
Justification	This project will make the corridor safe for pedestrians.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding					Total
		FY 2025	FY 2026	FY 2027	FY 2028		
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal		\$ -	\$ -	\$ -	\$ -	\$ -
	St/Loc/Prvt		\$ -	\$ -	\$ -	\$ -	\$ -
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed (000s)	Total	\$ 600	\$ 600	\$ 342	\$ 47	\$ 1,589
		Federal	\$ 480	\$ 480	\$ 242	\$ -	\$ 1,202
		St/Loc/Prvt	\$ 120	\$ 120	\$ 100	\$ 47	\$ 387
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change (000s)	Total	\$ 600	\$ 600	\$ 342	\$ 47	\$ 1,589
		Federal	\$ 480	\$ 480	\$ 242	\$ -	\$ 1,202
		St/Loc/Prvt	\$ 120	\$ 120	\$ 100	\$ 47	\$ 387
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		St/Loc/Prvt	\$ -	\$ -	\$ -	\$ -	\$ -



PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Total
PP	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP/Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Total
PP	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP/State	\$ 480	\$ 120	\$ 480	\$ 120	\$ 242	\$ 60	\$ -	\$ -	\$ 1,202	\$ 300	\$ 1,502
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP/Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 47	\$ -	\$ 87	\$ 87
CO	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 480	\$ 120	\$ 480	\$ 120	\$ 242	\$ 100	\$ -	\$ 47	\$ 1,202	\$ 387	\$ 1,589

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Total
PP	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP/State	\$ 480	\$ 120	\$ 480	\$ 120	\$ 242	\$ 60	\$ -	\$ -	\$ 1,202	\$ 300	\$ 1,502
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP/Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 47	\$ -	\$ 87	\$ 87
CO	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 480	\$ 120	\$ 480	\$ 120	\$ 242	\$ 100	\$ -	\$ 47	\$ 1,202	\$ 387	\$ 1,589

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 799	Federal	\$ 1,202	Federal	\$ -	Federal	\$ 2,001
State/Local/Private	\$ 199	State/Local/Private	\$ 387	State/Local/Private	\$ 23	State/Local/Private	\$ 609
Total	\$ 998	Total	\$ 1,589	Total	\$ 23	Total	\$ 2,610

*Utilities - \$110,000 in private third party funds including \$23,000 for FY2029.

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

ATTN: OPPPD REGIONAL PLANNER DAN JANOUSEK
OPPPD REGIONAL PLANNER KARI SNYDER

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: MARCH 11, 2026

SUBJECT: REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2026-2029
TRANSPORTATION PLANNING BOARD METROPOLITAN PLANNING
ORGANIZATION’S TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPPPD request TPB to approve the following TIP amendment and, upon TBP approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2026-2029 TIP. This amendment increases the FY 26 5307 Operating by \$1,424,000, and \$990,000 per year in FY 27-29. The state/local match is also updated to reflect the current splits between the state and local for each year. Combined, this nets to an increase of \$4,394,000 in state/local matching funds.

SUMMARY

The MTA requests that TPB modify the FY 2026-2029 TPB TIP to reflect the following action:

TIP	PROJECT	TYPE	FUNDING CHANGE
T2594	Small Urban Transit Operating	5307 OP	\$4,394,000
		State	(\$5,635,000)
		Local	\$10,028,000

ANALYSIS

The Small Urban Transit Operating project provides operating assistance for transit services in Charles and Frederick Counties. This amendment increases the FY 26 5307 Operating by \$1,424,000, and \$990,000 per year in FY 27-29. The state/local match is also updated to reflect the current splits between the state and local for each year. Combined, this nets to an increase of \$4,394,000 in state/local matching funds.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact on scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY 2026-2029 TPB TIP and the FY 2025-2028 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at smiller6@mta.maryland.gov.


ATTACHMENTS

- FY 2026-2029 TPB TIP Project Report
- FY 2025-2028 Maryland STIP Project Report

cc: Mr. Marcus Beverly, Grants Administrator, Capital Programming, MTA
Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA
Mr. Darrell Smith, Director, Statewide Project Development, MTA

National Capital Region TIP FY2026-2029

MDOT TIP # T2594							
SUMMARY TABLE							
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)			Total
				Federal	State	Local	
Small Urban Transit Operating	B	Exempt	n/a	\$ 21,624	\$ 10,812	\$ 10,812	\$ 43,247
	Administration		Area/MPO	Net Funding Change (000s)			Total
	MDOT MTA	TPB	CTP Page	\$ 4,394	\$ (5,635)	\$ 10,028	\$ 8,787
Description	Operating Assistance to small urban transit systems in Charles and Frederick Counties						
Justification	Operating Assistance will enable Charles and Frederick Counties transportation systems to finance the operation of their services.						

INDIVIDUAL REQUEST FORM									
	STIP/TIP Amendment Criteria		Current (000s)	Funding	FY 2026	FY 2027	FY 2028	FY 2029	Total
	<input type="checkbox"/> A) Adds new individual projects to the current TIP <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 TIP <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]			Total	\$ 8,963	\$ 11,428	\$ 11,428	\$ 11,428	\$ 43,247
			Federal	\$ 4,482	\$ 5,714	\$ 5,714	\$ 5,714	\$ 21,624	
			State	\$ 2,241	\$ 2,857	\$ 2,857	\$ 2,857	\$ 10,812	
			Local	\$ 2,241	\$ 2,857	\$ 2,857	\$ 2,857	\$ 10,812	
			Total	\$ 11,810	\$ 13,408	\$ 13,408	\$ 13,408	\$ 52,034	
			Federal	\$ 5,905	\$ 6,704	\$ 6,704	\$ 6,704	\$ 26,017	
			State	\$ 1,010	\$ 1,389	\$ 1,389	\$ 1,389	\$ 5,177	
			Local	\$ 4,895	\$ 5,315	\$ 5,315	\$ 5,315	\$ 20,840	
			Total	\$ 2,847	\$ 1,980	\$ 1,980	\$ 1,980	\$ 8,787	
		Federal	\$ 1,424	\$ 990	\$ 990	\$ 990	\$ 4,394		
		State	\$ (1,231)	\$ (1,468)	\$ (1,468)	\$ (1,468)	\$ (5,635)		
		Local	\$ 2,654	\$ 2,458	\$ 2,458	\$ 2,458	\$ 10,028		

PHASE DETAIL																	
Current		FY 2026			FY 2027			FY 2028			FY 2029			TOTAL			
Phase	Funding	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Total
OTH	5307 Operating	\$ 4,482	\$ 2,241	\$ 2,241	\$ 5,714	\$ 2,857	\$ 2,857	\$ 5,714	\$ 2,857	\$ 2,857	\$ 5,714	\$ 2,857	\$ 2,857	\$ 21,624	\$ 10,812	\$ 10,812	\$ 43,247
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 4,482	\$ 2,241	\$ 2,241	\$ 5,714	\$ 2,857	\$ 2,857	\$ 5,714	\$ 2,857	\$ 2,857	\$ 5,714	\$ 2,857	\$ 2,857	\$ 21,624	\$ 10,812	\$ 10,812	\$ 43,247

Proposed		FY 2026			FY 2027			FY 2028			FY 2029			TOTAL			
Phase	Funding	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Total
OTH	5307 Operating	\$ 5,905	\$ 1,010	\$ 4,895	\$ 6,704	\$ 1,389	\$ 5,315	\$ 6,704	\$ 1,389	\$ 5,315	\$ 6,704	\$ 1,389	\$ 5,315	\$ 26,017	\$ 5,177	\$ 20,840	\$ 52,034
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 5,905	\$ 1,010	\$ 4,895	\$ 6,704	\$ 1,389	\$ 5,315	\$ 6,704	\$ 1,389	\$ 5,315	\$ 6,704	\$ 1,389	\$ 5,315	\$ 26,017	\$ 5,177	\$ 20,840	\$ 52,034

Change		FY 2026			FY 2027			FY 2028			FY 2029			TOTAL			
Phase	Funding	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Total
OTH	5307 Operating	\$ 1,424	\$ (1,231)	\$ 2,654	\$ 990	\$ (1,468)	\$ 2,458	\$ 990	\$ (1,468)	\$ 2,458	\$ 990	\$ (1,468)	\$ 2,458	\$ 4,394	\$ (5,635)	\$ 10,028	\$ 8,787
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,424	\$ (1,231)	\$ 2,654	\$ 990	\$ (1,468)	\$ 2,458	\$ 990	\$ (1,468)	\$ 2,458	\$ 990	\$ (1,468)	\$ 2,458	\$ 4,394	\$ (5,635)	\$ 10,028	\$ 8,787

