

Fiscal Year 2026-2029 Transportation Improvement Program



VISUALIZE
2050



National Capital Region
Transportation Planning Board

Approved December 17, 2025

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for the metropolitan Washington region. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 22 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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

**RESOLUTION APPROVING THE VISUALIZE 2050 METROPOLITAN TRANSPORTATION PLAN
AND THE FY 2026–2029 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
NATIONAL CAPITAL REGION**

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 Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify the development and content of the metropolitan transportation plan (MTP), referred to by TPB as the National Capital Region Transportation Plan, and of the transportation improvement program and require that it be reviewed and updated at least every four years; and

WHEREAS, the TIP is required by FHWA and 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 the TPB approved the FY 2023-2026 Transportation Improvement Program (TIP) on June 15, 2022, which was developed as specified in the Federal Planning Regulations; and

WHEREAS, TPB's resolution R19-2021 called for updating Visualize 2045 using a "zero-based budgeting" approach to update projects in the MTP that would have the TPB member agencies re-examine all of the projects in 2022 Update to Visualize 2045 and resubmit an updated mix of projects supported by updated revenue and expenditure estimates for new projects through 2050 demonstrating that funding is reasonably expected to be available, in order to better achieve the region's goals, while providing for projects under construction or funded to be exempt from the above requirement; and

WHEREAS, on February 15, 2023, TPB staff issued a Technical Inputs Solicitation Submission Guide, which is a formal call for area transportation implementing agencies to submit technical details, including information necessary to perform the required air quality analysis for the next National Capital Region Transportation Plan, Visualize 2050, and for projects and programs to be included in the FY 2026-2029 TIP that will meet federal planning requirements, and will address the federal planning factors and the goals in the TPB policy framework; and

WHEREAS, the transportation implementing agencies in the region provided project submissions for Visualize 2050 and the FY 2026-2029 TIP, and the TPB Technical Committee and the TPB reviewed the project submissions at meetings in October, November 2023, and February, March, and April 2024 meetings; and

WHEREAS, at its May and June 2024 and October 2025 meetings, the TPB approved the projects submitted for inclusion in the air quality conformity analysis of Visualize 2050 and the FY 2026-2029 TIP; and

WHEREAS, member agencies submitted the non-regionally significant projects in August 2024 and provided the current planned financial obligations in May 2025 for inclusion in Visualize 2050 and FY 2026-2029 TIP;

WHEREAS, on October 23, 2025, the draft FY 2026-2029 TIP was released for a 30-day public comment and inter-agency review period along with the draft Visualize 2050 plan and the air quality conformity analysis; and

WHEREAS, the FY 2026-2029 TIP has been developed to meet the financial requirements in the Federal Planning Regulations; and

WHEREAS, during the development of Visualize 2050, the FY 2026-2029 TIP, and the air quality conformity analysis, the TPB Participation Plan was followed, and several opportunities were provided for public comment: (1) from February through November, 2023, TPB invited public input on Visualize 2045 projects undergoing re-evaluation for submission and consideration in Visualize 2050; (2) a 30-day public comment period on project submissions for the air quality conformity analysis of Visualize 2050 and FY 2026-2029 TIP and the air quality conformity analysis scope of work was provided from March 1 to 30, 2024; (3) the TPB Community Advisory Committee (CAC) was briefed on the project submissions at its March 14, 2024, meeting, (4) an opportunity for public comment on these submissions was provided at the beginning of the March, April, May, and June 2024, TPB meetings; (5) on October 23, 2025, the draft Visualize 2050 document, FY 2026-2029 TIP, and the draft Air Quality Conformity Analysis Report were released for a 30-day public comment period which closed on November 21, 2025; (6) on November 13, 2025, a Public Forum was held on the development of the FY 2026-2029 TIP; (7) an opportunity for public comment on these documents was provided on the TPB website and on the Visualize 2050 website, and at the beginning of the November and December 2025 TPB meetings; (8) TPB provided public comment opportunities throughout the plan's development at the opening of its monthly meeting; and (9) the documentation of public engagement on Visualize 2050, the FY 2026-2029 TIP, and the Air Quality Conformity Analysis Report includes summaries of all comments and responses; and

WHEREAS, the TPB Technical Committee has recommended favorable action by the Board on Visualize 2050, the FY 2023-2026 TIP, and the Air Quality Conformity Analysis Report; and

WHEREAS, on December 17, 2025, the TPB passed Resolution R3-2026, determining that Visualize 2050, the FY 2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the FY 2026-2029 TIP is consistent with Visualize 2050, and the projects and programs are selected in accordance with the Federal Planning Regulations.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves Visualize 2050 and the FY 2026-2029 Transportation Improvement Program.

Adopted by the Transportation Planning Board at its regular meeting on December 17, 2025.

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1. INTRODUCTION TO THE TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule over the next four years for the use of federal, state, and local funds on state and local transportation projects. The TIP represents an agency's intent to construct or implement specific projects in the short term and identifies the anticipated flow of federal funds and matching state or local contributions. It is a multimodal list of projects that includes highway projects, rail, bus and streetcar projects, and bicycle and pedestrian improvements. It also includes roadway and transit maintenance projects, operational programs, and many other transportation-related activities. The TPB's FY 2026–2029 TIP contains more than 330 project and program records and over \$17.9 billion in funding across the National Capital Region. The TIP is a dynamic financial document that must be updated at least every four years, but between formal updates, the TIP is usually amended and modified monthly.

Federal Planning Factors

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) introduced a set of federal planning factors that were initially focused on intermodalism, environmental protection, economic development, public involvement, and system preservation. Since then, successive authorization bills from TEA-21 to the FAST Act have expanded or refined these to ten planning factors which must be considered in the development of long-range plans and TIPs. The FY 2026–2029 TIP was developed in accordance with the current set of factors listed here.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people.
- Increase the accessibility and mobility of freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The TPB's goals align closely with the federal planning factors. Every project or program included in the TIP supports the achievement of one or more TPB goals.

The Transportation Improvement Program and the National Capital Region Transportation Plan

The National Capital Region Transportation Plan is the federally required metropolitan transportation plan for the metropolitan Washington region. The latest version to be adopted concurrently with the FY 2026–2029 TIP is called Visualize 2050 which identifies all regionally significant transportation investments planned through 2050 and policy guidelines that are aimed at shaping future iterations of the plan. Visualize 2050 also provides detailed analysis to help decision-makers and the public “visualize” the future.

As a product of the metropolitan transportation planning process, the TIP outlines the staged development of the National Capital Region Transportation Plan with priority projects selected for programming by the two states, district, and the transit agencies presented in the first and second year of the four-year program. State, regional, and local transportation agencies update the TIP on a more frequent basis by amending or modifying the TIP to reflect their latest obligation plans. All projects and programs funded in the TIP are included in Appendix A in this document. As these projects and programs are amended and modified, they are updated online in revised tables and an interactive database at www.mwcog.org/TIP.

Development of the FY 2026–2029 TIP

On June 16, 2021, the TPB directed staff to develop the next metropolitan transportation plan using a zero-based budgeting perspective in which all projects, unless they were under construction or funded, were required to be resubmitted. The TIP captures the investments in the first four years of the plan, so this mandate influenced TIP development as well.

On February 15, 2023, the TPB began developing the FY 2026–2029 TIP by issuing a call for projects with the Technical Inputs Solicitation (TIS) Policy Guide for Visualize 2050 and the FY 2026–2029 TIP. Member agencies reviewed their current projects and submitted their projects and funding information in the TPB’s Project InfoTrak (or “InfoTrak” for brevity) database in two phases: regionally significant for air quality (RSAQ) projects were submitted by December 2023 and non-regionally significant projects were submitted by August 2024. In April 2025, TPB staff released an addendum to the TIS focusing on the federal requirements for the TIP, the TIP and its relationship to the project database-Project InfoTrack, and the financial inputs.

The TPB held three comment periods to inform the TIP development as well as a Public Forum on the TIP where community members were invited to learn about the region’s funding projects to be implemented in the next four years and hear from the state DOTs, District DOT, and WMATA about their project selection processes. More information about the TIP’s public engagement process can be found in the Visualize 2050 planning and programming process document available on www.visualize2050.org.

TABLE 1: TIP DEVELOPMENT MILESTONE

Feb. 15, 2023	Dec. 2023	Aug. 2024	April 2025	May 9, 2025	Nov. 13, 2025	Oct. 23 - Nov. 21, 2025	Dec. 17, 2025
TPB staff issues TIS Guide	RSAQ project submissions due	NRS project submissions due	TPB staff issues TIS addendum	FY 26-29 TIP inputs due	TIP Forum	Public Comment Period on TIP	TIP Approved

The Technical Inputs Solicitation

The Technical Inputs Solicitation (TIS) document marks the official beginning of a plan and/or TIP update. In February 2023 the TPB approved the TIS Policy Guide, outlining the process and schedule for including projects, programs, and policies in the air quality conformity analysis, as well as an inventory of regional studies, planning documents, public input compilations, and many other resources. The TIS Instructional Guide is a technical document that was provided directly to staff of the region's implementing agencies. It provided greater detail on the process for submitting project data in InfoTrak. In April 2025, the TIS Instructional Guide Addendum was released to provide guidance for the financial inputs to the FY 2026–2029 TIP and new user documentation for the InfoTrak platform which underwent a major upgrade in November 2024. The Technical Input Solicitation and the Instructional Guide Addendum can be found in Appendix C.

Any municipal, county, district, state, regional, or federal agency with the fiscal authority to fund transportation projects is responsible for providing required project and program inputs for the FY 2026–2029 TIP. Inputs are required to be submitted by one of the TPB member jurisdictions, transportation agencies, and other authorized project sponsors.

TABLE 2: TPB AUTHORIZED PROJECT SPONSORS

District of Columbia	Northern Virginia
District Department of Transportation (DDOT)	Virginia Department of Transportation (VDOT)
Suburban Maryland	
Maryland Department of Transportation (MDOT)	
State Highway Administration (SHA)	Virginia Passenger Rail Authority (VPRA)
Maryland Transit Administration (MTA)	Virginia Railway Express (VRE)
Maryland Transportation Authority (MDTA)	Potomac and Rappahannock Transportation Commission (PRTC)
Charles County	Northern Virginia Transportation Authority (NVTA)
Frederick County	Northern Virginia Transportation Commission (NVTC)
Montgomery County	Arlington County*
Prince George's County	Fairfax County*
City of Bowie	Fauquier County*
City of College Park	Loudoun County*
City of Frederick	Prince William County*
City of Gaithersburg	City of Alexandria*
City of Greenbelt	City of Fairfax*
City of Laurel	City of Falls Church*
City of Rockville	City of Manassas*
City of Takoma Park	City of Manassas Parks*
Maryland-National Capital Park and Planning Commission (M-NNCOPPC)	
Regional	
Washington Metropolitan Area Transit Authority (WMATA)	Metropolitan Washington Council of Governments (COG)/Transportation Planning Board (TPB)
Metropolitan Washington Airports Authority (MWAA)	Eastern Federal Lands Highway Division

*Virginia local jurisdictions submit through VDOT but are still responsible for providing required information

Public Participation

This TIP was developed under procedures in the TPB's Public Participation Plan to involve community members, affected public agencies, representatives of transportation agency employees, private providers of transportation, bicyclists, pedestrians, people with disabilities, and other members of the public. In the fall of 2025, the TPB hosted a Public Forum on the development of the FY 2026–2029 TIP, which included a review of projects and funding levels in the TIP and presentations from the region's three DOTs and WMATA on their project prioritization and programming processes. Additionally, the draft FY 2026–2029 TIP document was released for a 30-day public comment period along with Visualize 2050 and the draft Air Quality Conformity Analysis Report of Visualize 2050 and the FY 2026–2029 TIP. Public comments could be submitted online, by email, regular mail, or by voicemail. Documentation of the public involvement and comment process on the FY 2026–2029 TIP is included in the Visualize 2050 planning and programming process documentation available on www.visualize2050.org.

Amendment, Administrative Modification, and Technical Correction Procedures

State, regional, and local transportation agencies update information about their projects and programs in the TIP between full TIP update cycles by amending or modifying the TIP to reflect their latest financial obligation plans.

Amendments are any major changes to projects or programs included in the TIP that exceed the parameters for Administrative Modifications as defined below.

Administrative Modifications, also referred to simply as "Modification" or "Ad-Mods", are minor changes to a project included in the TIP that do any one or more of the following actions:

1. Revise a project or program description without changing the scope or conflicting with the environmental document.
2. Change the source of funds.
3. Change the lead agency for a project or program.
4. Split or combine individually listed projects/programs so long as schedule and scope are unchanged, and as long as the funding amounts stay within the guidelines in number seven (7), below.
5. Change required information for grouped project listings; or,
6. Add or delete component projects from project grouping records, so long as the funding amounts stay within the guidelines in number seven (7), below.
7. Revise the funding amount listed for a program or a project's phases subject to the applicable definition of the funding limitations adopted by DDOT, MDOT, and VDOT/DRPT for their respective STIPs.
 - a. For projects to be included in the DDOT STIP, the additional funding is limited to 25% of the *total project cost*.
 - b. For projects to be included in the MDOT STIP, any change to funding amounts is limited based upon a sliding scale that varies by the total cost of the project as follows:
 - If the total project cost is less than \$3 million, a Modification shall be used for an increase or decrease in cost of up to 50% of the total project cost.

- If the total project cost is greater than \$3 million but less than \$10 million, a Modification shall be used for an increase or decrease in cost up to 30% of the total project cost.
- If the total project cost is greater than \$10 million, a Modification shall be used for an increase or decrease of cost up to 25% of the total project cost.
- c. For projects to be included in the VDOT or DRPT's STIP, the additional funding is limited based upon a sliding scale that varies by the funding source and total cost listed for the project as follows:
 - For transit projects using Federal Transit Administration (FTA) funds:
 - If the Approved STIP total estimated project cost is \$2 million or less, a Modification shall be used for an increase of up to 100% of the total project cost.
 - If the project cost is greater than \$2 million but is \$10 million or less, a Modification shall be used for an increase of up to 50% of the total project cost.
 - If the project cost is greater than \$10 million, a Modification shall be used for an increase of up to 25% of the total project cost
 - For highway projects using Federal Highway Administration (FHWA) funds:
 - If the approved STIP total estimated project cost is \$2 million or less a Modification shall be used for an increase of up to 100% of the total project cost.
 - If the project cost is greater than \$2 million but is \$10 million or less, a Modification shall be used for an increase of up to 50% of the total project cost.
 - If the project cost is greater than \$10 million but is \$20 million or less, a Modification shall be used for an increase of up to 25% of the total project cost.
 - If the project cost is greater than \$20 million but is \$35 million or less, a Modification shall be used for an increase of up to 15% of the total project cost.
 - If the project cost is greater than \$35 million, a Modification shall be used for an increase of up to 10% of the total project cost

Administrative Modifications can be processed in accordance with these procedures provided that:

- It does not affect the Air Quality Conformity determination;
- It does not impact financial constraint; and
- It does not require public review and comment.

Technical corrections are minor changes that do not require federal approval. These corrections include typographical, grammatical, or syntactical errors that address, for example, an error in spelling, grammar, deletion of a redundant word or formatting that was inadvertently published. It does not include changes to funding amounts. Such changes are handled on a case-by-case basis through agreement between the state and federal agencies and coordinated with the MPOs as necessary.

For more information, including a comprehensive definition of the term “total cost” as used in the summary above, see Appendix B of this document for the TPB’s Amendment and Administrative Modification Procedures.

2. FINANCIAL PLAN

In the National Capital Region, most federal funding is apportioned to the two states and district by population-based formulas set forth by federal law. These formula-based and other discretionary funds are provided under either Title 23, Surface Transportation and administered by FHWA, or Title 49, as administered by FTA.

The funds under Title 23 and Title 49 are distributed through a variety of programs, many of which have specific areas or topics of focus that those funds must be spent on. For instance, FHWA's Highway Safety Improvement Program (HSIP) funds can only be used on projects that are intended to address safety issues, while Congestion Mitigation and Air Quality (CMAQ) program funds must be spent on projects aimed at reducing congestion or mitigating its effects. Similarly, FTA's Section 5307 funding programs are intended for urban areas, while Section 5311 funds are directed towards non-urbanized areas, and Section 5310 funds are intended to improve mobility options for seniors and persons with disabilities.

In addition to federal funding, there is state and local funding as well as private sector and other sources of funding in the TIP. A full listing of the funding sources supporting projects and programs in the TIP may be found in Appendix D.

Financial Constraint

Through the TPB's financial planning and programming process for Visualize 2050 and the FY 2026–2029 TIP, the funds programmed in this TIP have been compared with the anticipated federal, state, and other revenues provided by each state for the region. The TIP is financially constrained by fiscal year, 2026 through 2029, and includes projects that can be implemented using current revenue sources. The TIP financial plan provides the amount in each fiscal year programmed by the District of Columbia, Maryland, Virginia, and the Washington Metropolitan Area Transit Authority (WMATA). The projects and their total costs included in the FY 2026–2029 TIP represent the initial portion of the region's broader financial plan for future investments as captured in the Visualize 2050 National Capital Region Transportation Plan.

Financial Summaries for the Region by Funding Source

The tables on the next several pages summarize the federal and non-federal funding planned to be obligated on projects and programs across the region over the next four years. As previously noted, the summarized amounts reflect the funding that the states and district have programmed as of this document's approval. There will be the opportunity for monthly amendments and administrative modifications between FY 2026–2029 TIP's approval and the approval of the next full update.

TABLE 3: FUNDING SOURCES AND THEIR FOUR YEAR TOTAL

Funding Program	Abbreviation	Total
Federal Highway Administration - Title 23 Sources		
Accelerated Innovation Deployment Demonstration Program	DEMO	\$3,192,807
Bridge Formula Program	BFP	\$47,977,440
Bridge Investment Program	BIP	\$3,616,000
Bridge Replacement and Rehabilitation Program	HBRRP	\$47,737,412
BUILD Discretionary Grants Program	BUILD	\$56,900,000
Carbon Reduction Program	CRP	\$62,739,376
Congestion Mitigation and Air Quality Improvement Program	CMAQ	\$240,414,456

Funding Program	Abbreviation	Total
Earmark - Community Project Funding	Earmark - CPF	\$7,095,000
High Priority Project	HPP	\$8,825,291
Highway Bridge Program - Off System	HBP-Off System	\$20,032,315
Highway Infrastructure Program	HIP	\$25,372,792
Highway Safety Improvement Program	HSIP	\$496,955,440
Metropolitan Planning Program	PL/MPP	\$11,947,335
National Electric Vehicle Infrastructure Formula Program	NEVI	\$15,768,333
National Highway Freight Program	NHFP	\$12,891,960
National Highway Performance Program	NHPP	\$2,076,022,306
Passenger Rail Investment and Improvement Act	PRIIA	\$637,500,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Discretionary Grant	PROTECT-G	\$5,513,799
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Formula Funding	PROTECT-F	\$14,402,128
Regional Surface Transportation Program	RSTP	\$186,086,312
Special Project	SP	\$7,500,000
State Planning & Research Program	SPR	\$19,270,401
State Transportation Innovation Council	STIC	\$442,000
Surface Transportation Block Program	STBG	\$1,204,580,319
The Nationally Significant Multimodal Freight & Highway Projects Discretionary Grant Program	INFRA	\$42,474,500
Transportation Alternatives Program	TAP	\$57,246,857
Federal Transit Administration - Title 49 Source		
Sect. 5303 - Metropolitan Transportation Planning Program	S. 5303	\$529,000
Sect. 5304 - Statewide Transportation Planning Grant	S. 5304	\$130,700
Sect. 5307 - Urbanized Area Formula Program	S. 5307	\$1,420,381,328
Sect. 5309 - Capital Investment Grant	S. 5309	\$341,190,002
Sect. 5310 - Elderly and Persons with Disabilities Program	S. 5310	\$24,024,984
Sect. 5311 - Non-urbanized Area Formula Program	S. 5311	\$3,635,000
Sect. 5337 - State of Good Repair Program	S. 5337-SGR	\$1,480,374,051
Sect. 5339 - Bus and Bus Facilities Formula Program	S. 5339	\$70,977,484
Sect. 5339 (c) - Low or No Emissions Vehicle Program	S. 5339 (C)	\$171,362,380
Federal Subtotal		\$8,825,109,508
State, Regional, and Local		
Local	LOCAL	\$2,674,401,710
Local Bonds	LBD	\$26,708,000
Northern Virginia Transportation Authority	NVTA	\$617,284,254
State (Non-Match)	State (NM)	\$565,583,497
State Bonds	SBD	\$931,000
State or District Funding	DC/STATE	\$3,591,559,421