TOTAL PROJECT COST							
Prior Cost (≤ FY 2025)		TIP Cost (FY 2026-2029)			Balance to Complete (≥ FY 2030)		Total Project Cost
Federal	\$ -	Federal	\$ 26,017	Federal	\$ -	Federal	\$ 26,017
State/Local	\$ -	State/Local	\$ 26,017	State/Local	\$ -	State/Local	\$ 26,017
Total	\$ -	Total	\$ 52,034	Total	\$ -	Total	\$ 52,034


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP # TPB T2594

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)		
				Federal	State/Local	Total
Small Urban Transit Operating	B	Exempt	n/a	\$ 17,926	\$ 17,926	\$ 35,852
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT MTA	TPB		\$ 3,403	\$ 3,403	\$ 6,806
Description	Operating Assistance to small urban transit systems in Charles and Frederick Counties					
Justification	Operating Assistance will enable Charles and Frederick Counties transportation systems to finance the operation of their services.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
		<input type="checkbox"/> A) Adds new individual projects to the current TIP	Total	\$ -	\$ 8,964	\$ 11,428	\$ 11,428
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ 4,482	\$ 5,714	\$ 5,714	\$ 15,910	
<input type="checkbox"/> C) Removes or deletes individual listed project from the TIP	State/Local	\$ -	\$ 4,482	\$ 5,714	\$ 5,714	\$ 15,910	
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Total	\$ -	\$ 11,810	\$ 13,408	\$ 13,408	\$ 38,626	
	Proposed (000s)	Federal	\$ -	\$ 5,905	\$ 6,704	\$ 6,704	\$ 19,313
		State/Local	\$ -	\$ 5,905	\$ 6,704	\$ 6,704	\$ 19,313
	Change (000s)	Total	\$ -	\$ 2,846	\$ 1,980	\$ 1,980	\$ 6,806
		Federal	\$ -	\$ 1,423	\$ 990	\$ 990	\$ 3,403
	State/Local	\$ -	\$ 1,423	\$ 990	\$ 990	\$ 3,403	

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
OTH	5307 Operating	\$ -	\$ -	\$ 4,482	\$ 4,482	\$ 5,714	\$ 5,714	\$ 5,714	\$ 5,714	\$ 15,910	\$ 15,910	\$ 31,820
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 4,482	\$ 4,482	\$ 5,714	\$ 5,714	\$ 5,714	\$ 5,714	\$ 15,910	\$ 15,910	\$ 31,820

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
OTH	5307 Operating	\$ -	\$ -	\$ 5,905	\$ 5,905	\$ 6,704	\$ 6,704	\$ 6,704	\$ 6,704	\$ 19,313	\$ 19,313	\$ 38,626
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 5,905	\$ 5,905	\$ 6,704	\$ 6,704	\$ 6,704	\$ 6,704	\$ 19,313	\$ 19,313	\$ 38,626

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
OTH	5307 Operating	\$ -	\$ -	\$ 1,423	\$ 1,423	\$ 990	\$ 990	\$ 990	\$ 990	\$ 3,403	\$ 3,403	\$ 6,806
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,423	\$ 1,423	\$ 990	\$ 990	\$ 990	\$ 990	\$ 3,403	\$ 3,403	\$ 6,806

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		TIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 19,313	Federal	\$ 6,704	Federal	\$ 26,017
State/Local	\$ -	State/Local	\$ 19,313	State/Local	\$ 6,704	State/Local	\$ 26,017
Total	\$ -	Total	\$ 38,626	Total	\$ 13,408	Total	\$ 52,034



FREDERICK COUNTY GOVERNMENT

Jessica Fitzwater
County Executive

DIVISION OF PLANNING and PERMITTING
Department of Development Review and Planning

Deborah A. Carpenter, AICP, Division Director
Michael L. Wilkins, Department Head

March 20, 2026

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

SUBJECT: FY2026-2029 TIP Amendment for T3173 Bridge Inspection, Rehabilitation and Replacements

Dear Chair Harris,

Frederick County (County) requests an amendment to the FY2026-2029 Transportation Improvement Program (TIP) to add funding for the on-going countywide maintenance of various bridges, which include Brethern Church Road Bridge, Hessong Bridge Road Bridge, Hornets Nest Road Bridge, Biggs Ford Road Bridge, Covell Road Bridge, Stottlemeyer Bridge, Old Mill Road Bridge, Opposumtown Pike Bridge, Sixes Road Bridge, Dollyhyde Road Bridge, Holter Road, Hessong Bridge Road (F20-21) Lynn Burke Road Bridge and Riechs Ford Road Bridges.

This amendment is necessitated to remain compliant with the federal bridge program review and the Statewide Transportation Improvement Plan (STIP) review. This amendment is necessary to increase the design and construction funding allocations from the Highway Infrastructure Program (HIP), Bridge Formula Program (BFP), also known as Infrastructure Investment and Jobs Act (IIJA) funds, and STBG Off-System Bridge funds. The project currently does not include any STBG funding, and the amendment proposes an increase of \$12,522,300 in STBG design and construction funding, along with increases to BFP and local design and construction funding levels.

The proposed funding changes, while significant in value, should be viewed as non-regionally significant as they are updating the on-going countywide Bridge Renovation, Inspection, Rehabilitation and Replacements project (T3173). The proposed amendment is supported by the funding allocated in the County's FY27-FY32 Capital Improvement Program.

We request that this amendment be placed on the Transportation Planning Board's Steering Committee at its April 3 meeting. Elbert Maravilla, the Assistant Chief, Office of Transportation Engineering, will attend to answer any questions about the amendment.

RE: FY2026-2029 TIP Amendment for T3173 Bridge Inspection, Rehabilitation and Replacements

March 20, 2026

Page 2

Thank you for your cooperation of this request. If you have any questions, please contact Elbert Maravilla at EMaravilla@FrederickCountyMD.gov or at 301-600-3511.

Sincerely,

DocuSigned by:

Deborah A. Carpenter

33C22500EBE742B...

Deborah A. Carpenter, AICP Director
Division Planning and Permitting



CHARLES COUNTY GOVERNMENT
Department of Planning & Growth Management

Jason R. Groth, AICP
 Director

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

March 19, 2026

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

Dear Chair Harris,

Thank you for the opportunity for Charles County Government to make an amendment to the Transportation Planning Board’s (TPB) Transportation Improvement Program (TIP). Charles County would like to request the consideration of three new amendments to the Maryland portion of the TPB FY 2026-2029 TIP:

TIP ID	Project	Amount of New Funding (In 000s)	Comment
T13918	Trinity Church Road Bridge	\$750	Adds new project and PE funds for preliminary design of a bridge replacement project for Trinity Church Road.
T13919	Liverpool Point Road Bridge	\$750	Adds new project and PE funds for preliminary design of bridge rehab for Liverpool Point Road Bridge.
T13920	Bryantown Road Bridge	\$750	Adds new project and PE funds for preliminary design of bridge rehab for Bryantown Road Bridge.

The purpose for the amendment at this time is due to each of the bridges having been identified as needing repairs or replacement in the process of its annual inspections, conducted in September of 2025. Funding for the

work identified in these inspections was obtained through the Infrastructure Investment and Jobs Act (IIJA) and will be used to fund the preliminary engineering necessary to make improvements to each bridge. In this amendment process, we will be requesting the Maryland Department of Transportation's (MDOT) assistance with making an amendment to the Statewide Transportation Improvement Program (STIP) and will provide a courtesy copy of this letter to MDOT.

This new project will not add vehicular capacity to the roadway, and it will not impact the air quality conformity analysis. This project will not require matching funds, as the County has received 100% federal funding.

Charles County requests that this amendment be approved by the TPB at its upcoming Steering Committee at its April 3, 2026 meeting and forwarded to MDOT for adoption into the FY 2025-2028 STIP.

We appreciate your cooperation in this matter. If you have any questions, please do not hesitate to contact Mr. Markus Tarjamo at (301) 645-0684 or via email at TarjamoM@charlescountymd.gov. Of course, please feel free to contact me by calling (301) 396-5814, or by email to GrothJ@charlescountymd.gov.

Sincerely,



Jason R. Groth

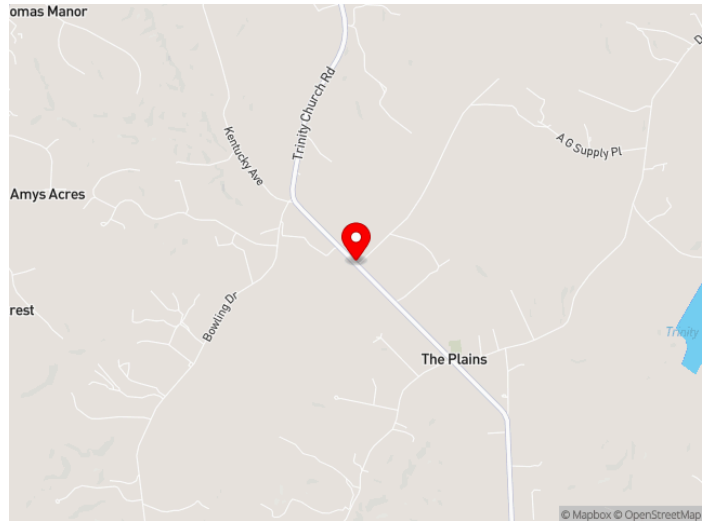
Director of Planning & Growth Management

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

T13918 - Trinity Church Road Bridge

Charles County is seeking preliminary design of a bridge replacement project of the Trinity Church Road Bridge, a critical transportation link between Charles County and St. Mary's County. This bridge has been consistently rated as being in poor condition with reports identifying repairs but advising the consideration of a full replacement due to deteriorating conditions.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	-
Lead Agency:	Charles County
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	DYSON BRIDGE
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2027
Total Cost:	\$750,000



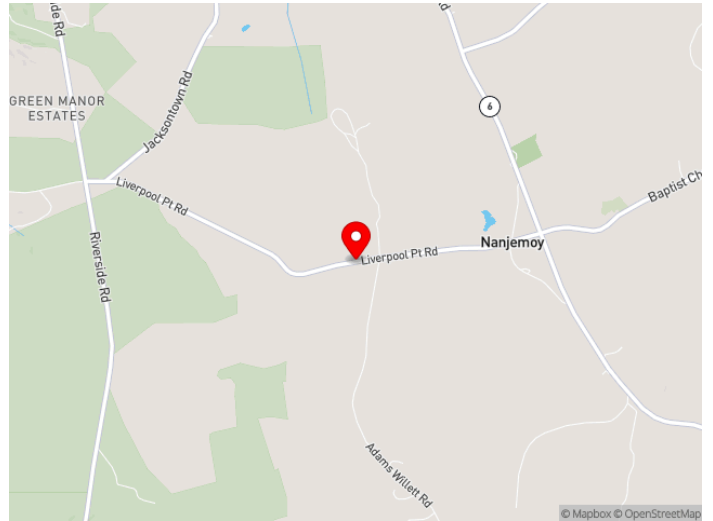
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$750,000	\$0	\$0	\$0	\$750,000
Total Preliminary Engineering		\$750,000	\$0	\$0	\$0	\$750,000
TIP Total		\$750,000	\$0	\$0	\$0	\$750,000
Total Programmed		\$750,000	\$0	\$0	\$0	\$750,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$750,000
Total Project Cost:	Stays the same \$750,000
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.

T13919 - Liverpool Point Road Bridge

This project is to move towards the preliminary design of a bridge repair for Liverpool Point Road Bridge.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	-
Lead Agency:	Charles County
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	Liverpool Pt Road over Beaverdam Creek
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2027
Total Cost:	\$750,000



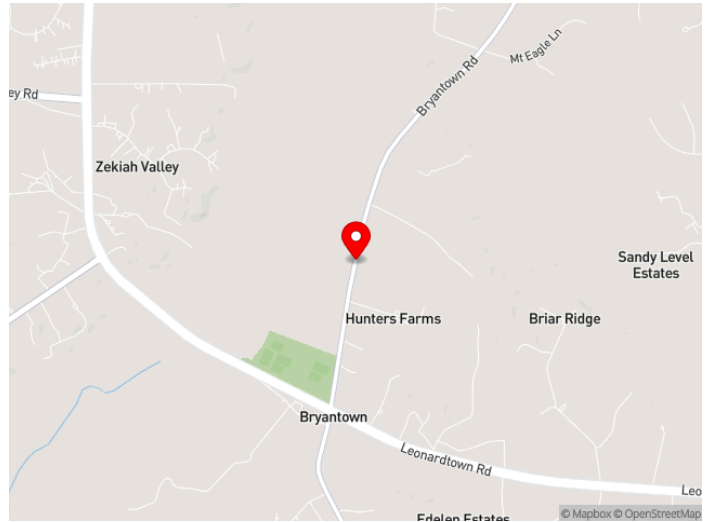
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$750,000	\$0	\$0	\$0	\$750,000
Total Preliminary Engineering		\$750,000	\$0	\$0	\$0	\$750,000
TIP Total		\$750,000	\$0	\$0	\$0	\$750,000
Total Programmed		\$750,000	\$0	\$0	\$0	\$750,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$750,000
Total Project Cost:	Stays the same \$750,000
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.

T13920 - Bryantown Road Bridge

Preliminary design for bridge improvements for Bryantown Road bridge, a vital link between MD Route 5 and connecting county roads along the northern part of Charles County.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	-
Lead Agency:	Charles County
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Charles
Municipality:	-
Completion Year:	2027
Total Cost:	\$750,000



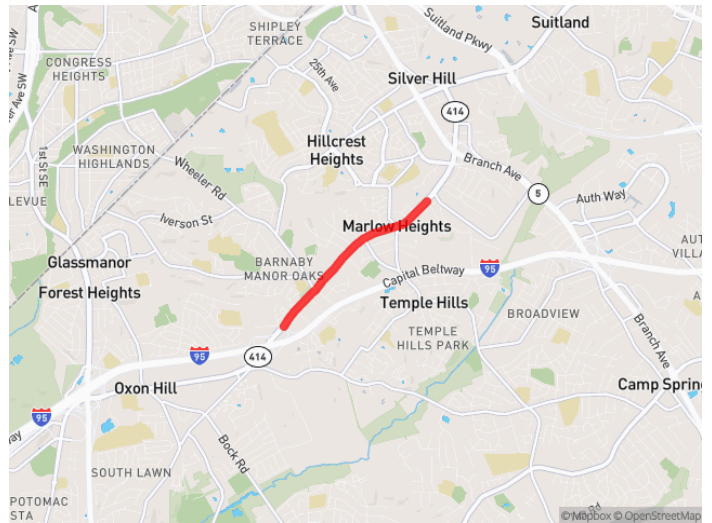
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$750,000	\$0	\$0	\$0	\$750,000
Total Preliminary Engineering		\$750,000	\$0	\$0	\$0	\$750,000
TIP Total		\$750,000	\$0	\$0	\$0	\$750,000
Total Programmed		\$750,000	\$0	\$0	\$0	\$750,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$750,000
Total Project Cost:	Stays the same \$750,000
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.

T13921 - MD 414 (St. Barnabas Road) Safety Project

Pedestrian safety improvements including new pavement, markings, signage, pedestrian ramps, median refuges with hybrid beacons, landscaping, driveway entrance upgrades, and bus stops that meet ADA standards. The project also includes the removal of channelized right-turns and upgrading of existing traffic signals, including signal phasing changes and APS/CPS throughout the corridor. Project limits extend from Virginia Lane to Clifton Road.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA431
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2028
Total Cost:	\$2,610,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$120,000	\$60,000	\$0	\$0	\$180,000
Preliminary Engineering	NHPP	\$480,000	\$242,000	\$0	\$0	\$722,000
Total Preliminary Engineering		\$600,000	\$302,000	\$0	\$0	\$902,000
Utility	Private	\$0	\$40,000	\$47,000	\$23,000	\$110,000
Total Utility		\$0	\$40,000	\$47,000	\$23,000	\$110,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	NHPP	\$0	\$0	\$0	\$0	\$0
TIP Total		\$600,000	\$342,000	\$47,000	\$23,000	\$1,012,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,598,000
Total Programmed		\$600,000	\$342,000	\$47,000	\$23,000	\$2,610,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$2,001,000
Total Project Cost:	Stays the same \$2,610,000
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.