Funding Program	Abbreviation	Total
State, Regional, and Local Subtotal		\$7,476,467,882
Other		
AMTRAK	AMTRAK	\$465,996,398
Concession Funds	CONCESSION	\$23,433,543
Department of Defense	DOD	\$3,091,000
Federal Railroad Administration (not FTA)	FRA	\$828,720,221
Federal Railroad Administration (Not FTA) Earmark	FRA EARMARK	\$15,995,623
National Recreational Trails Funding Program	NRT	\$5,011,200
Priority Transportation Fund (VA)	PTF	\$208,774,999
Private	PRIVATE	\$11,115,000
Revenue Sharing	REVSH	\$47,861,403
Other Total		\$1,609,999,387
Grand Total		\$17,911,576,777

Table 4 shows Federal Highway Administration and Federal Transit Administration funding along with state, local, and other sources programmed throughout the region for fiscal years 2026 through 2029, totaling over \$17.9 billion.

Of the \$17.9 billion programmed around the region, \$8.8 billion comes from federal sources, about \$7.5 billion comes from state, regional, and local funding, and \$1.6 billion comes from other sources.

TABLE 4: FY 2026–2029 FINANCIAL SUMMARY FOR THE NATIONAL CAPITAL REGION

Funding Program	2026	2027	2028	2029	Total
Federal Highway Administration - Title 23 Sources					
BFP	\$22,674,100	\$20,866,600	\$4,036,740	\$400,000	\$47,977,440
BIP	\$3,616,000	\$0	\$0	\$0	\$3,616,000
BUILD	\$32,000,000	\$0	\$24,900,000	\$0	\$56,900,000
CMAQ	\$143,386,645	\$50,234,783	\$20,628,074	\$26,164,954	\$240,414,456
CRP	\$21,382,527	\$17,836,849	\$11,760,000	\$11,760,000	\$62,739,376
DEMO	\$2,089,714	\$1,103,093	\$0	\$0	\$3,192,807
Earmark - CPF	\$5,422,932	\$1,128,566	\$293,502	\$250,000	\$7,095,000
HBP-Off System	\$19,369,315	\$663,000	\$0	\$0	\$20,032,315
HBRRP	\$20,047,373	\$11,655,143	\$7,694,896	\$8,340,000	\$47,737,412
HIP	\$19,231,408	\$6,141,384	\$0	\$0	\$25,372,792
HPP	\$3,807,856	\$4,361,528	\$655,907	\$0	\$8,825,291
HSIP	\$85,374,000	\$251,229,440	\$81,908,000	\$78,444,000	\$496,955,440
INFRA	\$8,491,500	\$20,491,500	\$13,491,500	\$0	\$42,474,500
NEVI	\$6,027,333	\$5,856,000	\$3,378,000	\$507,000	\$15,768,333
NHFP	\$7,239,396	\$1,788,708	\$1,523,968	\$2,339,888	\$12,891,960
NHPP	\$492,841,793	\$598,044,276	\$516,069,605	\$469,066,632	\$2,076,022,306
PL/MPP	\$2,855,736	\$2,941,409	\$3,029,650	\$3,120,540	\$11,947,335
PRIIA	\$193,500,000	\$148,000,000	\$148,000,000	\$148,000,000	\$637,500,000

Funding Program	2026	2027	2028	2029	Total
PROTECT-F	\$3,600,532	\$3,600,532	\$3,600,532	\$3,600,532	\$14,402,128
PROTECT-G	\$1,000,000	\$4,513,799	\$0	\$0	\$5,513,799
RSTP	\$79,895,937	\$75,898,137	\$8,976,523	\$21,315,715	\$186,086,312
SP	\$7,500,000	\$0	\$0	\$0	\$7,500,000
SPR	\$4,625,863	\$4,772,194	\$4,880,958	\$4,991,386	\$19,270,401
STBG	\$342,926,305	\$296,040,932	\$287,621,729	\$277,991,353	\$1,204,580,319
STIC	\$110,500	\$110,500	\$110,500	\$110,500	\$442,000
TAP	\$14,915,134	\$15,536,963	\$14,310,922	\$12,483,838	\$57,246,857
Federal Transit Administration - Title 49 Sources					
S. 5303	\$529,000	\$0	\$0	\$0	\$529,000
S. 5304	\$130,700	\$0	\$0	\$0	\$130,700
S. 5307	\$511,991,622	\$311,634,272	\$290,403,396	\$306,352,038	\$1,420,381,328
S. 5309	\$224,487,002	\$74,974,000	\$37,487,000	\$4,242,000	\$341,190,002
S. 5310	\$5,984,417	\$5,674,906	\$6,345,153	\$6,020,508	\$24,024,984
S. 5311	\$743,000	\$964,000	\$964,000	\$964,000	\$3,635,000
S. 5337-SGR	\$584,325,971	\$304,842,442	\$286,102,135	\$305,103,503	\$1,480,374,051
S. 5339	\$25,246,084	\$13,843,800	\$15,843,800	\$16,043,800	\$70,977,484
S. 5339 (C)	\$171,362,380	\$0	\$0	\$0	\$171,362,380
Federal Subtotal	\$3,068,732,075	\$2,254,748,756	\$1,794,016,490	\$1,707,612,187	\$8,825,109,508
State, Regional, and Local					
DC/STATE	\$896,320,751	\$989,664,195	\$1,135,541,528	\$570,032,947	\$3,591,559,421
LBD	\$17,000	\$20,778,000	\$5,913,000	\$0	\$26,708,000
LOCAL	\$779,919,075	\$705,133,374	\$645,306,920	\$544,042,341	\$2,674,401,710
NVTA	\$94,766,065	\$266,385,055	\$53,934,059	\$202,199,075	\$617,284,254
SBD	\$931,000	\$0	\$0	\$0	\$931,000
State (NM)	\$165,107,457	\$139,194,245	\$103,087,461	\$158,194,334	\$565,583,497
State, Regional, and Local Subtotal	\$1,937,061,348	\$2,121,154,869	\$1,943,782,968	\$1,474,468,697	\$7,476,467,882
Other					
AMTRAK	\$98,803,453	\$99,340,706	\$218,684,494	\$49,167,745	\$465,996,398
CONCESSION	\$23,433,543	\$0	\$0	\$0	\$23,433,543
DOD	\$3,091,000	\$0	\$0	\$0	\$3,091,000
FRA	\$371,859,198	\$354,326,358	\$92,534,665	\$10,000,000	\$828,720,221
FRA EARMARK	\$0	\$13,330,977	\$2,664,646	\$0	\$15,995,623
NRT	\$3,052,800	\$652,800	\$652,800	\$652,800	\$5,011,200
Private	\$7,573,000	\$1,464,000	\$1,952,000	\$126,000	\$11,115,000
PTF	\$0	\$62,194,860	\$80,705,049	\$65,875,090	\$208,774,999
REVSH	\$3,431,638	\$8,720,300	\$35,709,465	\$0	\$47,861,403
Other Total	\$511,244,632	\$540,030,001	\$432,903,119	\$125,821,635	\$1,609,999,387
Grand Total	\$5,517,038,055	\$4,915,933,626	\$4,170,702,577	\$3,307,902,519	\$17,911,576,777

Table 5 shows a similar breakdown of just over \$2.0 billion in funding for projects and programs to be implemented by DDOT. About 58 percent of that funding comes from federal sources. DC funding along with Grant Anticipated Revenue Vehicle (GARVEE) bonds make up most of the rest of the program total. In the District, GARVEE bonds are only being used to pay for part of the South Capitol Street Corridor project and 11th Street Bridge SE Replacement project.

TABLE 5: FY 2026–2029 FINANCIAL SUMMARY FOR THE DISTRICT OF COLUMBIA

Funding Program	2026	2027	2028	2029	Total
Federal Highway Administration - Title 23 Sources					
BFP	\$14,055,600	\$14,055,600	\$0	\$0	\$28,111,200
BUILD	\$32,000,000	\$0	\$24,900,000	\$0	\$56,900,000
CRP	\$5,840,877	\$6,076,849	\$0	\$0	\$11,917,726
CMAQ	\$3,212,677	\$3,342,450	\$3,378,202	\$3,500,791	\$13,434,120
HBP-Off System	\$19,369,315	\$663,000	\$0	\$0	\$20,032,315
HSIP	\$11,835,000	\$6,300,000	\$6,300,000	\$6,300,000	\$30,735,000
PL/MPP	\$2,855,736	\$2,941,409	\$3,029,650	\$3,120,540	\$11,947,335
NEVI	\$933,333	\$0	\$0	\$0	\$933,333
NHFP	\$4,138,396	\$1,788,708	\$1,523,968	\$2,339,888	\$9,790,960
NHPP	\$121,129,943	\$190,421,101	\$179,832,468	\$91,203,964	\$582,587,476
PROTECT-G	\$1,000,000	\$0	\$0	\$0	\$1,000,000
PROTECT-F	\$3,600,532	\$3,600,532	\$3,600,532	\$3,600,532	\$14,402,128
SPR	\$4,625,863	\$4,772,194	\$4,880,958	\$4,991,386	\$19,270,401
STIC	\$110,500	\$110,500	\$110,500	\$110,500	\$442,000
STBG	\$101,835,683	\$69,099,521	\$78,194,743	\$68,344,348	\$317,474,295
INFRA	\$8,491,500	\$8,491,500	\$8,491,500	\$0	\$25,474,500
TAP	\$4,483,838	\$4,483,838	\$4,483,838	\$4,483,838	\$17,935,352
Federal Transit Administration - Title 49 Sources					
S. 5303	\$529,000	\$0	\$0	\$0	\$529,000
S. 5304	\$130,700	\$0	\$0	\$0	\$130,700
Federal Subtotal	\$340,178,493	\$316,147,202	\$318,726,359	\$187,995,787	\$1,163,047,841
State/Regional/Local					
State (NM)	\$146,757,457	\$120,994,245	\$88,987,461	\$158,194,334	\$514,933,497
DC/STATE	\$106,293,562	\$104,435,326	\$72,343,574	\$37,535,952	\$320,608,414
State, Regional, and Local Subtotal	\$253,051,019	\$225,429,571	\$161,331,035	\$195,730,286	\$835,541,911
Other					
NRT	\$3,052,800	\$652,800	\$652,800	\$652,800	\$5,011,200
Other Subtotal	\$3,052,800	\$652,800	\$652,800	\$652,800	\$5,011,200
Grand Total	\$596,282,312	\$542,229,573	\$480,710,194	\$384,378,873	\$2,003,600,952