T2594 - Small Urban Transit Systems - Operating Assistance

Operating assistance to small urban transit systems in Charles and Frederick Counties. Transit systems able to finance the operation of their services with this funding are Charles and Frederick Counties transportation systems.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Bus/BRT - Operating
Agency Project ID:	Part of 0217
Facility:	-
From:	-
To:	-
County:	Charles, Frederick
Municipality:	-
Completion Year:	2029
Total Cost:	\$52,034,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$1,010,000	\$1,389,000	\$1,389,000	\$1,389,000	\$5,177,000
Other	LOCAL	\$4,895,000	\$5,315,000	\$5,315,000	\$5,315,000	\$20,840,000
Other	S. 5307	\$5,905,000	\$6,704,000	\$6,704,000	\$6,704,000	\$26,017,000
Total Other		\$11,810,000	\$13,408,000	\$13,408,000	\$13,408,000	\$52,034,000
TIP Total		\$11,810,000	\$13,408,000	\$13,408,000	\$13,408,000	\$52,034,000
Total Programmed		\$11,810,000	\$13,408,000	\$13,408,000	\$13,408,000	\$52,034,000

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s) - Scope Change(s)
Project Changes:	Plan Revision Name changed from "26-00" to "26-06.2 (MDOT STIP)"
	S. 5307
	+ Increase funds in FY 2026 in OTHER from \$4,481,750 to \$5,905,000
	+ Increase funds in FY 2027 in OTHER from \$5,714,000 to \$6,704,000
	+ Increase funds in FY 2028 in OTHER from \$5,714,000 to \$6,704,000
	+ Increase funds in FY 2029 in OTHER from \$5,714,000 to \$6,704,000
Funding Changes:	DC/STATE
	- Decrease funds in FY 2026 in OTHER from \$2,240,750 to \$1,010,000
	- Decrease funds in FY 2027 in OTHER from \$2,857,000 to \$1,389,000
	- Decrease funds in FY 2028 in OTHER from \$2,857,000 to \$1,389,000
	- Decrease funds in FY 2029 in OTHER from \$2,857,000 to \$1,389,000
	LOCAL
	+ Increase funds in FY 2026 in OTHER from \$2,240,750 to \$4,895,000
	+ Increase funds in FY 2027 in OTHER from \$2,857,000 to \$5,315,000
	+ Increase funds in FY 2028 in OTHER from \$2,857,000 to \$5,315,000
	+ Increase funds in FY 2029 in OTHER from \$2,857,000 to \$5,315,000
	Increased from \$21,623,750 to \$26,017,000 (20.32%)
Total Project Cost:	Increased from \$43,247,250 to \$52,034,000 (20.32%)

T3173 - Bridge Inspection, Rehabilitation and Replacements

Rehabilitate, re-deck, construct (replace) & inspect bridges or culverts at the following locations: Brethern Church Road Bridge, Hessong Bridge Road Bridge, Hornets Nest Road Bridge, Biggs Ford Road Bridge, Covell Road Bridge, Stottlemeyer Bridge, Old Mill Road Bridge, Opposumtown Pike Bridge, Sixes Road Bridge, Dollyhyde Road Bridge, Holter Road, Hessong Bridge Road (F20-21) Lynn Burke Road Bridge and Riechs Ford Road Bridges.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Frederick County
Project Type:	Bridge - Rehab
Agency Project ID:	F3
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	-
Completion Year:	2029
Total Cost:	\$32,922,218

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$0	\$649,774	\$0	\$0	\$649,774
Preliminary Engineering	LOCAL	\$1,038,800	\$2,824,244	\$2,443,200	\$1,041,400	\$7,347,644
Preliminary Engineering	STBG	\$501,000	\$2,864,400	\$0	\$0	\$3,365,400
Total Preliminary Engineering		\$1,539,800	\$6,338,418	\$2,443,200	\$1,041,400	\$11,362,818
Construction	BFP	\$5,375,500	\$1,595,000	\$1,447,100	\$0	\$8,417,600
Construction	LOCAL	\$470,500	\$1,267,800	\$469,000	\$1,747,600	\$3,954,900
Construction	STBG	\$0	\$5,813,600	\$0	\$3,373,300	\$9,186,900
Total Construction		\$5,846,000	\$8,676,400	\$1,916,100	\$5,120,900	\$21,559,400
-	LOCAL	\$0	\$0	\$0	\$0	\$0
TIP Total		\$7,385,800	\$15,014,818	\$4,359,300	\$6,162,300	\$32,922,218
Total Programmed		\$7,385,800	\$15,014,818	\$4,359,300	\$6,162,300	\$32,922,218

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s)
Project Changes:	Description changed from "Rehabilitate, re-deck, construct (replace) & inspect bridges or culverts at the following locations: Brethern Church Rd Bridge, Hessong Bridge Rd F15-01; Hoovers Mill Rd; Hornets Nest Rd; Old Mill Road Br; Biggs Ford Rd; Opossumtown Pike; Sixes Bridge Rd; Dollyhide Road; Bridge at Prices Distillery Road; Covell Road; Lynn Burke Road; Holter Rd; Hessong Bridge Road F20-21; and Stottlemeyer Road, Bullfrog Road Bridge, Loys Station Covered Bridge, Bennies Hill Road Bridge, Roy Shafer Road Abutement" to "Rehabilitate, re-deck, construct (replace) & inspect bridges or culverts at the following locations: Brethern Church Road Bridge, Hessong Bridge Road Bridge, Hornets Nest Road Bridge, Biggs Ford Road Bridge, Covell Road Bridge, Stottlemeyer Bridge, Old Mill Road Bridge, Opposumtown Pike Bridge, Sixes Road Bridge, Dollyhyde Road Bridge, Holter Road, Hessong Bridge Road (F20-21) Lynn Burke Road Bridge and Riechs Ford Road Bridges."
	Plan Revision Name changed from "26-00" to "26-06.2 (MDOT STIP)"
Funding Changes:	<p>LOCAL</p> <p>- Decrease funds in FY 2026 in PE from \$1,072,760 to \$1,038,800</p> <p>+ Increase funds in FY 2026 in CON from \$0 to \$470,500</p> <p>+ Increase funds in FY 2027 in PE from \$0 to \$2,824,244</p> <p>+ Increase funds in FY 2027 in CON from \$277,908 to \$1,267,800</p> <p>+ Increase funds in FY 2028 in PE from \$593,320 to \$2,443,200</p> <p>+ Increase funds in FY 2028 in CON from \$0 to \$469,000</p>

	+ Increase funds in FY 2029 in PE from \$0 to \$1,041,400
	+ Increase funds in FY 2029 in CON from \$781,488 to \$1,747,600
	- Decrease funds in FY 2029 in PE from \$808,248 to \$0
	- Decrease funds in FY 2028 in CON from \$1,100,448 to \$0
	- Decrease funds in FY 2029 in PE from \$1,004,480 to \$0
	<hr/>
	BFP
	+ Increase funds in FY 2026 in CON from \$858,500 to \$5,375,500
Funding Changes:	+ Increase funds in FY 2027 in PE from \$0 to \$649,774
	- Decrease funds in FY 2027 in CON from \$2,411,000 to \$1,595,000
	- Decrease funds in FY 2028 in PE from \$618,100 to \$0
	+ Increase funds in FY 2028 in CON from \$0 to \$1,447,100
	- Decrease funds in FY 2028 in CON from \$1,418,640 to \$0
	<hr/>
	STBG
	+ Increase funds in FY 2026 in PE from \$0 to \$501,000
	+ Increase funds in FY 2027 in PE from \$0 to \$2,864,400
	+ Increase funds in FY 2027 in CON from \$0 to \$5,813,600
	+ Increase funds in FY 2029 in CON from \$0 to \$3,373,300
Federal Project Cost:	Increased from \$5,306,240 to \$21,619,674 (307.44%)
Total Project Cost:	Increased from \$10,944,892 to \$32,922,218 (200.80%)

T5998 - MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection Improvements

Construction of MD 355 Phase 1 and 2 intersection improvements at Cedar Lane and Jones Bridge Road to improve access to Naval Support Activity Bethesda.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	-
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Intersection improvements
Agency Project ID:	MO5932
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2026
Total Cost:	\$18,697,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$281,000	\$0	\$0	\$0	\$281,000
Right of Way	NHPP	\$1,126,000	\$0	\$0	\$0	\$1,126,000
Total Right of Way		\$1,407,000	\$0	\$0	\$0	\$1,407,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	DOD	\$0	\$0	\$0	\$0	\$0
TIP Total		\$1,407,000	\$0	\$0	\$0	\$1,407,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$17,290,000
Total Programmed		\$1,407,000	\$0	\$0	\$0	\$18,697,000

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "23-69.2" to "26-06.2 (MDOT STIP)"
Funding Changes:	DOD - Decrease funds in FY 2026 in ROW from \$1,337,000 to \$0
Funding Changes:	DC/STATE + Increase funds in FY 2026 in ROW from \$70,000 to \$281,000
Funding Changes:	NHPP + Increase funds in FY 2026 in ROW from \$0 to \$1,126,000
Federal Project Cost:	Increased from \$0 to \$1,126,000 (0%)
Total Project Cost:	Stays the same \$18,697,000

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
 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
BFP	\$7,625,500	\$7,625,500	\$0	\$2,244,774	\$2,244,774	\$0	\$1,447,100	\$1,447,100	\$0	\$0	\$0	\$0
NHPP	\$1,606,000	\$1,606,000	\$0	\$242,000	\$242,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S. 5307	\$5,905,000	\$5,905,000	\$0	\$6,704,000	\$6,704,000	\$0	\$6,704,000	\$6,704,000	\$0	\$6,704,000	\$6,704,000	\$0
STBG	\$501,000	\$501,000	\$0	\$8,678,000	\$8,678,000	\$0	\$0	\$0	\$0	\$3,373,300	\$3,373,300	\$0
Total	\$15,637,500	\$15,637,500	\$0	\$17,868,774	\$17,868,774	\$0	\$8,151,100	\$8,151,100	\$0	\$10,077,300	\$10,077,300	\$0

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 26-06.3 (VDOT STIP) WHICH ADVANCES THE PRELIMINARY ENGINEERING PHASE OF THE METROPOLITAN TRANSPORTATION PLAN (MTP) RECORD FOR THE VA ROUTE 7 IMPROVEMENTS PROJECT INTO THE TIP, 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 26-06.3 (VDOT STIP), which advances the preliminary engineering phase of the Metropolitan Transportation Plan (MTP) record for the **VA Route 7 Improvements (T13922)**. This new project record will add \$14,426,865 in Regional Surface Transportation Program (RSTP), Northern Virginia Transportation Authority (NVTA), and state funding for the preliminary engineering (PE) phase in FY 27.

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 26-06.3 (VDOT STIP) creating the 6th 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 new **VA Route 7 Improvements (T13922)** project includes the preliminary engineering phase of the larger project (VA 7 Improvements, Phase 3 (CE3733)) which was 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) Letter from VDOT dated March 20, 2026, requesting the amendment,

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

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action 26-06.3 (VDOT STIP), which advances the PE phase of the MTP record for the **VA Route 7 Improvements (T13922)**. This new project record will add \$14,426,865 in RSTP, NVTA, and state funding for the PE phase in FY 27.

Adopted by the TPB Steering Committee at its meeting on Friday, April 3, 2026.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

March 20, 2026

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

RE: FY 2026-2029 Transportation Improvement Program (TIP) Amendment:
VA Route 7 Improvements (TIP ID T13922 / UPC 124397)

Dear Chair Harris:

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

VA Route 7 Improvements (TIP ID T13922 / UPC 124397)

This Loudoun County project amends the Long-Range Plan record CE3733 into TIP record T13922 which widens EB Route 7 from two lanes to three lanes between Route 9 and Dulles Greenway, and WB Route 7 from two lanes to three lanes from South King Street to West Market Street. This project was included in the air quality conformity analysis for Visualize 2050. This TIP amendment is needed to convert the Long-Range Plan record into the TIP and to reflect the project cost updates in the PE phase for a total cost of \$14,426,865. The proposed amendment to T13922 will be to:

- Add \$6,467,117 (RSTP) FY 2027 for PE Phase
- Add \$1,616,779 (State) FY 2027 for PE Phase
- Add \$3,438,880 (NVTA) FY 2027 for PE Phase
- Add \$2,323,271 (RSTP AC) FY 2027 for PE Phase
- Add \$580,818 (State AC) FY 2027 for PE Phase

VDOT requests approval of this project amendments in the TIP by the Transportation Planning Board's Steering Committee at its meeting on April 3, 2026. VDOT representatives will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

for

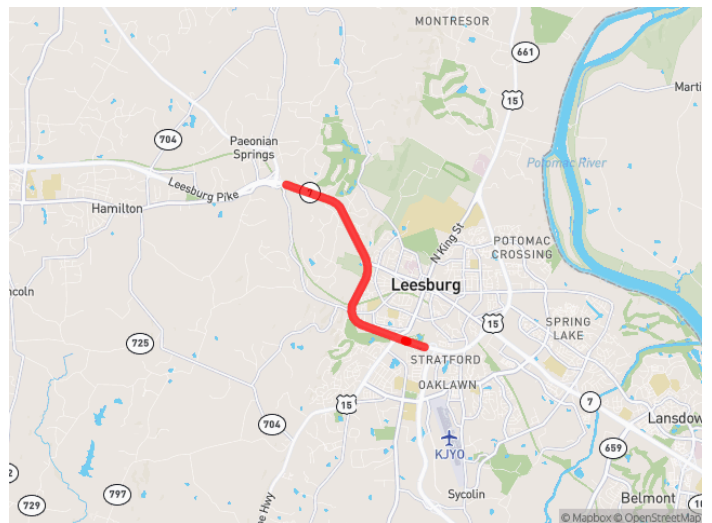
Bill Cuttler, P.E.
Northern Virginia District Engineer

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

T13922 - VA Route 7 Improvements

This project provides for the planning, design, right-of-way acquisition, and construction to widen Route 7 Eastbound from two lanes to three lanes between Route 9 and the Dulles Greenway (267), and Westbound from two lanes to three lanes from South King Street to West Market Street. The project also includes reconstruction or widening of the following bridges: West Market Street over Route 7, Dry Mill Road over West Market Street, Childrens Center Road over Route 7, W & OD Trail over Route 7, and Route 7 over Route 15.

Plan Revision:	26-06.3 (VDOT STIP)
Record Type:	Discrete
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	124397
Facility:	Leesburg Pike
From:	Charles Town Pike
To:	West Market Street
County:	Loudoun
Municipality:	-
Completion Year:	2039
Total Cost:	\$14,426,865



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$2,197,597	\$0	\$0	\$2,197,597
Preliminary Engineering	NVTA	\$0	\$3,438,880	\$0	\$0	\$3,438,880
Preliminary Engineering	RSTP	\$0	\$8,790,388	\$0	\$0	\$8,790,388
Total Preliminary Engineering		\$0	\$14,426,865	\$0	\$0	\$14,426,865
TIP Total		\$0	\$14,426,865	\$0	\$0	\$14,426,865
Total AC		\$0	\$2,904,089	\$0	\$0	\$2,904,089
Total Programmed		\$0	\$14,426,865	\$0	\$0	\$14,426,865

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$8,790,388
Total Project Cost:	Stays the same \$14,426,865
CMP Documentation Changes:	<p>Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to Yes</p> <p>Select any of the following criteria that exempt the project from the CMP requirement or indicate that none are applicable. has changed from None to None of the above apply to this project.</p> <p>CMP has changed from None to CMP Documentation is required. Please respond to questions on CMP Documentation tab</p> <p>Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies: has changed from None to Interconnected/coordinated traffic signal system</p> <p>List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project. has changed from None to Traffic operational improvements</p>

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
RSTP	\$0	\$0	\$0	\$6,467,117	\$6,467,117	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$6,467,117	\$6,467,117	\$0	\$0	\$0	\$0	\$0	\$0	\$0



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: April 9, 2026

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



U.S. Department
of Transportation

Federal Transit Administration
Region III
1835 Market Street, Suite 1903
Philadelphia, PA 19103
215-656-7100

Federal Highway Administration
DC Division Office (E61-205)
1200 New Jersey Avenue, SE
Washington, DC 20590
202-493-7020

March 27, 2026

The Honorable Neil Harris, Chair
National Capital Region Transportation Planning Board
c/o, Mr. Kanti Srikanth, Director Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Re: Approval of FY 2027 Unified Planning Work Program

Dear Chair Harris:

The Fiscal Year (FY) 2027 Unified Planning Work Program (UPWP) for the Washington, D.C. urbanized area that was developed and approved by the Transportation Planning Board (TPB) on March 18, 2026, has been jointly reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and is approved effective July 1, 2026.

Our authorization is subject to the availability of Federal funds for transportation planning activities in the urbanized area. The work program is effective from July 1, 2026, through June 30, 2027. The funds may be requested in accordance with established TPB procedures.

Any questions concerning this approval should be directed to Janine Ashe, Acting Community Planner for the FHWA District of Columbia Division, at (202) 748-0225 or Daniel Koenig, Community Planner of the FTA Region III Office, at (202) 366-8224.

Sincerely,

DAVID FLETCHER SCHILLING
Digitally signed by DAVID FLETCHER SCHILLING
Date: 2026.03.27 13:12:25 -04'00'

David Schilling
DC Metro Office, Director
Federal Transit Administration

VALERIYA REMEZOVA
Digitally signed by VALERIYA REMEZOVA
Date: 2026.03.27 13:49:48 -04'00'

Valeriya Remezova
Acting, DC Division Administrator
Federal Highway Administration

cc: Jasmine Champion, FHWA, MD
Ivan Rucker, FHWA, VA



U.S. Department
of Transportation

Federal Transit Administration
Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103
215-656-7100

Federal Highway Administration
DC Division
1200 New Jersey Avenue, SE (E61-205)
Washington, DC 20590
202-493-7020

The Honorable Neil Harris, Chairman
National Capital Region Transportation Planning Board
c/o, Mr. Kanti Srikanth, Director Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

**Re: Air Quality Conformity Determination for the Visualize 2050 Long-Range
Transportation Plan and the FY 2026-2029 Transportation Improvement Program**

Dear Chairman Harris:

The 1990 Amendments to the Clean Air Act (CAA) require transportation air quality conformity determinations for Metropolitan Transportation Plans, Transportation Improvement Programs (TIP), sections of a State Transportation Improvement Program (STIP) covering rural nonattainment/maintenance areas, and projects in areas that are designated as air quality nonattainment and maintenance areas. Section 176(d) of the CAA establishes priority requirements for programs supported by the Federal government that target nonattainment or maintenance areas to provide for timely implementation of eligible portions of air quality plans.