Table 6 shows funding in suburban Maryland for fiscal years 2026 through 2029. Maryland's financial summary tables are grouped into two sets. The first page of the table shows MDOT's modal agencies: State Highway Administration (SHA), Maryland Transit Administration (MTA), and the Maryland Transportation Authority (MDTA). The second part of Table 6 on the next page tallies funding for TPB member counties in Maryland: Charles, Frederick, Montgomery, and Prince George's. Over half of MDOT's four-year program total of \$5.4 billion comes from federal sources. Federal Highway Administration funding amounts for SHA projects are programmed without state and local matching formulas, so the federal amounts shown are equal to the total amounts, and the matching funds are included in the State/Local grouping underneath the Federal Transit Administration group.

TABLE 6: FY 2026–2029 FINANCIAL SUMMARY FOR SUBURBAN MARYLAND

Maryland Department of Transportation					
Funding Program	2026	2027	2028	2029	Total
Federal Highway Administration - Title 23 Sources					
CMAQ	\$9,845,000	\$9,098,000	\$9,098,000	\$9,098,000	\$37,139,000
CRP	\$12,560,000	\$11,760,000	\$11,760,000	\$11,760,000	\$47,840,000
Earmark - CPF	\$422,932	\$278,566	\$43,502	\$0	\$745,000
HSIP	\$72,756,000	\$73,166,000	\$75,608,000	\$72,144,000	\$293,674,000
NEVI	\$4,726,000	\$5,856,000	\$3,378,000	\$507,000	\$14,467,000
NHFP	\$3,101,000	\$0	\$0	\$0	\$3,101,000
NHPP	\$231,257,000	\$249,662,000	\$297,469,000	\$345,468,000	\$1,123,856,000
STBG	\$234,634,000	\$217,922,000	\$207,556,000	\$207,777,000	\$867,889,000
TAP	\$24,885	\$32,556	\$5,084	\$0	\$62,525
Federal Transit Administration - Title 49 Sources					
S. 5307	\$39,212,178	\$33,269,000	\$33,178,000	\$33,178,000	\$138,837,178
S. 5310	\$474,800	\$0	\$500,000	\$0	\$974,800
S. 5311	\$743,000	\$964,000	\$964,000	\$964,000	\$3,635,000
S. 5337-SGR	\$20,041,684	\$21,484,000	\$21,484,000	\$21,484,000	\$84,493,684
S. 5339	\$209,000	\$104,000	\$104,000	\$104,000	\$521,000
Federal Subtotal	\$630,007,479	\$623,596,122	\$661,147,586	\$702,484,000	\$2,617,235,187
State/Regional/Local					
DC/STATE	\$308,322,353	\$364,662,500	\$413,590,500	\$217,817,500	\$1,304,392,853
LOCAL	\$4,030,357	\$3,787,642	\$3,845,876	\$3,718,000	\$15,381,875
State, Regional, and Local Subtotal	\$312,352,710	\$368,450,142	\$417,436,376	\$221,535,500	\$1,319,774,728
Other					
DOD	\$3,091,000	\$0	\$0	\$0	\$3,091,000
Private	\$1,073,000	\$1,464,000	\$844,000	\$126,000	\$3,507,000
Other Subtotal	\$4,164,000	\$1,464,000	\$844,000	\$126,000	\$6,598,000
MDOT Grand Total	\$946,524,189	\$993,510,264	\$1,079,427,962	\$924,145,500	\$3,943,607,915

Frederick, Montgomery, and Prince George's Counties					
Funding Program	2026	2027	2028	2029	Total
Federal Highway Administration - Title 23 Sources					
BFP	\$8,618,500	\$6,811,000	\$4,036,740	\$400,000	\$19,866,240
BIP	\$3,616,000	\$0	\$0	\$0	\$3,616,000
Earmark - CPF	\$5,000,000	\$850,000	\$250,000	\$250,000	\$6,350,000
HBRRP	\$20,047,373	\$11,655,143	\$7,694,896	\$8,340,000	\$47,737,412
HSIP	\$0	\$877,500	\$0	\$0	\$877,500
INFRA	\$0	\$12,000,000	\$5,000,000	\$0	\$17,000,000
NEVI	\$368,000	\$0	\$0	\$0	\$368,000
SP	\$7,500,000	\$0	\$0	\$0	\$7,500,000
STBG	\$1,348,000	\$48,000	\$0	\$0	\$1,396,000
TAP	\$7,653,000	\$9,261,000	\$9,822,000	\$8,000,000	\$34,736,000
Federal Transit Administration - Title 49 Sources					
S. 5307	\$2,582,000	\$1,600,000	\$1,600,000	\$1,600,000	\$7,382,000
S. 5309	\$224,487,002	\$74,974,000	\$37,487,000	\$4,242,000	\$7,382,000
S. 5339 (C)	\$17,040,000	\$0	\$0	\$0	\$341,190,002
Federal Subtotal	\$298,259,875	\$118,076,643	\$65,890,636	\$22,832,000	\$505,059,154
State/Regional/Local					
DC/STATE	\$80,870,000	\$96,945,998	\$62,413,000	\$4,121,000	\$244,349,998
LBD	\$17,000	\$0	\$0	\$0	\$17,000
LOCAL	\$198,894,868	\$205,048,093	\$169,368,420	\$141,708,781	\$715,020,162
SBD	\$931,000	\$0	\$0	\$0	\$931,000
State (NM)	\$150,000	\$0	\$0	\$0	\$150,000
State, Regional, and Local Subtotal	\$280,862,868	\$301,994,091	\$231,781,420	\$145,829,781	\$960,468,160
Other					
Private	\$6,500,000	\$0	\$0	\$0	\$6,500,000
Other Subtotal	\$6,500,000	\$0	\$0	\$0	\$6,500,000
Maryland Counties Grand Total	\$585,622,743	\$420,070,734	\$297,672,056	\$168,661,781	\$1,472,027,314
Maryland Grand Total	\$1,532,146,932	\$1,413,580,998	\$1,377,100,018	\$1,092,807,281	\$5,415,635,229

Table 7 shows \$5.7 billion in funding programmed in Northern Virginia, with about 20 percent of that from federal sources. VDOT's inputs to the FY 2026–2029 TIP are derived from its FY 2024–2027 STIP. While the first two years of the TIP are programmed and verified, the limited two-year overlap makes for an incomplete picture of funding in Northern Virginia at the time of this analysis and an amendment to the FY 2026–2029 TIP is anticipated once VDOT provides updated information concurrent with the development of its FY 2027–2030 STIP.

TABLE 7: FY 2026–2029 FINANCIAL SUMMARY FOR NORTHERN VIRGINIA

Funding Program	2026	2027	2028	2029	Total
Federal Highway Administration - Title 23 Sources					
CMAQ	\$126,294,987	\$33,568,717	\$5,743,856	\$8,660,517	\$174,268,077
CRP	\$2,981,650	\$0	\$0	\$0	\$2,981,650
DEMO	\$2,089,714	\$1,103,093	\$0	\$0	\$3,192,807
HIP	\$19,231,408	\$6,141,384	\$0	\$0	\$25,372,792
HPP	\$3,807,856	\$4,361,528	\$655,907	\$0	\$8,825,291
HSIP	\$783,000	\$170,885,940	\$0	\$0	\$171,668,940
NHPP	\$140,454,850	\$157,961,175	\$38,768,137	\$32,394,668	\$369,578,830
PROTECT-G	\$0	\$4,513,799	\$0	\$0	\$4,513,799
RSTP	\$79,895,937	\$75,898,137	\$8,976,523	\$21,315,715	\$186,086,312
STBG	\$5,108,622	\$8,971,411	\$1,870,986	\$1,870,005	\$17,821,024
TAP	\$2,753,411	\$1,759,569	\$0	\$0	\$4,512,980
Federal Transit Administration - Title 49 Sources					
S. 5307	\$17,354,757	\$46,765,272	\$15,625,396	\$21,574,038	\$101,319,463
S. 5337-SGR	\$15,675,018	\$34,118,442	\$2,978,135	\$2,979,503	\$55,751,098
S. 5339	\$423,084	\$431,946	\$431,946	\$431,946	\$1,718,922
Federal Subtotal	\$416,854,294	\$546,480,413	\$75,050,886	\$89,226,392	\$1,123,099,005
State/Regional/Local					
DC/STATE	\$400,834,836	\$423,620,371	\$587,194,454	\$310,558,495	\$1,722,208,156
LBD	\$0	\$20,778,000	\$5,913,000	\$0	\$26,691,000
LOCAL	\$87,388,273	\$224,104,271	\$194,253,656	\$112,852,184	\$618,598,384
NVTA	\$94,766,065	\$266,385,055	\$53,934,059	\$202,199,075	\$617,284,254
State (NM)	\$18,200,000	\$18,200,000	\$14,100,000	\$0	\$50,500,000
State, Regional, and Local Subtotal	\$601,189,174	\$953,087,697	\$855,395,169	\$625,609,754	\$3,035,281,794
Other					
AMTRAK	\$98,803,453	\$99,340,706	\$218,684,494	\$49,167,745	\$465,996,398
CONCESSION	\$23,433,543	\$0	\$0	\$0	\$23,433,543
FRA	\$371,859,198	\$354,326,358	\$92,534,665	\$10,000,000	\$828,720,221
FRA EARMARK	\$0	\$13,330,977	\$2,664,646	\$0	\$15,995,623
Private	\$0	\$0	\$1,108,000	\$0	\$1,108,000
PTF	\$0	\$62,194,860	\$80,705,049	\$65,875,090	\$208,774,999
REVSH	\$3,431,638	\$8,720,300	\$35,709,465	\$0	\$47,861,403
Other Subtotal	\$497,527,832	\$537,913,201	\$431,406,319	\$125,042,835	\$1,591,890,187
Grand Total	\$1,515,571,300	\$2,037,481,311	\$1,361,852,374	\$839,878,981	\$5,754,783,966

In contrast, Table 8 shows \$4.7 billion in funding programmed by WMATA between FY 2026 and FY 2029. About \$4.0 billion of this comes from FTA sources and matching funds, and the bulk of the \$2.7 billion – more than \$1.3 billion – comes from state and local contributions.