On March 24, 2026, the Environmental Protection Agency (EPA) concurred that the conformity determination met the requirements of the CAA. EPA's review considered the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) and the 2015 8-Hour Ozone NAAQS Conformity Determinations for the Fiscal Year (FY) 2026-2029 Transportation Improvement Program (TIP) and the Visualize 2050 Long Range Transportation Plan (LRTP) for the Metropolitan Washington Region as adopted by the National Capital Region Transportation Planning Board (TPB).

FTA and FHWA are jointly making this air quality conformity determination. FTA and FHWA find the planning process to be continuing, cooperative, and comprehensive transportation planning carried on cooperatively by the TPB, the Washington Metropolitan Area Transit Authority (WMATA), the states of Maryland and Virginia, and the District of Columbia in accordance with the requirements of 23 USC 134 and 49 USC and Section 5303.

Based on our transportation planning regulatory requirements, our day-to-day involvement, and extensive review of technical analysis reports, and in accordance with the provisions of Section 134(h)(2)(B), Title 23 USC, FTA and FHWA find the financial information needed to support our fiscal constraint determination is complete.

Any questions concerning this determination should be directed to Ms. Janine Ashe of the FHWA District of Columbia Division, at (202) 748-0225 or Daniel Koenig of the FTA Region 3 Office, at (202) 366-8224.

Sincerely,

DAVID FLETCHER
SCHILLING

Digitally signed by DAVID
FLETCHER SCHILLING
Date: 2026.03.27 08:45:18 -04'00'

David Schilling
DC Metro Office, Director
Federal Transit Administration

VALERIYA
REMEZOVA

Digitally signed by
VALERIYA REMEZOVA
Date: 2026.04.02 10:58:41
-04'00'

Valeriya Remezova
Acting, DC Division Administrator
Federal Highway Administration

Enclosure: EPA Technical Support Documentation

cc: Jasmine Champion, FHWA, MD
Ivan Rucker, FHWA, VA



REGION 3

PHILADELPHIA, PA 19103

SUBJECT: Technical Support Document for the Review of the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) and the 2015 8-Hour Ozone NAAQS Conformity Determinations for the Fiscal Year (FY) 2026-2029 Transportation Improvement Program (TIP) and the Visualize 2050 Long Range Transportation Plan (LRTP) for the Metropolitan Washington Region

FROM: Gregory Becoat **GREGORY BECOAT**
Digitally signed by GREGORY BECOAT
Date: 2026.03.23 09:16:50 -04'00'
Planning & Implementation Branch (3AD30)

TO: Administrative Record of the Environmental Protection Agency (EPA) Review of the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) and the 2015 8-Hour Ozone NAAQS Conformity Determinations for the Fiscal Year (FY) 2026-2029 Transportation Improvement Program (TIP) and the Visualize 2050 Long Range Transportation Plan (LRTP) for the Metropolitan Washington Region

THRU: Michael Gordon, Chief **MICHAEL GORDON**
Digitally signed by MICHAEL GORDON
Date: 2026.03.24 11:51:47 -04'00'
Planning & Implementation Branch (3AD30)

I. Background

The purpose of this document is to review the 2008 8-hour ozone NAAQS and the 2015 8-hour ozone NAAQS Conformity Determinations of the FY 2026-2029 TIP and Visualize 2050 LRTP as prepared by the National Capital Region Transportation Planning Board (TPB), the federally designated metropolitan planning organization (MPO) for metropolitan Washington. The purpose is to determine whether or not the conformity determination meets the requirements of the Clean Air Act (CAA) and the applicable regulations promulgated thereunder at 40 CFR part 93. On February 5, 2026, EPA Region III received the Metropolitan Washington Region FY 2026-2029 TIP and Visualize 2050 LRTP conformity determinations from the District of Columbia Division of the United States Federal Highway Administration (FHWA) requesting EPA to review.

The amendments to the FY 2026-2029 TIP and Visualize 2050 LRTP were completed in order to demonstrate that mobile source emissions for each analysis year of the long-range plan, adhere to all nitrogen oxides (NO_x) and volatile organic compounds (VOCs) emissions budgets. The conformity determinations were reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), and (c), and 93.118.

Transportation conformity is required under section 176(c) of the CAA to ensure that federally supported highway and transit projects, and other activities are consistent with (conform to) the purpose of the state implementation plan (SIP). The CAA requires federal actions in nonattainment and maintenance areas to “conform to” the goals of the SIP. This means that such actions will not cause or contribute to violations of a NAAQS; worsen the severity of an existing violation; or delay timely attainment of any NAAQS or any interim milestone. Actions involving FHWA or Federal Transit Administration (FTA) funding or approval are subject to the Transportation Conformity Rule (40 CFR part 93, subpart A). Under this rule, metropolitan planning organizations (MPOs) in nonattainment and maintenance areas coordinate with state air quality and transportation agencies (EPA, FHWA, and FTA) to demonstrate that their metropolitan transportation plans and TIPs conform to applicable SIPs. This is typically determined by showing that estimated emissions from existing and planned highway and transit systems are less than or equal to the motor vehicle emission budgets (MVEBs) contained in a SIP.

EPA designated the Washington, DC-MD-VA Area as a marginal nonattainment area for the 2015 8-hour ozone NAAQS on June 4, 2018 (83 FR 25776) with an effective date of August 3, 2018. On August 8, 2018, EPA found that the 2014 (attainment year), 2025, and 2030 MVEBs for the ozone precursors NO_x and VOCs contained in the maintenance plan for the Washington, DC–MD–VA 2008 8-hour ozone NAAQS nonattainment area were adequate for conformity purposes. On October 4, 2024 (89 FR 80745), the NO_x and VOCs MVEBs for the 2008 8-hour ozone NAAQS were updated using MOVES3.0.4 and found adequate for conformity purposes. As a result of EPA’s finding, the Metropolitan Washington Region must use the updated NO_x and VOC MVEBs for the years 2014 (attainment year), 2025, and 2030 in future conformity determinations. The mobile emission ozone budgets include a 20 percent safety margin for both VOC and NO_x.

II. Review of MOVES4.0.1 Modeling Completed for the Air Quality Conformity Determinations

To run the MOVES4.0.1 model, a run specification (hereafter referred to as “RunSpec”) must be created so that appropriate parameters are selected for the modeling run. The RunSpecs were reviewed against the following EPA guidance document: “MOVES4 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity” (EPA’s MOVES4 guidance). This document provides guidance on the use of the MOVES model to develop inventories for SIPs as well as analysis of emissions for transportation conformity determinations.

TPB submitted emissions analysis for the years 2025, 2026, 2030, 2040, 2045, and 2050. MOVES4.0.1 was utilized to produce emissions for each of the years and NAAQS analyzed. Table 2 presents the parameters that were reviewed for the RunSpecs and each parameter’s respective component in the submittal. The RunSpec parameters only differ in the selection of the year for each NAAQS; therefore, Table 2 presents the selections made for all years for the NAAQS. The RunSpecs for the years 2025, 2026, 2030, 2040, 2045, and 2050 were reviewed and found to have followed applicable EPA guidance provided in EPA’s MOVES4 guidance.

Table 2. RunSpec Reviews for the Ozone NAAQS for Years 2025, 2026, 2030, 2040, 2045, and 2050 for Metropolitan Washington Region.

Domain/Scale	County scale was selected. This is acceptable for the regional emissions analyses.
Calculation Type	Inventory was selected which is acceptable for a regional emissions analysis.
Time Aggregation Level	Hour was selected. Selection of hourly time aggregation level is necessary for regional emissions analyses.
Calendar Year Of Evaluation	The appropriate calendar year was selected for each RunSpec. MOVES4 can model years 1990 and 1999-2050.
Month of Evaluation	July was selected to represent a typical summer month.
Type of Day of Evaluation	Weekdays were selected.
Hours of Evaluation	Starting and ending hours create a whole day (from 0-24 hours).
Geographic Bounds	The appropriate county was selected for each run.
Vehicles/Equipment: On-Road Vehicle Equipment	Appropriate combinations of fuels and source use types were made.
Road Type	Selection included all necessary road types.
Pollutants and Processes	PM _{2.5} and NO _x were selected.
On-Road Retrofits	N/A
Rate of Progress (ROP)	N/A
Output Database/Unit Selection	Mass units selected to be grams; energy units selected to be million British Thermal Units (BTU); distance units selected to be miles.
Output Emission Detail in Emission Rate Calculations	Emission detail was selected via user preference which is acceptable because user preference does not affect the modeling outcome.
Advanced Performance Features	N/A

III. EPA’s Evaluation

For MVEBs to be approvable, they must meet, at a minimum, EPA’s adequacy criteria found at 40 CFR 93.118(e)(4). EPA’s adequacy criteria are: (1) the submitted control strategy implementation plan was endorsed by the Governor or designee and was subject to a state public hearing; (2) consultation among federal, state, and local agencies occurred; full implementation plan documentation was provided to EPA; and EPA's stated concerns, if any, were addressed before the control strategy implementation plan was submitted; (3) the MVEBs are clearly identified and precisely quantified; (4) the MVEBs, when considered together with all other emissions sources, are consistent with applicable requirements for maintenance; (5) the MVEBs are consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan; and (6) revisions to previously submitted maintenance plans explain and document any changes to previously submitted budgets and control measures, impacts on point

and area source emissions, any changes to established safety margins, and reasons for the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).