TABLE 8: FY 2026–2029 FINANCIAL SUMMARY FOR WMATA

Funding Program	2026	2027	2028	2029	Total
Federal Highway Administration - Title 23 Sources					
CMAQ	\$4,033,981	\$4,225,616	\$2,408,016	\$4,905,646	\$15,573,259
PRIIA	\$193,500,000	\$148,000,000	\$148,000,000	\$148,000,000	\$637,500,000
Federal Transit Administration - Title 49 Sources					
S. 5307	\$452,842,687	\$230,000,000	\$240,000,000	\$250,000,000	\$1,172,842,687
S. 5337-SGR	\$548,609,269	\$249,240,000	\$261,640,000	\$280,640,000	\$1,340,129,269
S. 5339	\$24,614,000	\$13,307,854	\$15,307,854	\$15,507,854	\$68,737,562
S. 5339 (C)	\$154,322,380	\$0	\$0	\$0	\$154,322,380
Federal Subtotal	\$1,377,922,317	\$644,773,470	\$667,355,870	\$699,053,500	\$3,389,105,157
State/Regional/Local					
LOCAL	\$489,605,577	\$272,193,368	\$277,838,968	\$285,763,376	\$1,325,401,289
State, Regional, and Local Subtotal	\$489,605,577	\$272,193,368	\$277,838,968	\$285,763,376	\$1,325,401,289
Grand Total	\$1,867,527,894	\$916,966,838	\$945,194,838	\$984,816,876	\$4,714,506,446

Table 9 shows \$23 million in funding programmed by the Transportation Planning Board between FY 2026 and FY 2029.

TABLE 9: FY 2026–2029 FINANCIAL SUMMARY FOR THE TRANSPORTATION PLANNING BOARD

Funding Program	2026	2027	2028	2029	Total
Federal Transit Administration - Title 49 Sources					
S. 5310	\$5,509,617	\$5,674,906	\$5,845,153	\$6,020,508	\$23,050,184
Federal Subtotal	\$5,509,617	\$5,674,906	\$5,845,153	\$6,020,508	\$23,050,184
Grand Total	\$5,509,617	\$5,674,906	\$5,845,153	\$6,020,508	\$23,050,184

3. ANALYSIS OF THE TIP

During the zero-based budgeting process, TPB and member agencies reviewed 591 records for inclusion in the FY 2026–2029 TIP. Table 10 displays the records that have been marked as complete, removed, or continuing into the active TIP.

TABLE 10: RECORD STATUS

Record Status	Total Records
Active TIP Records	330
Pending Financial Close Out	102
Records Completed since last TIP	95
Records Withdrawn since last TIP	64
Total	591

Of the records in the TIP, 330 records are considered active.

There are three different types of records in the FY 2026–2029 TIP: discrete projects, project groupings, and ongoing programs as defined below.

- **Discrete projects (one):** An activity with a scope of work, specific location, to/from limits, total project cost, and finite completion year. Discrete projects will typically program funds for planning & engineering, right-of-way acquisition, and construction phases.
- **Project groupings (more than one):** Multiple discrete projects, or component projects, from two to 300+, typically NRS and captured together under one record listing due to similar project scopes or types of funding.
- **Ongoing programs:** Operational or capital activities that are NRS for air quality analysis and are anticipated to continue indefinitely with annual expenses. These programs are often funded at or near the same level from year to year, typically adjusted to account for inflation.

Table 11 displays the number of projects and total TIP funding for each record type.

TABLE 11: NUMBER OF RECORDS AND TOTAL TIP FUNDING BY RECORD TYPE

Record Type	Total Projects	Total TIP Funding
Discrete	192	\$8,408,009,371
Grouped	33	\$6,286,550,521
Ongoing	105	\$3,217,016,884
Total	330	\$17,911,576,776

Figure 12 displays the total TIP funding for expansion and non-expansion projects. Expansion projects include project types that add roadway and transit capacity, new construction, and intersection and interchange improvements. Non-expansion projects include operations, state-of-good repair, and maintenance project types included in the TIP. Non-expansion projects make up the majority of projects in the FY26–29 TIP.

Figure 13 breaks down the expansion vs non-expansion total TIP funding by the district, WMATA and the two states.

FIGURE 12: TOTAL TIP FUNDING FOR EXPANSION AND NON-EXPANSION PROJECTS

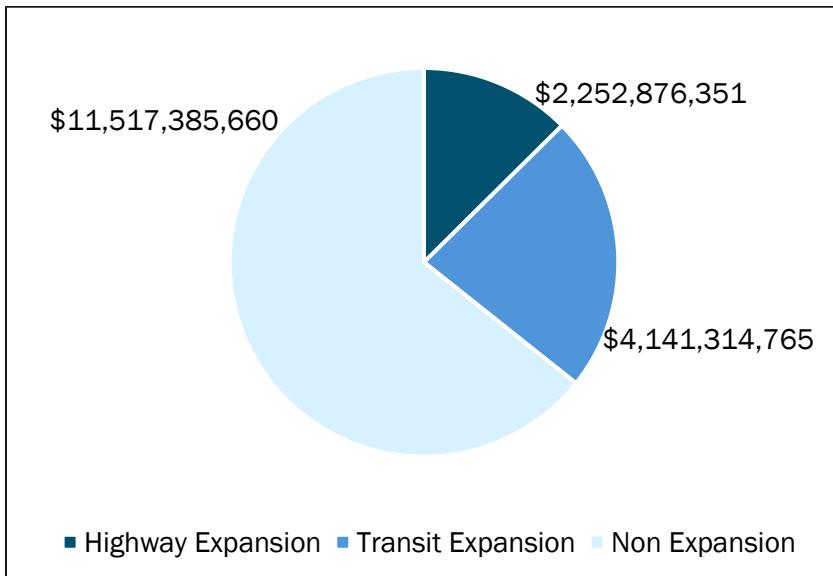


FIGURE 13: EXPANSION VS NON-EXPANSION PROJECTS BY DISTRICT AND STATES

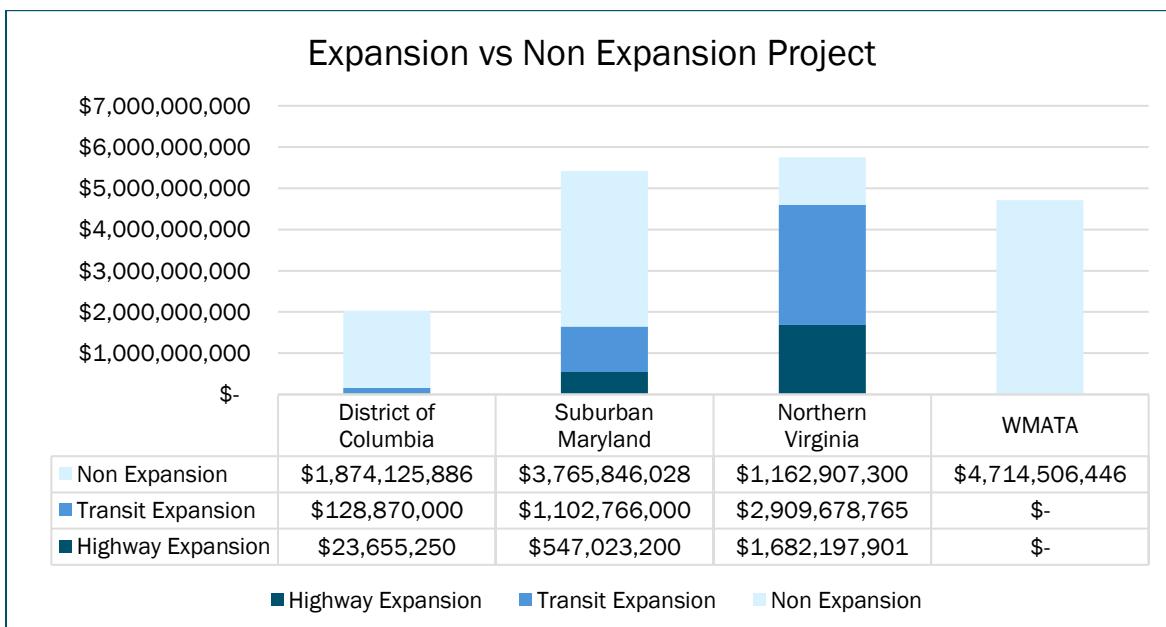


Table 14 provides an at-a-glance look at some of the big-ticket projects across the region in the TIP that are considered a discrete project.