For all areas where transportation conformity applies, Table 1 – Conformity Criteria, found in 40 CFR 93.109(b), lists the conformity criteria that apply for transportation plans, TIPs, and projects in 40 CFR 93.110 through 93.119. A transportation plan or TIP conformity determination must include a regional emissions analysis that meets the requirements of 40 CFR 93.122. This regional emissions analysis must use the latest planning assumptions (40 CFR 93.110); use the latest emissions model (40 CFR 93.111); and pass the appropriate conformity test – the budget test and/or the interim emissions test(s) (40 CFR 93.118 and 93.119). In addition, other requirements must be met and documented in the transportation plan and TIP conformity determination including interagency consultation and public participation (40 CFR 93.112) and timely implementation of Transportation Control Measures (TCMs) in approved SIPs (40 CFR 93.113). Table 3 below demonstrates how the document prepared by TPB satisfies the requirements for conformity determinations.

Table 3. EPA’s evaluation of the conformity determinations of the Visualize 2050 LRTP and 2026-2029 TIP submitted by the District of Columbia Division Office of the Federal Highway Administration on Behalf of TPB to EPA on February 5, 2026.			
CRITERIA APPLICABLE TO PLAN AND/OR TIP			
SECTION OF 40 CFR PART 93	CRITERIA	Y/N	COMMENTS
93.106(a)(1)	Are the horizon years correct?	Y	The years chosen for the 2008 8-hour ozone NAAQS and the 2015 8-hour ozone NAAQS conformity analyses are appropriate horizon years based on 40 CFR 93.118 (Criteria and procedures: Motor vehicle emissions budget).
93.106(a)(2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	The conformity determination summarized: population, employment, and household data for the Metropolitan Washington, DC area which was utilized in this analysis. These forecasts were based upon the Cooperative Forecasts Round 10.0.
93.106(a)(2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions	Y	Appendix B of the Air Quality Conformity Analysis document includes regionally significant additions or modification projects. The project list includes transit, highway, and high occupancy vehicle (HOV)/high occupancy toll (HOT) projects.

	to be operational in the horizon years?		
93.108	Is the transportation plan fiscally constrained?	Y	EPA is deferring to TPB and the State of Maryland, the Commonwealth of Virginia, and the District of Columbia transportation agencies who have determined that the plan is fiscally constrained.
93.110	<p>Is the conformity determination based upon the latest planning assumptions?</p> <p>(a) Is the conformity determination, with respect to all other applicable criteria in 40 CFR §§93.111 - 93.119, based upon the most recent planning assumptions in force at the time of the conformity determination?</p> <p>(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency and is the conformity based upon the latest assumptions about current and future background concentrations?</p> <p>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</p> <p>(d) Does the conformity determination include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time?</p> <p>(e) Does the conformity determination use the latest</p>	Y	<p>(a & b) The latest planning assumptions have been utilized. The latest planning assumptions include the Cooperative Forecasts Round 10.0, which includes forecasts for population and employment data. The latest travel time changes were used in the travel demand model Gen2/Ver. 2.4.6. The new vehicle registration data included December 2023 data for the District of Columbia, Maryland and Virginia.</p> <p>(c) Charges made by each transit provider as well as updated charges were used for future analyses and are located in Appendix B of the conformity document.</p> <p>(d) Reasonable assumptions are discussed in Appendix B of the conformity determination document</p> <p>(e) All of the TCMs listed in the 1-hour and 8-hour ozone SIPs for the Metropolitan Washington, DC area were implemented. The</p>

	<p>existing information regarding the effectiveness of Transportation Control Measures (TCMs) and other implementation plan measures which have already been implemented?</p> <p>(f) Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation required by 40 CFR §93.105?</p>		<p>latest information regarding TCMs and other implementation plan measures effectiveness has been used.</p> <p>(f) Supporting documents are provided in the conformity determination document. They were included in the materials made available during the public comment period.</p> <ul style="list-style-type: none"> • The first public outreach phase occurred from February to November in 2023, when public opinion on Visualize 2045 projects proposed for resubmittal to the 2050 plan was collected. • The second period was during March 2024 and focused on regionally significant air quality project inputs, land use inputs, and the air quality analysis scope of work. • The third period took place in fall 2025, when the TPB initiated a 30-day public comment period from October 23 - November 21, 2025, for the draft Visualize 2050 National Capital Region Transportation Plan, the draft FY 2026-2029 Transportation Improvement Program (TIP), and the draft Air Quality Conformity Analysis Report. • The TPB held a virtual TIP Forum on November 13, 2025. At the TIP Forum planners presented highlights from the FY2026-2029 TIP and representatives from the state-level departments of transportation and WMATA were available to answer questions.
93.111	Is the conformity determination based upon the latest emissions model?	Y	This conformity determination used MOVES4.0.1 to do the emissions analysis.
93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	Consultation procedures were followed in accordance with the TPB consultation procedures. These procedures are based on the procedures of the state conformity SIP.

			<p><u>Interagency Consultation:</u> The TPB has consulted with all appropriate agencies. This includes the District of Columbia Department of the Environment, Maryland Department of the Environment, Maryland Department of Transportation, Maryland Office of Planning, Virginia Department of Environmental Quality, Virginia Department of Transportation, Federal Highway Administration, EPA, and county representatives of the counties of the Metropolitan Washington, DC area.</p> <p><u>Public Consultation:</u> The TPB has provided opportunities for public comment on the Conformity Determination. The TPB responded to comments received during the public comment period and approved the air quality conformity analysis of the Visualize 2050 plan and FY 2026-2029 TIP.</p>																
93.113(b) and 93.113(c)	Are TCM's being implemented in a timely manner.	Y	All the TCMs listed in the 1-hour and 8-hour ozone SIPs for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used. Documentation regarding the timely implementation of each project was included as Attachment G of the Conformity Analysis document.																
93.118	For areas with SIP Budgets: Does the Transportation Plan and/or TIP meet the required emission reduction test?	Y	<p>On October 4, 2024, EPA declared adequate the updated mobile emissions budgets for the years 2014, 2025, and 2030 MVEBs for the ozone precursors NO_x and VOCs contained in the maintenance plan for the Washington, DC–MD–VA 2008 8-hour ozone NAAQS. Therefore, these mobile budgets are the applicable budgets to be used in this conformity determination and are in tons/day (tpd).</p> <table> <tr> <td><u>2025 Budgets:</u></td> <td><u>2025 Analysis:</u></td> </tr> <tr> <td>33.5 tpd (VOC)</td> <td>28.5 tpd (VOC)</td> </tr> <tr> <td>55.8 tpd (NO_x)</td> <td>45.9 tpd (NO_x)</td> </tr> <tr> <td><u>2025 Budgets:</u></td> <td><u>2026 Analysis:</u></td> </tr> <tr> <td>33.5 tpd (VOC)</td> <td>26.4 tpd (VOC)</td> </tr> <tr> <td>55.8 tpd (NO_x)</td> <td>41.8 tpd (NO_x)</td> </tr> <tr> <td><u>2030 Budgets:</u></td> <td><u>2030 Analysis:</u></td> </tr> <tr> <td>26.1 tpd (VOC)</td> <td>22.2 tpd (VOC)</td> </tr> </table>	<u>2025 Budgets:</u>	<u>2025 Analysis:</u>	33.5 tpd (VOC)	28.5 tpd (VOC)	55.8 tpd (NO _x)	45.9 tpd (NO _x)	<u>2025 Budgets:</u>	<u>2026 Analysis:</u>	33.5 tpd (VOC)	26.4 tpd (VOC)	55.8 tpd (NO _x)	41.8 tpd (NO _x)	<u>2030 Budgets:</u>	<u>2030 Analysis:</u>	26.1 tpd (VOC)	22.2 tpd (VOC)
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			41.1 tpd (NO _x)	27.9 tpd (NO _x)
			<u>2030 Budgets:</u> 26.1 tpd (VOC) 41.1 tpd (NO _x)	<u>2040 Analysis:</u> 17.0 tpd (VOC) 14.0 tpd (NO _x)
			<u>2030 Budgets:</u> 26.1 tpd (VOC) 41.1 tpd (NO _x)	<u>2045 Analysis:</u> 15.7 tpd (VOC) 12.5 tpd (NO _x)
			<u>2030 Budgets:</u> 26.1 tpd (VOC) 41.1 tpd (NO _x)	<u>2050 Analysis:</u> 14.9 tpd (VOC) 12.1 tpd (NO _x)
			The transportation plan and TIP meet the emission reduction test because the MVEBs for the analysis years 2025, 2026, 2030, 2040, 2045, and 2050 are lower than the SIP approved MVEBs for the year 2025 and 2030.	

IV. CONCLUSION

Pursuant to FHWA’s February 5, 2026 request, EPA has reviewed the 2008 8-hour ozone NAAQS and the 2015 8-hour ozone NAAQS conformity determinations for the FY 2026-2029 TIP and Visualize 2050 LRTP prepared by the National Capital Region TPB for the Washington DC-MD-VA Area. EPA has determined that the conformity determinations for the FY 2026-2029 TIP and Visualize 2050 LRTP meets the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93 as long as FHWA determines that the TIP and plan demonstrate fiscal constraint.

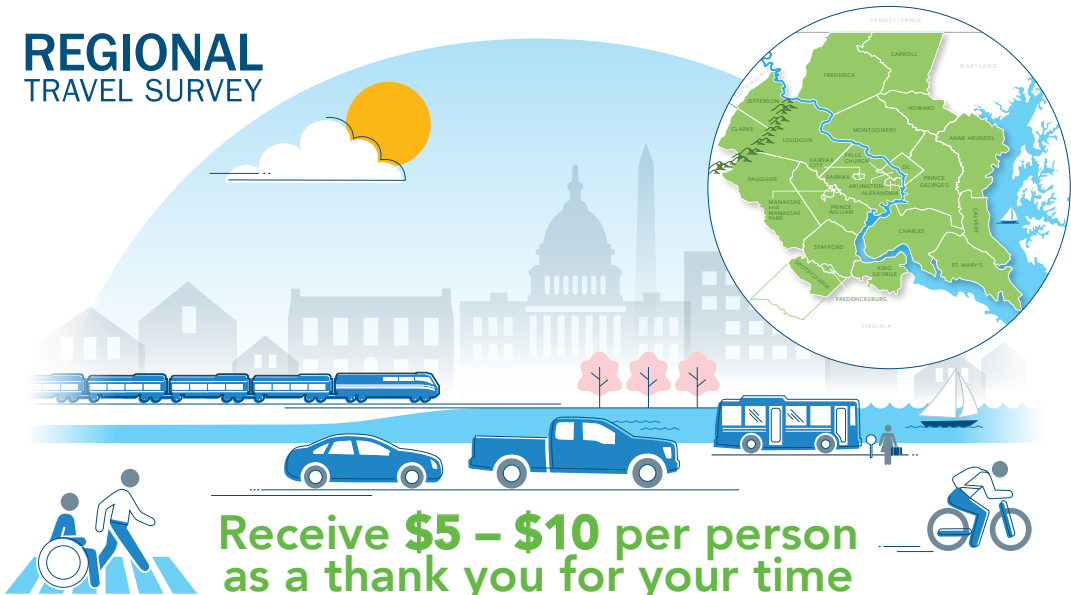


MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: April 9, 2026

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

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FOR IMMEDIATE RELEASE

April 7, 2026

Contact:

Virginia Department of Rail and Public Transportation

Jayla Parker, jayla.parker@drpt.virginia.gov, 804-972-4524

Commonwealth Transportation Board Invites Public Feedback on Transportation Projects, Initiatives

Public encouraged to provide input on projects that are recommended for funding



RICHMOND, Va. — The Commonwealth Transportation Board (CTB) will host nine meetings across Virginia and is inviting the public to share feedback on transportation projects that have been recommended for funding, as well as other transportation initiatives. Members of the community may participate by attending public meetings or submitting comments online, by email, or by mail.

The Virginia Department of Rail and Public Transportation (DRPT) will host a virtual public meeting on May 27 at 5:30 p.m. DRPT will receive public comment on public transportation and rail programs in its FY 2027-2032 SYIP. For more information, visit www.drpt.virginia.gov.

The public will have an opportunity to learn and share feedback about:

The Draft Fiscal Year (FY) 2027-2032 Six-Year Improvement Program (SYIP), which allocates public funds to highway, road, bridge, rail, bicycle, pedestrian, public transportation, and transportation demand management projects. The Draft FY 2027-2032 SYIP identifies projects proposed for inclusion in the final program, which will be before the CTB at its June meeting. All federally eligible projects in the SYIP will be included in the federally required Statewide Transportation Improvement Program (STIP) to document how Virginia plans to obligate its federal funds. The Draft FY 2027-2032 SYIP includes projects recommended for funding in the following programs:

- Revenue Sharing — provides dollar-for-dollar cash match funding for use by a county, city or town to construct, improve, or maintain the primary, secondary, or urban roadways, with statutory limitations on the amount of state funds authorized per locality
- Transportation Alternatives — provides funding for non-traditional transportation projects that expand non-motorized travel choices and improve the cultural, historical, and environmental aspects of transportation infrastructure
- Innovation and Technology Transportation Fund — provides funding for pilot programs and fully developed initiatives related to high-tech infrastructure improvements
- State of Good Repair — provides funding for deteriorated pavements and structurally deficient bridges
- Public transportation and rail — provides funding to support public transportation agencies and rail programs throughout the Commonwealth

Comments will also be accepted for new projects valued at more than \$25 million.

The public meetings are scheduled in each of the locations at 4 p.m., except as noted below:

<p>Monday, April 20 Fredericksburg District Jepson Alumni Executive Center at the University of Mary Washington 1119 Hanover Street, Fredericksburg, VA 22401</p>	<p>Tuesday, April 28 Staunton District Blue Ridge Community College, Plecker Center for Continuing Education One College Lane, Weyers Cave, VA 24486</p>	<p>Thursday, April 30 Hampton Roads District Hampton Roads District James River Auditorium 7511 Burbage Drive, Suffolk, VA 23435</p>
<p>Tuesday, May 5 Culpeper District Culpeper District Auditorium 1601 Orange Road, Culpeper, VA 22701</p>	<p>Thursday, May 7 Bristol District Southwest Virginia Higher Education Center One Partnership Circle, Abingdon, VA 24210</p>	<p>Monday, May 11 Richmond District Richmond District Hawthorne Auditorium 2430 Pine Forest Drive, Colonial Heights, VA 23834</p>
<p>Wednesday, May 13 Salem District Holiday Inn Roanoke Airport Conference Center 3315 Ordway Drive, Roanoke, VA 24017</p>	<p>Tuesday, May 19, 5 p.m. Northern Virginia District Hotel AKA Alexandria 625 First St. Alexandria, VA 22314</p>	<p>Tuesday, May 26 Lynchburg District Lynchburg District Ramey Auditorium 4303 Campbell Avenue, Lynchburg, VA 24501</p>

Online Sources

- [Six-Year Improvement Program](#)
- [Virginia Department of Transportation \(VDOT\)’s spring meetings](#)
- [DRPT’s Open Data Portal](#)

You can also submit your comments via online form, email, or mail by June 1, 2026:

- For roads and highways: Six-YearProgram@VDOT.Virginia.gov or Infrastructure Investment Director, Virginia Department of Transportation, 1221 East Broad Street, Richmond, VA 23219.

- For transit and rail: DRPTPR@drpt.virginia.gov or Public Information Office, Virginia Department of Rail and Public Transportation, 600 East Main Street, Suite 2102, Richmond, VA 23219.

Title VI

The Commonwealth is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. If you need further information on these policies or special assistance for persons with disabilities or limited English proficiency, please contact the Virginia Department of Transportation's Title VI Compliance Officer at 804-786-2730 or the Virginia Department of Rail and Public Transportation's Title VI Compliance Officer at 804-786-4440 (TTY users call 711).

For additional information about the CTB, visit ctb.virginia.gov/about-the-ctb/.

About the Virginia Department of Rail and Public Transportation

DRPT's mission is to connect and improve the quality of life for all Virginians with innovative transportation solutions. The agency works with rail and public transportation stakeholders to provide service to people throughout Virginia and promotes transportation options to the general public, businesses, and community decision makers. DRPT's vision is a connected Commonwealth with an integrated multimodal network that serves every person, every business, and every need. For more information, please visit www.drpt.virginia.gov.

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