TABLE 14: PROJECTS WITH LARGE AMOUNTS OF FUNDING PROGRAMMED IN FY 2026–2029

TIP ID	Agency	Project Title	Total Project Cost	Total TIP Funding
T6727	VPRA	Long Bridge VA - DC	\$2,660,184,804	\$2,085,627,102
T2795	MDOT MTA	Purple Line	\$3,775,426,039	\$569,931,000
T6396	Montgomery County	MD 355 Bus Rapid Transit Central	\$423,581,000	\$349,575,000
T13759	VPRA	Franconia-Springfield Bypass	\$336,051,484	\$294,294,849
T6706	VPRA	Franconia to Lorton 3rd Track Project	\$274,999,993	\$248,092,276
T2894	MDOT SHA	I-95/I-495 at Greenbelt Metro Station Interchange Construction	\$265,083,000	\$247,500,000
T6039	DDOT	H Street Bridge over Railroad	\$372,326,000	\$185,000,000
T6449	VDOT	Frontier Dr Extension	\$248,058,377	\$173,949,616
CE2671	VDOT	Edwards Ferry Road at Route 15 Bypass Interchange	\$181,245,729	\$170,885,940
T3547	MDOT SHA	MD 4 at Suitland Parkway Interchange Construction	\$268,826,000	\$149,796,000

The following sections provide more details on the topics of air quality, congestion management, and bicycle/pedestrian accommodations.

Air Quality Conformity

The TIP must demonstrate that future emissions are consistent or “in conformity” with emissions levels set forth in air quality plans adopted by the states. Since the National Capital Region does not currently meet federal standards for ground-level ozone, the TPB must demonstrate that future vehicle-related emissions of ozone-forming pollutants will remain below the approved limits.

Mobile emissions are expected to drop steadily mainly due to tougher fuel and vehicle efficiency standards. The TIP’s air quality conformity analysis included comparing forecasted mobile source emissions to the region’s mobile emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NO_x). The conformity analysis found that forecasts of mobile emissions for VOC and NO_x are within required budgets for the 2029 analysis year of the TIP.

Of the more than 330 projects that are in the FY 2026–2029 TIP, 52 of those projects are considered Regionally Significant for Air Quality (RSAQ). Table 15 shows an overview of the number of projects by state that are considered RSAQ and their planned obligations by fiscal year.

TABLE 15: REGIONALLY SIGNIFICANT FOR AIR QUALITY PROJECT OVERVIEW

Jurisdiction	2026	2027	2028	2029	Total TIP Funding
District of Columbia (11 projects)	\$77,076,820	\$120,965,820	\$70,029,320	\$64,542,085	\$332,614,045
Maryland (14 projects)	\$468,950,002	\$398,390,998	\$401,128,000	\$124,984,000	\$1,393,453,000
Virginia (27 projects)	\$844,217,869	\$972,538,388	\$1,002,374,257	\$500,069,929	\$3,319,200,443
Regional Total (52 projects)	\$1,390,244,691	\$1,491,895,206	\$1,473,531,577	\$689,596,014	\$5,045,267,488

Congestion Management Process

The TPB works with its member agencies to understand and identify the full range of strategies planned to address traffic congestion in the region. Federal law requires the TPB to provide for “safe and effective integrated management and operation of the multimodal transportation system... through the use of travel demand reduction and operational management strategies.”

The Congestion Management Process (CMP) is a systematic approach to monitoring the performance of the region’s transportation system and identifying and evaluating the benefits of various congestion management strategies that are safely and effectively implemented. Through various programs such as the Regional Transportation Data Clearinghouse (RTDC), the Mobility Analytics Program (MAP), the Mobility Analytics Subcommittee (MAS), the biennial CMP Technical Report, the quarterly National Capital Region Congestion Reports (NCRCRs), and the demand management strategies from the TPB’s Commuter Connections Program, the CMP continuously monitors the congestion-related performance measures of the transportation system. With highly accurate and reliable data, the TPB and regional partners work to establish strategies to help alleviate congestion, from both the supply and demand side of the issue. Both demand management and operational management strategies are pursued and evaluated for effectiveness. Demand management works to reduce congestion by reducing the number of vehicles (especially single occupant vehicles) on the road during high-volume time periods. Operational management focuses on reducing incident response time management, technological advances, the optimization of vehicle flow, and capacity increases in conjunction with the evaluation of alternative modes of travel when necessary.

All CMP activities strongly benefit from regional participation. The TPB Technical Committee, the Mobility Analytics Subcommittee, and the Commuter Connections Subcommittee consult regularly on TPB staff’s development of CMP products.

More information on the CMP can be found online at www.mwcog.org/cmp.



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Investing In a More Walkable, Bikeable Region

Of the 330 active TIP records, 145 include elements that expand or improve travel options for bicyclists and pedestrians. At the time of its approval, the TIP included approximately \$17.9 billion, meaning that about 38% of the investments being made around the region include some sort of accommodations that make it safer, easier, and more enjoyable for residents and visitors traveling on foot or on bike.



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These accommodations come in many forms: on-road bicycle lanes, off-road trails, sidewalks and cross walks, bicycle/pedestrian bridges, bus stops, bicycle parking, and safe routes to school and transit access projects, to name a few.

Additional funding is programmed for bicycle and pedestrian improvements as part of larger roadway and transit multimodal projects. For all records with bicycle and pedestrian accommodations, the total programmed amount in the TIP is \$6.9 billion. Table 16 summarizes the funding for records in the TIP that included bicycle/pedestrian accommodations.

TABLE 16: RECORDS THAT INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS

Jurisdiction	2026	2027	2028	2029	Total
District of Columbia (32 records)	\$293,128,607	\$209,131,420	\$177,025,529	\$142,219,224	\$821,504,780
Maryland (56 records)	\$694,829,792	\$526,635,498	\$430,283,518	\$142,389,780	\$1,794,138,588
Virginia (56 records)	\$847,328,426	\$1,275,547,761	\$1,007,331,548	\$646,430,609	\$3,776,638,344
WMATA (1 records)	\$405,877,392	\$59,750,000	\$59,750,000	\$67,250,000	\$592,627,392
Regional Total (145 records)	\$2,241,164,217	\$2,071,064,679	\$1,674,390,595	\$998,289,613	\$6,984,909,104

4. ACHIEVING REGIONAL GOALS AND PERFORMANCE MEASURE TARGETS

The TPB has eight goals as part of its regional policy framework and every record in the TIP supports at least one, if not several, of TPB's goals. Table 17 below shows how the discrete projects, project groupings, and ongoing programs included in the TIP support the achievement of TPB's goals.

TABLE 17: PROJECT/PROGRAM ALIGNMENT WITH TPB GOALS PER SPONSOR RESPONSES

Region	Safety	Maintenance	Reliability	Efficient System Operations	Affordable and Convenient Reliability	Environmental Protection	Resilient Region	Livable and Prosperous Communities
DC	42	62	46	26	46	18	12	26
MD	82	67	86	63	86	66	30	73
VA	50	46	67	45	67	39	30	55
Total	174	175	199	134	199	123	72	154

The TPB has adopted performance measures and targets which quantitatively assess progress towards the attainment of regional goals. Performance-based planning and programming (PBPP) is a federally mandated process that requires states and MPOs to develop a “performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds.”¹ In coordination with member agencies, the TPB set targets for 28 performance measures. Table 18 lists eight performance areas along with their related measures and metrics that the TPB will track.

As included in the Metropolitan Planning Agreement (3C Agreement) approved by the Transportation Planning Board on April 18, 2018, in accordance with the latest federal metropolitan planning requirements as adopted in the Infrastructure Investment and Jobs Act, the TPB's TIP includes a description of how the investments in the TIP make progress toward achievement of the targets.

¹ *Federal Register, Vol. 81, No. 103, Friday, May 27, 2016, page 34051, Section B.1.*

TABLE 18: SUMMARY OF TPB PERFORMANCE MEASURES BY TOPIC AND MODE

Reliability – Highway System
Interstate Travel Time Reliability (% person miles traveled that are reliable)
Non-Interstate (NHS) Travel Time Reliability (% person miles traveled that are reliable)
Truck Travel Time Reliability Index (Interstates)
Congestion Mitigation
Annual Peak Hours of Excessive Delay per Capita
Non-SOV Mode Share (%)
Air Quality
Total VOCs Emissions Reduction (kg/day)
Total NO _x Emissions Reduction (kg/day)
Safety – Highway and Non-Motorized Users
of Fatalities, five-year rolling average
Rate of Fatalities (per 100 million VMT), five-year rolling average
of Serious Injuries (SI), five-year rolling average
Rate of Serious Injuries (per 100 million VMT), five-year rolling average
of Nonmotorized Fatalities & SI, five-year rolling average
Safety – Transit
Fatalities by Mode (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response) [Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]
Reportable Injuries by Mode (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response), [Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]
Reportable Safety Events by Mode (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response), (Number/Rate per Revenue Vehicle Miles)
Assaults on Transit Workers (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response), (Number/Rate per Revenue Vehicle Miles)
Collisions Between Major Mechanical Failures by Mode (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response) (Rate/Pedestrian Collision Rate/Vehicular Collision Rate)
Reliability (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response) (Mean Distance Between Failures)
Maintenance - Transit
Service Vehicles exceeding Useful Life (%) (Auto, Trucks and other Rubber Tire Vehicles, Steel Wheel Vehicles)
Revenue Vehicles exceeding Useful Life (%) (Articulated bus, Auto, Over-the-road bus, Bus, Cutaway bus, Heavy rail passenger car, Light rail vehicle, Minivan, Commuter rail locomotive, Commuter rail passenger coach, Sport utility vehicle, Van)
Track Segments with Performance Restrictions (%) (Commuter rail, Heavy rail, Streetcar rail)
Facilities rated Marginal or Poor (%) (Parking Facilities, Passenger Parking Facilities, Maintenance Facilities, Administrative Facilities)
Maintenance - Highway
Interstate/NHS Pavement Lane Miles in Good Condition (%)
Interstate/NHS Pavement Lane Miles in Poor Condition (%)
Non-Interstate/NHS Pavement Lane Miles in Good Condition (%)
Non-Interstate/NHS Pavement Lane Miles in Poor Condition (%)
Bridge Deck Area in Good Condition (%)
Bridge Deck Area in Poor Condition (%)

Reliability & Congestion

The TPB evaluates highway system performance reliability and congestion management and air quality through various performance measures and targets as described in the following sections.

Highway System Reliability

This section contains information on the overall reliability of the interstate system, the non-interstate portions of the National Highway System (NHS), and reliability for truck freight. Collectively, these measures which evaluate different aspects of reliability are often referred to as highway system performance. Information about the region's current system performance can be found in Chapter 3 of Visualize 2050.

Reliability is one of TPB's goals, and in October 2022, the TPB adopted the highway system performance targets for the period 2022 – 2025 listed in Table 19. The TPB encouraged every jurisdiction in the region to adopt similar goals of making reliability improvements to roadways and calls on the region's transportation agencies to develop projects, programs, and policies to achieve increased reliability on roadways.

TABLE 19: HIGHWAY SYSTEM PERFORMANCE: 2022–2025 PERFORMANCE MEASURES & TARGETS

Performance Measure	TPB Adopted 4-year Target for 2022–2025 on October 19, 2022
Interstate Travel Time Reliability (% person miles traveled that are reliable)	61.10%
Non-Interstate (NHS) Travel Time Reliability (% person miles traveled that are reliable)	78.60%
Truck Travel Time Reliability Index (Interstates)	2.56

There is no federal funding source directly tied to travel time reliability on Interstate and National Highway System facilities, though fund programs such as the STBG program can be used to fund a variety of strategies to improve reliability on the region's roadways.

In the areas of truck travel time reliability, the National Highway Freight Program (NHFP) can be used specifically for freight projects. Table 20 shows NHFP funds that are programmed on four projects in the FY 2026–2029 TIP for a total of \$12.9 million.

TABLE 20: NHFP FUNDED PROJECTS IN THE FY 2026–2029 TIP

TIP ID	Project Title	2026	TIP Total
District of Columbia			
T2633	Size and Weight Enforcement Program	\$160,000	\$160,000
T3213	Planning and Management Systems	\$109,934	\$960,536
T5922	Freight Planning Program	\$3,868,462	\$8,670,424
District of Columbia Total		\$4,138,396	\$9,790,960
Suburban Maryland			
T11579	I-70 South Mountain Welcome Center Truck Parking	\$3,101,000	\$3,101,000
Suburban Maryland Total		\$3,101,000	\$3,101,000
Combined Regional Total		\$7,239,396	\$12,891,960

*Amounts shown are 100% federal NHFP, matching and other funds not included.

There are projects with other federal sources or using non-federal funding sources that should also improve freight movement in the region.

Congestion Mitigation and Air Quality

This section contains information on the congestion and air quality performance based on the Congestion Mitigation and Air Quality (CMAQ) program performance measures.

The TPB adopted CMAQ performance measures and targets for the period 2022-2025 in June 2022. Table 21 summarizes the regional traffic congestion and emission reduction targets.



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TABLE 21: CONGESTION MITIGATION & AIR QUALITY: 2022–2025 PERFORMANCE MEASURES & TARGETS

Performance Measure	TPB Adopted 4-year Target for 2022-2025 on June 15, 2022
Annual Peak Hours of Excessive Delay per Capita	22.7 hours
Non-SOV Mode Share (%)	37.70%
Total VOCs Emissions Reduction (kg/day)	9.408 (kg/day)
Total NO _x Emissions Reduction (kg/day)	21.117 (kg/day)

Table 22 presents the CMAQ funding programmed in the FY 2026–2029 TIP in the amount of \$240 million.

TABLE 22: CMAQ FUNDED PROJECTS IN THE FY 2026–2029 TIP

TIP ID	Project Title	2026	TIP Total
District of Columbia			DDOT
T11591	Clean Air Partners	\$72,400	\$316,890
T2945	District TDM (goDCgo)	\$2,440,875	\$10,105,469
T3219	Commuter Connections Program	\$699,402	\$3,011,761
District of Columbia Total		\$3,212,677	\$13,434,120
Suburban Maryland			MDOT
T3084	Areawide Safety and Spot Improvements	\$1,928,000	\$7,712,000
T3085	Areawide Congestion Management	\$2,696,000	\$10,784,000
T3566	Commuter Connections Program	\$3,474,000	\$13,896,000
T3760	Ridesharing: Statewide Program	\$1,747,000	\$4,747,000
Suburban Maryland Total		\$9,845,000	\$37,139,000
Northern Virginia			VDOT
T12003	VRE Broad Run Expansion	\$13,200,943	\$13,200,943
T13555	Route 15 Roundabout and Braddock Road	\$960,000	\$2,563,842
T13563	US 1 Bus Rapid Transit (DRPT)	\$693,951	\$693,951
T13570	Virginia State-Supported Amtrak Operations	\$22,302,363	\$24,098,377
T13572	Transit Way Access Enhancements - Duke St and King St (Callahan Drive)	\$1,454,491	\$1,454,491

TIP ID	Project Title	2026	TIP Total
T13610	Virginia State-Supported Amtrak Operations	\$819,001	\$4,018,232
T13611	Virginia State-Supported Amtrak Operations	\$819,001	\$4,018,232
T13638	Manassas Park Signalization	\$0	\$552,775
T13639	Arlington Commuter Assistance Program (FY25-FY27)	\$3,998,075	\$7,486,823
T13660	DASH Technology Phase II	\$1,515,124	\$1,515,124
T13750	Van Dorn-Beauregard Multi-Use Trail	\$2,818,238	\$2,818,238
T13754	Capital Bikeshare	\$1,090,000	\$1,090,000
T13755	Old Cameron Run Trail Construction	\$2,096,000	\$2,096,000
T13897	Herndon Parkway Improvements at Worldgate Drive Extension	\$2,169	\$7,627
T13900	Citywide Bus Shelters Phase II	\$600,000	\$600,000
T5304	PRTC Bus Shelter Program	\$169,922	\$689,922
T5506	TIP Grouping project for Construction: Safety/ITS/Operational Improvements	\$2,971,543	\$5,618,106
T5523	TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional	\$0	\$1,093,357
T6328	TIP Grouping project for Transit: Amenities	\$0	\$107,646
T6485	Project Grouping: Construction: Recreational Trails	\$0	\$184,651
T6579	TIP Grouping for Transit System Preservation	\$0	\$2,377,434
T6627	Commuter Assistance Program	\$4,678,385	\$8,167,134
T6628	FAIRFAX COUNTYWIDE TRANSIT STORES	\$472,247	\$1,658,994
T6629	PRTC COMMUTER ASSISTANCE PROGRAM	\$240,000	\$960,000
T6630	BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)	\$2,304,119	\$11,068,973
T6631	WMATA REPLACEMENT BUSES	\$3,736,858	\$12,968,281
T6670	Crystal City Metro Station East Entrance	\$16,085,000	\$16,085,000
T6673	Alexandria 4th Track	\$43,267,557	\$47,073,924
Northern Virginia Total		\$126,294,987	\$174,268,077
Region-wide			WMATA
T11589	Bus, Bus Facilities and Paratransit	\$4,033,981	\$15,573,259
Region-wide Total		\$4,033,981	\$15,573,259
Combined Regional Total		\$143,386,645	\$240,414,456

*Amounts shown are 100% federal CMAQ, matching and other funds not included.

Safety

Safety is tracked for highway, non-motorized and transit performance measures. Out of more than 330 TIP records for the region, project sponsors indicated 174 records will increase the safety of the transportation system for motorized and non-motorized users. These records combined have a total cost of \$11.6 billion in funding in the FY 2026–2029 TIP.

Highway Safety

The highway safety performance measures pertain to reducing the instances of serious injuries or death on roadways. Highway safety consists of five performance measures for which targets are adopted annually by the TPB. Table 23 shows the region's performance measures for the five safety performance measures that were adopted in December 2024.



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TABLE 23: HIGHWAY SAFETY: 2021–2025 PERFORMANCE MEASURES & TARGETS

Performance Measure (Five-Year Rolling Average)	TPB Adopted Targets for 2021-2025 on December 18, 2024
# of Fatalities	253
Rate of Fatalities (per 100 million VMT)	0.588
# of Serious Injuries (SI)	1661.9
Rate of Serious Injuries (per 100 million VMT)	3.222
# of Nonmotorized Fatalities & SI	473.5

Table 24 contains information on the regional TIP projects that will be implemented to assist in achieving the listed targets involving highway safety. Funds from the Federal Highway Administration's Highway Safety Improvement Program (HSIP) have been programmed on eleven projects in the FY 2026–2029 TIP, totaling about \$496 million. Please note that while these federal requirements are meant to specifically track the federal safety funding contribution to these types of projects, projects using other federal funding sources can provide safety benefits as can local projects that do not use federal funding.

TABLE 24: HSIP FUNDED PROJECTS IN THE FY 2026–2029 TIP

TIP ID	Project Title	2026	TIP Total
District of Columbia			DDOT
T3216	Traffic Operations Improvements Citywide	\$6,300,000	\$25,200,000
T5347	Traffic Signal Maintenance	\$5,535,000	\$5,535,000
District of Columbia Total			\$11,835,000 \$30,735,000
Suburban Maryland			MDOT/SHA
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	\$1,114,000	\$3,746,000
T13665	US 340 Ramp Modifications	\$5,834,000	\$14,004,000
T13880	MD 410 Highway Reconstruction	\$891,000	\$14,365,000
T3038	Areawide Environmental Projects	\$2,532,000	\$12,306,000
T3082	Areawide Resurfacing and Rehabilitation	\$18,558,000	\$74,214,000
T3084	Areawide Safety and Spot Improvements	\$40,050,000	\$160,200,000
T5420	MD 97 at Montgomery Hills Highway Reconstruction	\$3,777,000	\$14,839,000
T5974	Resurfacing: Primary / Arterial	\$0	\$877,500
Suburban Maryland Total			\$72,756,000 \$294,551,500
Northern Virginia			VDOT
CE2671	Edwards Ferry Road at Route 15 Bypass Interchange	\$0	\$170,885,940
T5506	Virginia Department of Transportation	\$783,000	\$783,000
Northern Virginia Total			\$0 \$171,668,940
Combined Regional Total			\$84,591,000 \$496,955,440

*Amounts shown are 100% federal HSIP, matching and other funds not included.

Transit Safety

TPB first started adopting transit safety targets in 2020. The federal Public Transportation Agency Safety Plan (PTASP) was updated in May 2024 requiring any public transportation agency safety plans and performance targets to account for seven new transit safety performance measures. The TPB adopted the first set of updated transit safety performance measures in December 2024. These performance measures are planned to be updated annually. Table 25 shows the region's performance measures for the transit safety performance measures that were adopted in December 2024.

TABLE 25: TRANSIT SAFETY: 2024 PERFORMANCE MEASURES & TARGETS

Performance Measure	TPB Adopted Target for 2024 on December 18, 2024
Fatalities by Mode [Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]	0/0/0 (Heavy rail)
	0/0/0 (Streetcar rail)
	0/0/0 (Urban bus)
	0/0/0 (Commuter bus)
	0/0/0 (Demand response)
Reportable Injuries by Mode [Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]	256/24.2/9.5 (Heavy rail)
	6/6.69/N/A (Streetcar rail)
	403/0.69/0.19 (Urban bus)
	6/0.07/0.10 (Commuter bus)
	42/0.21/0.07 (Demand response)
Reportable Safety Events by Mode (Number/Rate per Revenue Vehicle Miles)	127/12.8 (Heavy rail)
	6/6.69 (Streetcar rail)
	357/0.61 (Urban bus)
	3/0.04 (Commuter bus)
	54/0.27 (Demand response)
Assaults on Transit Workers (Number/Rate per Revenue Vehicle Miles)	586/59.1 (Heavy rail)
	N/A (Streetcar rail)
	207/0.37 (Urban bus)
	0/0 (Commuter bus)
	9/0.04 (Demand response)
Collisions Between Major Mechanical Failures by Mode (Rate/Pedestrian Collision Rate/Vehicular Collision Rate)	2/0/2 (Heavy rail)
	N/A (Streetcar rail)
	1.43/0.05/1.12 (Urban bus)
	2/0/2 (Commuter bus)
	0.25/0/0.25 (Demand response)
Reliability (Mean Distance Between Failures)	29,000 (Heavy rail)
	1,000 (Streetcar rail)
	8,964 (Urban bus)
	25,000 (Commuter bus)
	24,913 (Demand response)

Maintenance

Performance measures for highway pavement, bridges, and transit assets are tracked by the TPB and reported on in the following sections. Project sponsors indicated of the more than 330 records in the TIP, 175 records support TPB's maintenance goal.



Rachel Beyerle/COG

Highway Pavement and Bridge Condition

This section provides information on the performance measures concerning the condition of highway bridges and pavements within the Washington metropolitan planning area. The TPB encourages all jurisdictions to strive towards maintaining infrastructure in a state of good repair. Table 26 lists the four pavement condition and two bridge deck condition performance measures and the targets adopted for the period 2022 to 2025.

TABLE 26: PAVEMENT AND BRIDGE DECK CONDITION: 2022–2025 PERFORMANCE MEASURES & TARGETS

Performance Measure	TPB Adopted 4-year Target for 2022-2025 on October 19, 2022
Interstate/NHS Pavement Lane Miles in Good Condition (%)	44.8%
Interstate/NHS Pavement Lane Miles in Poor Condition (%)	1.6%
Non-Interstate/NHS Pavement Lane Miles in Good Condition (%)	26.3%
Non-Interstate/NHS Pavement Lane Miles in Poor Condition (%)	7.3%
Bridge Deck Area in Good Condition (%)	25.7%
Bridge Deck Area in Poor Condition (%)	4.2%

Funds from the National Highway Performance Program (NHPP) have been programmed on 74 projects in the FY 2026–2029 TIP totaling \$2.1 billion. Not all 74 projects will necessarily support pavement and bridge conditions. In addition to those that improve pavement and bridge conditions on the National Highway System (NHS), many other types of projects are eligible for NHPP funding, including (but not limited to) the following:

- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information.
- Infrastructure-based ITS capital improvements.
- Environmental mitigation related to NHPP projects.
- Installation of vehicle-to-infrastructure communication equipment.

For a complete list of NHPP-eligible project types, see FHWA's NHPP fact sheet at:
<https://www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm>.

Funds from the Federal Highway Administration's Highway Bridge Replacement and Rehabilitation Program (HBRRP) have been programmed on six projects in the FY 2026–2029 TIP, totaling \$47.2 million. In addition, funds from the Federal Highway Administration's Surface Transportation Block Grants (STBG) have been programmed on 44 projects in the FY 2026–2029 TIP, totaling \$1.2 billion. Please note that while these federal requirements are meant to track the federal funding

contribution to these types of projects, there are other projects that do not use federal funding that also support the performance outcomes that the TPB is looking to achieve.

Transit Asset Management

This section presents the transit asset management (TAM) performance measures and the targets adopted by the TPB in March 2022. Table 27 provides a summary of the performance measures designated as TAM.

TABLE 27: TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES

Performance Target	Performance Measure	Asset Class
Rolling Stock (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40-foot bus, 60-foot bus, vans, automobiles, locomotives, rail vehicles
Equipment - (non-reflective) service vehicles (age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks
Infrastructure-rail fixed-guideway tracks, signals, and systems (Condition)	Percentage of track segments, signals, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/Facilities (Condition)	Percentage of facilities within an asset class, rated below 3 on the TERM scale.	Stations, depots, administration, parking garages, terminals

The TAM targets are the threshold for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the TAM target-setting process, providers set targets that are approximately equivalent to their current performance. Public transportation providers are required to annually establish TAM targets. There are two tiers of providers:

- Tier 1 Providers – set performance targets, implements an agency TAM Plan, and reports performance and targets annually
- Tier II Providers – may participate in a Group Plan or opt out and fulfill requirements on their own

Table 28 lists the public transportation providers in their respective tier groups.

TABLE 28: PUBLIC TRANSPORTATION PROVIDERS ESTABLISHING TAM TARGETS

Tier I (≥ 100 revenue vehicles or rail)	Tier II (≤ 100 revenue vehicles)
WMATA: Metrorail, Metrobus, MetroAccess	Alexandria DASH
DDOT: Streetcar, Circulator (pre-CY2025)	Arlington ART
Fairfax: Connector	Charles VanGo
Montgomery County: Ride On	Frederick Transit
Prince George's: TheBus	Loudoun County Transit
PRTC: OmniRide	City of Fairfax CUE
Virginia Railway Express	Other small non-profit or paratransit providers

The TPB sets targets by adopting a single target for each asset class (e.g., standard bus, commuter bus, passenger station, etc.) in a long list. Table 29 lists the TAM performance measures and the targets adopted for 2025.

TABLE 29: TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES & TARGETS FOR FY 2025

Performance Measure	TPB Adopted Target for FY2025 on February 19, 2025
Service Vehicles exceeding Useful Life (%)	54.2% (Auto)
	31.4% (Trucks and other Rubber Tire Vehicles)
	42.7% (Steel Wheel Vehicles)
Revenue Vehicles exceeding Useful Life (%)	0.2% (Articulated bus)
	0.0% (Auto)
	6.8% (Over-the-road bus)
	10.3% (Bus)
	25.7% (Cutaway bus)
	6.0% (Heavy rail passenger car)
	0% (Light rail vehicle)
	1.7% (Minivan)
	0.0% (Commuter rail locomotive)
	9.6% (Commuter rail passenger coach)
	0.0% (Sport utility vehicle)
	31.2% (Van)
Track Segments with Performance Restrictions (%)	0.0% (Commuter rail)
	3.5% (Heavy Rail)
	5.0% (Streetcar rail)
	2.3% (Parking Facilities)
Facilities rated Marginal or Poor (%)	2.8% (Passenger Parking Facilities)
	1.6% (Maintenance Facilities)
	1.3% (Administrative Facilities)

There are 28 projects in the FY 2026–2029 TIP with \$3.4 billion in §5307, §5309, §5311, §5337, §5339, and CMAQ funding that specify the maintenance or replacement of transit assets.

5. OVERVIEW OF APPENDICES

The five appendices to the FY 2026–2029 TIP document are briefly described below.

Appendix A: Project Tables

Appendix A includes the project tables for all TIP records. They are assembled by state and then organized by agency, secondary agency (for VDOT records only), record type, and then project title.

A “How to Read the TIP” guide is presented at the front of Appendix A to familiarize readers with acronyms, naming-conventions and other detailed minutia.

At the end of each sponsor agency’s project and program reports is a “project close-out” section which includes projects that had their funding obligated in prior years TIPs and are not quite complete, as well as projects that are largely complete, and just need to “close out” the financial/accounting aspects of the project financing.

Appendix B: Amendment and Administrative Modification Procedures

Appendix B provides detailed guidance to programming agencies pertaining to the submission of revisions to project or program records in the MTP and/or the TIP. It includes a set of criteria that define the different types of permitted revisions: amendments, administrative modifications, and technical corrections. The appendix also provides instruction as to how MTP and TIP records should be managed in the TPB’s Project InfoTrak database to maintain financial data of the highest quality and integrity as possible.

Appendix C: Technical Inputs Solicitation Policy Guide, Instructional Guide, and Instructional Guide Addendum

The Technical Inputs Solicitation (TIS) document marks the official beginning of a plan and/or TIP update. In February 2023 the TPB approved the TIS Policy Guide, outlining the process and schedule for including projects, programs, and policies in the air quality conformity analysis, as well as an inventory of regional studies, planning documents, public input compilations, and many other resources. The TIS Instructional Guide is a technical document that was provided directly to staff of the region’s implementing agencies. It provided greater detail on the process for submitting project data in InfoTrak. In April 2025, the TIS Instructional Guide Addendum was released to provide guidance for the financial inputs to the FY 2026–2029 TIP and new user documentation for the InfoTrak platform which underwent a major upgrade in November 2024.

Appendix D: Glossary of Federal and Other Funding Sources

Appendix D provides a list of funding sources as of May 2025 organized by Federal, State, Local, and Other.

Appendix E: Statement of Self Certification

Appendix E provides a copy of the TPB’s self-certification statement which finds that the TPB’s transportation planning process addresses the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements.