

# 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](http://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](http://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	Virginia Department of Rail and Public Transportation (VDRPT)
Maryland Department of Transportation (MDOT)	Virginia Passenger Rail Authority (VPRA)
State Highway Administration (SHA)	Virginia Railway Express (VRE)
Maryland Transit Administration (MTA)	Potomac and Rappahannock Transportation Commission (PRTC)
Maryland Transportation Authority (MDTA)	Northern Virginia Transportation Authority (NVTA)
Charles County	Northern Virginia Transportation Commission (NVTC)
Frederick County	Arlington County*
Montgomery County	Fairfax County*
Prince George’s County	Fauquier County*
City of Bowie	Loudoun County*
City of College Park	Prince William County*
City of Frederick	City of Alexandria*
City of Gaithersburg	City of Fairfax*
City of Greenbelt	City of Falls Church*
City of Laurel	City of Manassas*
City of Rockville	City of Manassas Parks*
City of Takoma Park	
Maryland-National Capital Park and Planning Commission (M-NNCPPC)	
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](http://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
<b>Federal Highway Administration - Title 23 Sources</b>		
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

<b>Funding Program</b>	<b>Abbreviation</b>	<b>Total</b>
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
<b>Federal Transit Administration - Title 49 Source</b>		
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
<b>Federal Subtotal</b>		<b>\$8,825,109,508</b>
<b>State, Regional, and Local</b>		
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
<b>Other</b>		
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
<b>Other Total</b>		<b>\$1,609,999,387</b>
<b>Grand Total</b>		<b>\$17,911,576,777</b>

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
<b>Federal Highway Administration - Title 23 Sources</b>					
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
HRRP	\$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
<b>Federal Transit Administration - Title 49 Sources</b>					
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
<b>Federal Subtotal</b>	<b>\$3,068,732,075</b>	<b>\$2,254,748,756</b>	<b>\$1,794,016,490</b>	<b>\$1,707,612,187</b>	<b>\$8,825,109,508</b>
<b>State, Regional, and Local</b>					
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
<b>State, Regional, and Local Subtotal</b>	<b>\$1,937,061,348</b>	<b>\$2,121,154,869</b>	<b>\$1,943,782,968</b>	<b>\$1,474,468,697</b>	<b>\$7,476,467,882</b>
<b>Other</b>					
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
<b>Other Total</b>	<b>\$511,244,632</b>	<b>\$540,030,001</b>	<b>\$432,903,119</b>	<b>\$125,821,635</b>	<b>\$1,609,999,387</b>
<b>Grand Total</b>	<b>\$5,517,038,055</b>	<b>\$4,915,933,626</b>	<b>\$4,170,702,577</b>	<b>\$3,307,902,519</b>	<b>\$17,911,576,777</b>

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 11<sup>th</sup> Street Bridge SE Replacement project.

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

Funding Program	2026	2027	2028	2029	Total
<b>Federal Highway Administration - Title 23 Sources</b>					
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
<b>Federal Transit Administration - Title 49 Sources</b>					
S. 5303	\$529,000	\$0	\$0	\$0	\$529,000
S. 5304	\$130,700	\$0	\$0	\$0	\$130,700
<b>Federal Subtotal</b>	<b>\$340,178,493</b>	<b>\$316,147,202</b>	<b>\$318,726,359</b>	<b>\$187,995,787</b>	<b>\$1,163,047,841</b>
<b>State/Regional/Local</b>					
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
<b>State, Regional, and Local Subtotal</b>	<b>\$253,051,019</b>	<b>\$225,429,571</b>	<b>\$161,331,035</b>	<b>\$195,730,286</b>	<b>\$835,541,911</b>
<b>Other</b>					
NRT	\$3,052,800	\$652,800	\$652,800	\$652,800	\$5,011,200
<b>Other Subtotal</b>	<b>\$3,052,800</b>	<b>\$652,800</b>	<b>\$652,800</b>	<b>\$652,800</b>	<b>\$5,011,200</b>
<b>Grand Total</b>	<b>\$596,282,312</b>	<b>\$542,229,573</b>	<b>\$480,710,194</b>	<b>\$384,378,873</b>	<b>\$2,003,600,952</b>

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**

<b>Maryland Department of Transportation</b>					
<b>Funding Program</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Total</b>
<b>Federal Highway Administration - Title 23 Sources</b>					
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
<b>Federal Transit Administration - Title 49 Sources</b>					
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
<b>Federal Subtotal</b>	<b>\$630,007,479</b>	<b>\$623,596,122</b>	<b>\$661,147,586</b>	<b>\$702,484,000</b>	<b>\$2,617,235,187</b>
<b>State/Regional/Local</b>					
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
<b>State, Regional, and Local Subtotal</b>	<b>\$312,352,710</b>	<b>\$368,450,142</b>	<b>\$417,436,376</b>	<b>\$221,535,500</b>	<b>\$1,319,774,728</b>
<b>Other</b>					
DOD	\$3,091,000	\$0	\$0	\$0	\$3,091,000
Private	\$1,073,000	\$1,464,000	\$844,000	\$126,000	\$3,507,000
<b>Other Subtotal</b>	<b>\$4,164,000</b>	<b>\$1,464,000</b>	<b>\$844,000</b>	<b>\$126,000</b>	<b>\$6,598,000</b>
<b>MDOT Grand Total</b>	<b>\$946,524,189</b>	<b>\$993,510,264</b>	<b>\$1,079,427,962</b>	<b>\$924,145,500</b>	<b>\$3,943,607,915</b>

Frederick, Montgomery, and Prince George's Counties					
Funding Program	2026	2027	2028	2029	Total
<b>Federal Highway Administration - Title 23 Sources</b>					
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
<b>Federal Transit Administration - Title 49 Sources</b>					
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
<b>Federal Subtotal</b>	<b>\$298,259,875</b>	<b>\$118,076,643</b>	<b>\$65,890,636</b>	<b>\$22,832,000</b>	<b>\$505,059,154</b>
<b>State/Regional/Local</b>					
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
<b>State, Regional, and Local Subtotal</b>	<b>\$280,862,868</b>	<b>\$301,994,091</b>	<b>\$231,781,420</b>	<b>\$145,829,781</b>	<b>\$960,468,160</b>
<b>Other</b>					
Private	\$6,500,000	\$0	\$0	\$0	\$6,500,000
<b>Other Subtotal</b>	<b>\$6,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,500,000</b>
<b>Maryland Counties Grand Total</b>	<b>\$585,622,743</b>	<b>\$420,070,734</b>	<b>\$297,672,056</b>	<b>\$168,661,781</b>	<b>\$1,472,027,314</b>
<b>Maryland Grand Total</b>	<b>\$1,532,146,932</b>	<b>\$1,413,580,998</b>	<b>\$1,377,100,018</b>	<b>\$1,092,807,281</b>	<b>\$5,415,635,229</b>

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
<b>Federal Highway Administration - Title 23 Sources</b>					
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
<b>Federal Transit Administration - Title 49 Sources</b>					
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	<b>\$416,854,294</b>	<b>\$546,480,413</b>	<b>\$75,050,886</b>	<b>\$89,226,392</b>	<b>\$1,123,099,005</b>
<b>State/Regional/Local</b>					
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	<b>\$601,189,174</b>	<b>\$953,087,697</b>	<b>\$855,395,169</b>	<b>\$625,609,754</b>	<b>\$3,035,281,794</b>
<b>Other</b>					
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	<b>\$497,527,832</b>	<b>\$537,913,201</b>	<b>\$431,406,319</b>	<b>\$125,042,835</b>	<b>\$1,591,890,187</b>
<b>Grand Total</b>	<b>\$1,515,571,300</b>	<b>\$2,037,481,311</b>	<b>\$1,361,852,374</b>	<b>\$839,878,981</b>	<b>\$5,754,783,966</b>

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
<b>Federal Highway Administration - Title 23 Sources</b>					
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
<b>Federal Transit Administration - Title 49 Sources</b>					
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
<b>Federal Subtotal</b>	<b>\$1,377,922,317</b>	<b>\$644,773,470</b>	<b>\$667,355,870</b>	<b>\$699,053,500</b>	<b>\$3,389,105,157</b>
<b>State/Regional/Local</b>					
LOCAL	\$489,605,577	\$272,193,368	\$277,838,968	\$285,763,376	\$1,325,401,289
<b>State, Regional, and Local Subtotal</b>	<b>\$489,605,577</b>	<b>\$272,193,368</b>	<b>\$277,838,968</b>	<b>\$285,763,376</b>	<b>\$1,325,401,289</b>
<b>Grand Total</b>	<b>\$1,867,527,894</b>	<b>\$916,966,838</b>	<b>\$945,194,838</b>	<b>\$984,816,876</b>	<b>\$4,714,506,446</b>

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
<b>Federal Transit Administration - Title 49 Sources</b>					
S. 5310	\$5,509,617	\$5,674,906	\$5,845,153	\$6,020,508	\$23,050,184
<b>Federal Subtotal</b>	<b>\$5,509,617</b>	<b>\$5,674,906</b>	<b>\$5,845,153</b>	<b>\$6,020,508</b>	<b>\$23,050,184</b>
<b>Grand Total</b>	<b>\$5,509,617</b>	<b>\$5,674,906</b>	<b>\$5,845,153</b>	<b>\$6,020,508</b>	<b>\$23,050,184</b>

### 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
<b>Total</b>	<b>591</b>

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.

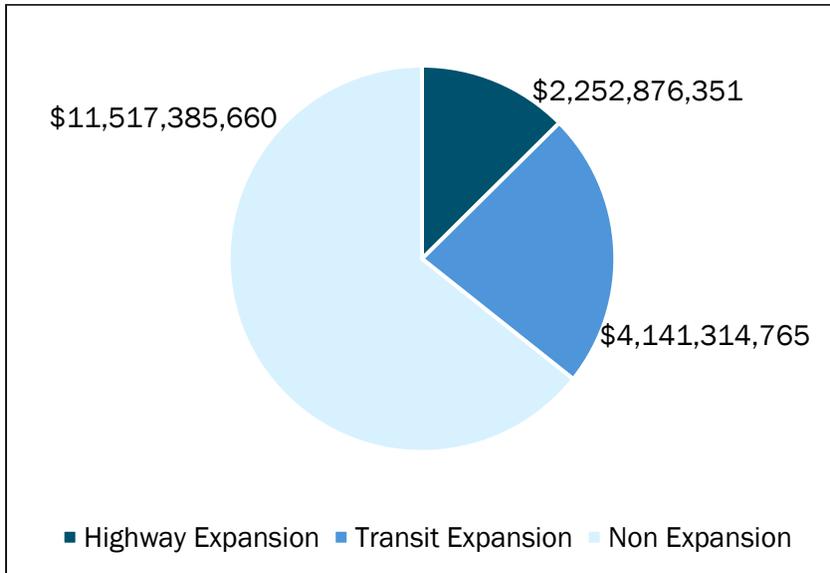
**TABLE 11: NUMBER OF RECORDS AND TOTAL TIP FUNDING BY RECORD TYPE**

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
<b>Total</b>	<b>330</b>	<b>\$17,911,576,776</b>

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**

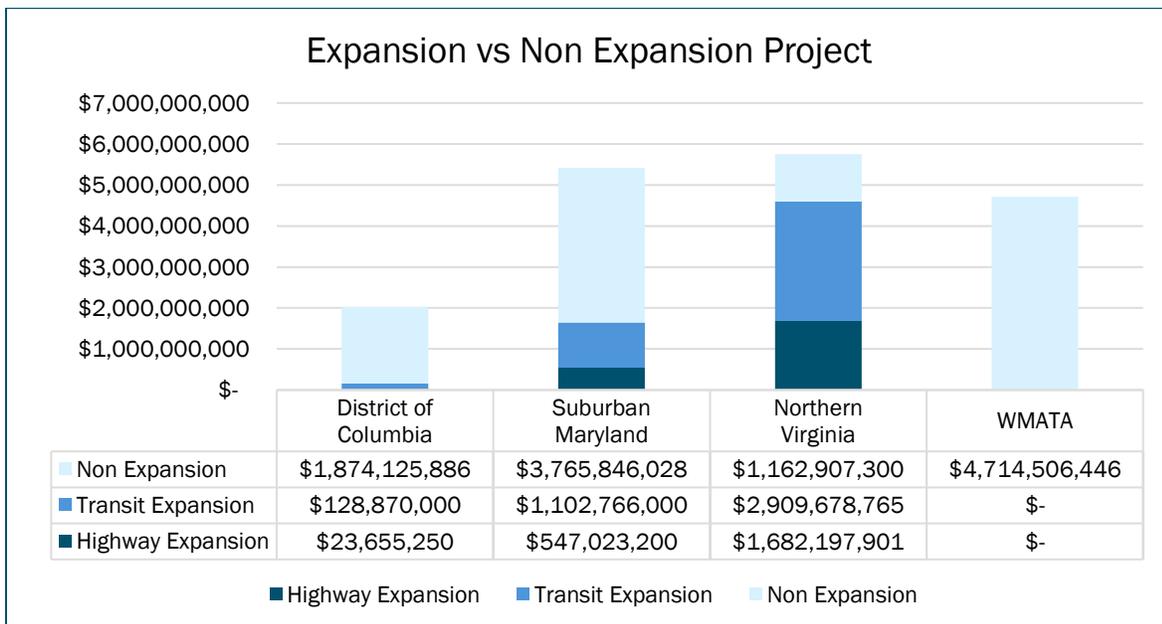


Table 14 provides an at-a-glance look at some of the big-ticket projects across the region in the TIP that are considered a discrete project.

**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<sub>x</sub>). The conformity analysis found that forecasts of mobile emissions for VOC and NO<sub>x</sub> 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
<b>Regional Total (52 projects)</b>	<b>\$1,390,244,691</b>	<b>\$1,491,895,206</b>	<b>\$1,473,531,577</b>	<b>\$689,596,014</b>	<b>\$5,045,267,488</b>

## 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



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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](http://www.mwcog.org/cmp).

## 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
<b>Regional Total (145 records)</b>	<b>\$2,241,164,217</b>	<b>\$2,071,064,679</b>	<b>\$1,674,390,595</b>	<b>\$998,289,613</b>	<b>\$6,984,909,104</b>

## 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
<b>Total</b>	<b>174</b>	<b>175</b>	<b>199</b>	<b>134</b>	<b>199</b>	<b>123</b>	<b>72</b>	<b>154</b>

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.”<sup>1</sup> 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.

<sup>1</sup> 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**

<b>Reliability – Highway System</b>
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)
<b>Congestion Mitigation</b>
Annual Peak Hours of Excessive Delay per Capita
Non-SOV Mode Share (%)
<b>Air Quality</b>
Total VOCs Emissions Reduction (kg/day)
Total NO <sub>x</sub> Emissions Reduction (kg/day)
<b>Safety – Highway and Non-Motorized Users</b>
# 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
<b>Safety – Transit</b>
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)
<b>Maintenance - Transit</b>
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)
<b>Maintenance - Highway</b>
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
<b>District of Columbia</b>			<b>DDOT</b>
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
<b>District of Columbia Total</b>		<b>\$4,138,396</b>	<b>\$9,790,960</b>
<b>Suburban Maryland</b>			<b>MDOT/SHA</b>
T11579	I-70 South Mountain Welcome Center Truck Parking	\$3,101,000	\$3,101,000
<b>Suburban Maryland Total</b>		<b>\$3,101,000</b>	<b>\$3,101,000</b>
<b>Combined Regional Total</b>		<b>\$7,239,396</b>	<b>\$12,891,960</b>

\*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.



COG Stock

**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 <sub>x</sub> 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
<b>District of Columbia</b>			<b>DDOT</b>
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
<b>District of Columbia Total</b>		<b>\$3,212,677</b>	<b>\$13,434,120</b>
<b>Suburban Maryland</b>			<b>MDOT</b>
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
<b>Suburban Maryland Total</b>		<b>\$9,845,000</b>	<b>\$37,139,000</b>
<b>Northern Virginia</b>			<b>VDOT</b>
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
<b>Northern Virginia Total</b>		<b>\$126,294,987</b>	<b>\$174,268,077</b>
<b>Region-wide</b>			<b>WMATA</b>
T11589	Bus, Bus Facilities and Paratransit	\$4,033,981	\$15,573,259
<b>Region-wide Total</b>		<b>\$4,033,981</b>	<b>\$15,573,259</b>
<b>Combined Regional Total</b>		<b>\$143,386,645</b>	<b>\$240,414,456</b>

\*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
<b>District of Columbia</b>			<b>DDOT</b>
T3216	Traffic Operations Improvements Citywide	\$6,300,000	\$25,200,000
T5347	Traffic Signal Maintenance	\$5,535,000	\$5,535,000
<b>District of Columbia Total</b>		<b>\$11,835,000</b>	<b>\$30,735,000</b>
<b>Suburban Maryland</b>			<b>MDOT/SHA</b>
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
<b>Suburban Maryland Total</b>		<b>\$72,756,000</b>	<b>\$294,551,500</b>
<b>Northern Virginia</b>			<b>VDOT</b>
CE2671	Edwards Ferry Road at Route 15 Bypass Interchange	\$0	\$170,885,940
T5506	Virginia Department of Transportation	\$783,000	\$783,000
<b>Northern Virginia Total</b>		<b>\$0</b>	<b>\$171,668,940</b>
<b>Combined Regional Total</b>		<b>\$84,591,000</b>	<b>\$496,955,440</b>

\*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
<b>Rolling Stock (Age)</b>	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
<b>Equipment - (non-reflective) service vehicles (age)</b>	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks
<b>Infrastructure-rail fixed-guideway tracks, signals, and systems (Condition)</b>	Percentage of track segments, signals, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
<b>Stations/Facilities (Condition)</b>	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)
Track Segments with Performance Restrictions (%)	31.2% (Van)
	0.0% (Commuter rail)
	3.5% (Heavy Rail)
	5.0% (Streetcar rail)
Facilities rated Marginal or Poor (%)	2.3% (Parking Facilities)
	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.

APPENDIX A  
Project Tables  
**Fiscal Year 2026-2029**  
**Transportation**  
**Improvement Program**



## Table of Contents

### **LIST OF COMPLETED, DELAYED, NEW, AND WITHDRAWN PROJECTS SINCE THE LAST TIP HOW TO READ THE TIP**

#### **DISTRICT OF COLUMBIA**

District Department of Transportation  
National Capital Region Transportation Planning Board  
Washington Metropolitan Area Transit Authority

#### **SUBURBAN MARYLAND**

Maryland Department of Transportation – State Highway Administration  
Maryland Department of Transportation – Maryland Transit Administration  
Maryland Department of Transportation – Maryland Transportation Authority  
Frederick County and City of Frederick, Maryland  
Montgomery County and City of Rockville, Maryland  
Prince George’s County, Maryland

#### **NORTHERN VIRGINIA**

Virginia Department of Transportation  
Virginia Department of Transportation – Arlington County & City of Alexandria  
Virginia Department of Transportation – Fairfax County & City of Fairfax  
Virginia Department of Transportation – Loudoun County & the Towns of Leesburg  
and Purcellville  
Virginia Department of Transportation – Prince William County & the Cities of  
Manassas and Manassas Park  
Virginia Department of Rail & Public Transportation  
Virginia Passenger Rail Authority  
Virginia Railway Express  
Potomac & Rappahannock Transportation Commission

**New Projects in the FY 2026 - 2029 TIP**

Record IDs	Title	Secondary Agency	Project Type	Total Cost	TIP Total
<b>District Department of Transportation</b>					
T13725	Bridge 40, Rehab of Minnesota Bridge over East Capitol		Bridge - Rehab	\$ 9,392,500	\$ 1,657,500
T13726	Carbon Reduction Program		Other	\$ 14,897,157	\$ 14,897,157
T13727	Francis Scott Key Bridge Rehabilitation II		Bridge - Rehab	\$ 4,199,000	\$ 4,199,000
T13728	Franklin Street NE Bridge over CSX and Metro Tracks Bridge 0597		Bridge - Rehab	\$ 2,431,000	\$ 2,431,000
T13729	North Capitol Bridge over Irving Street Bridge #23		Bridge - Rehab	\$ 2,873,000	\$ 2,873,000
T13883	Pennsylvania Avenue SE Multimodal Improvements: 2nd Street SE to 27th Street SE		Bicycle/Pedestrian - Bike/Travel lane reduction	\$ 1,250,000	\$ 1,250,000
T13733	Rehabilitation of 9th Street Tunnel 173, C Street Bridge (BR #173-C), and D Street Bridge (BR #177)		Bridge - Rehab	\$ 16,721,000	\$ 16,721,000
T13730	Rehabilitation of DC Approach Bridges to TR Bridge		Bridge - Rehab	\$ 4,972,500	\$ 4,972,500
T13731	Rehabilitation of Tunnel #1302; Virginia Avenue over I-66/E Street Expressway		Road - Recons/Rehab/Maintenance/Resurface	\$ 10,387,000	\$ 10,387,000
T13732	Southwest Freeway over Washington Channel (Bridge 1113 = Case Bridge)		Bridge - Rehab	\$ 1,547,000	\$ 1,547,000
T13734	Standpipe repair for 11 st bridges (Bridge 1415,1416,1417,1418,1432 and 1433)		Other	\$ 8,950,500	\$ 8,950,500
<b>Montgomery County</b>					
T13898	Burtonsville Park and Ride Improvements		Bus/BRT - Passenger Facilities	\$ 7,054,000	\$ 6,483,000
<b>Virginia Department of Transportation</b>					
T13710	CMAQ Terms/Carbon Reduction Program		Training	\$ 3,500,000	\$ 3,500,000
T13894	Ballston-MU Metro Station West Entrance	Arlington Co. DES	Rail/Fixed Guideways - Metrorail/Commuter Rail	\$157,850,000	\$ 55,900,000
T13896	CC2DCA Multimodal Connection	Arlington Co. DES	Bicycle/Pedestrian - Bike/Ped	\$ 48,600,000	\$ 21,100,000
T13756	Access Improvements at Landmark	City of Alexandria	Road - Recons/Rehab/Maintenance/Resurface	\$ 6,834,630	\$ 6,834,630
T13754	Capital Bikeshare	City of Alexandria	TDM/Micromobility - Ridesharing	\$ 1,090,000	\$ 1,090,000
T13900	Citywide Bus Shelters Phase II	City of Alexandria	Bus/BRT - Passenger Facilities	\$ 2,502,203	\$ 2,502,203
T13757	King-Bradlee Safety and Mobility Improvements	City of Alexandria	Bicycle/Pedestrian - Bike/Ped	\$ 2,999,999	\$ 2,999,999
T13755	Old Cameron Run Trail Construction	City of Alexandria	Bicycle/Pedestrian - Bike/Ped	\$ 7,547,209	\$ 7,547,209
T13750	Van Dorn-Beauregard Multi-Use Trail	City of Alexandria	Bicycle/Pedestrian - Bike/Ped	\$ 3,577,107	\$ 3,577,107
T13901	South Street Extension	City of Fairfax	Road - New Construction	\$ 23,832,659	\$ 20,826,677
T13627	University Drive Bicycle Facilities	City of Fairfax	Bicycle/Pedestrian - Bike/Travel lane reduction	\$ 2,018,482	\$ 2,018,482
T13863	Liberia Avenue 3rd Lane Eastbound	City of Manassas	Road - Add Capacity/Widening	\$ 8,855,000	\$ 8,855,000
T13638	Manassas Park Signalization	City of Manassas Park	Study/Planning/Research	\$ 552,775	\$ 552,775
T13637	Route 28-Centreville Road Corridor Improvements	City of Manassas Park	Study/Planning/Research	\$ 343,586	\$ 343,586
T13872	East Elden Street (widening)	Fairfax County	Road - Add Capacity/Widening	\$ 46,544,179	\$ 18,309,519
T13897	Herndon Parkway Improvements at Worldgate Drive Extension	Fairfax County	Road - Add Capacity/Widening	\$ 8,100,244	\$ 17,666
T13696	VA Route 643 Extended - Shellhorn Road	Loudoun County	Road - New Construction	\$126,000,000	\$126,000,000
T13658	Valley View Drive Bridge Resiliency Project	Prince William Co. DPW	Bridge - Replace + Add Capacity	\$ 5,642,250	\$ 5,642,250
<b>Virginia Department of Rail and Public Transportation</b>					
T13885	Landmark Transit Center	City of Alexandria	Bus/BRT - Passenger Facilities	\$ 17,744,000	\$ 4,747,000

**Delayed Projects since last TIP**

<b>ID</b>	<b>Title</b>	<b>FY 23-26 Estimated Completion Date</b>	<b>FY 26-29 Estimated Completion Date</b>	<b>Years Delayed</b>	<b>Agency</b>
T13654	New Carrollton Multi-modal Transportation Station	2026	2031	5	Maryland Department of Transportation - Maryland Transit
T6617	Sudley Road 3rd Lane, NB	2021	2026	5	Virginia Department of Transportation
T6346	Syscolin Road Paving and Widening	2028	2033	5	Virginia Department of Transportation
T13557	Arcola Mills Drive - Segment 1 - widen to 4 lanes	2025	2031	6	Virginia Department of Transportation
T6659	VA Route 645 - Westwind Drive (Loudoun Co. Parkway to Rt. 606)	2026	2032	6	Virginia Department of Transportation
T13594	Bridge Rehabilitation - Alcona Street	2029	2036	7	Prince Georges County
T6583	Soapstone Connector	2027	2034	7	Virginia Department of Transportation
T6692	Route 1 Widening (Fralely Blvd)	2029	2037	8	Virginia Department of Transportation
T6693	Route 15 Improvement with Railroad Overpass	2026	2035	9	Virginia Department of Transportation
T3049	Goshen Road South	2030	2040	10	Montgomery County
T13605	Blue Line Corridor Project	2030	2040	10	Prince Georges County
CE2671	Edwards Ferry Road at Route 15 Bypass Interchange	2025	2035	10	Virginia Department of Transportation
T6309	VA 123/ US 1 Interchange	2028	2040	12	Virginia Department of Transportation

Records Completed since last TIP				
Record IDs	Title	Project Type	Total Cost	Estimated Completion Date
<b>District Department of Transportation</b>				
T6418	16th St Bridge over Piney Branch Pkwy NW Rehabilitation	Bridge - Rehab	\$ 20,025,000	2026
T6638	16th St NW Transit Priority	Transit - BRT	\$ 2,001,000	2024
T6097	Anacostia Freeway Bridges over South Capitol St	Bridge - Rehab	\$ 24,548,006	2022
T6803	Anacostia Waterfront Initiative AWI- Buzzard Point, Fort McNair, Southwest Waterfront Climate Initiative Project	Study/Planning/Research	\$ 1,300,000	2045
T13589	Columbia Rd NW Bus Priority	Bus/BRT - Capital/Expansion	\$ -	2024
T6491	Connecticut Ave NW Multimodal Study	Road - Recons/Rehab/Maintenance/Resurfac	\$ 41,267,000	2027
T13614	DC DOEE Fast Charger Upgrade	Other - Alt Fuel Infrastructure	\$ 820,077	2025
T5804	East Capitol St Bridge over Anacostia River	Bridge - Rehab	\$ 17,651,000	2024
T6195	Florida Ave NE Streetscape	Road - Recons/Rehab/Maintenance/Resurfac	\$ 43,601,000	2027
T6678	Galloway Street NE Trail Improvements	Bicycle/Pedestrian - Bike/Ped	\$ 500,000	2023
T2922	Great Streets - Minnesota Ave, NE	Road - Recons/Rehab/Maintenance/Resurfac	\$ 151,000	2023
T13580	H Street NW Bus Priority	Bus/BRT - Capital/Expansion	\$ 1,700,000	2022
T3290	Kenilworth Ave NE Reconstruction	Road - Recons/Rehab/Maintenance/Resurfac	\$ 28,071,409	2024
T6808	Managed Lanes Feasibility Study FY 2021	Study/Planning/Research	\$ 201,000	2045
T6014	Maryland Avenue NE Road Diet	Road - Recons/Rehab/Maintenance/Resurfac	\$ 28,601,000	2021
T13581	Minnesota Ave SE Bus Priority Phase A	Bus/BRT - Capital/Expansion	\$ 1,750,000	2023
T5308	Neighborhood Streetscape Improvements	Road - Recons/Rehab/Maintenance/Resurfac	\$ 3,087,251	2027
T11562	North Capitol Street Streetscape/Deckover	Study/Planning/Research	\$ 1,001,000	2027
T2780	Oxon Run Trail Restoration	Bicycle/Pedestrian - Bike/Ped	\$ 1,695,000	2027
T5298	Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge	Bridge - New Construction	\$ 20,021,659	2026
T13619	Rhode Island Ave Flood Warning System at CSX Underpass	Road - ITS/Technology	\$ 200,000	2027
T6493	Roadway Reconstruction in Ward II	Road - Recons/Rehab/Maintenance/Resurfac	\$ 31,738,784	2024
T3230	Rock Creek Park Trail	Bicycle/Pedestrian - Bike/Ped	\$ 27,001,000	2023
T6658	S St from 4th St to 7th St NW Revitalization	Road - Resurface	\$ 11,925,000	2026
T6500	Shepherd Branch Trail	Bicycle/Pedestrian - Bike/Ped	\$ 17,997,000	2023
T13586	Southern Ave SE Phase 1- from South Capitol St SE to Barnaby Rd	Bus/BRT - Capital/Expansion	\$ 15,350,000	2026
T5723	St. Elizabeths Campuses Access Improvements	Road - Interchange improvements	\$ 214,561,000	2025
T5385	Streetlight Asset Management	Transportation Operations	\$ 11,000,000	
T5439	Streetlight Construction	Transportation Operations	\$ 2,500,000	
T6598	Tenleytown Multi-Modal Access	Road - Recons/Rehab/Maintenance/Resurfac	\$ 6,080,000	2023
<b>National Capital Region Transportation Planning Board</b>				
T5775	DDOT: Bus Corridor TSP and Real-Time Information (ARRA)	Bus/BRT - Capital/SGR	\$ -	2017
T6815	Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion	Transportation Operations	\$ 7,249,000	2024
T11627	Vanpool Microtransit Pilot Program	TDM/Micromobility - Ridesharing	\$ 312,500	2024
<b>Maryland Department of Transportation - State Highway Administration</b>				
T3044	I-270 at Watkins Mill Road Interchange Construction	Road - Other Improvement	\$ 124,732,000	
T6411	I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interchange Construction	Road - Interchange improvements	\$ 21,452,000	2023
T6522	I-95/I-495 MD 214 Bridges Replacement	Bridge - Replace	\$ 37,897,050	2022
T6438	I-95/I-495 Suitland Parkway Bridges Replacement	Bridge - Replace	\$ 41,916,000	2022
T6437	I-95/I-495 Suitland Road Bridges Replacement	Bridge - Replace	\$ 36,404,000	2022
T4879	MD 210 at Kerby Hill Road/Livingston Road Interchange	Road - Intersection improvements	\$ 130,887,000	2022
T6529	MD 212A Urban Reconstruction	Road - Recons/Rehab/Maintenance/Resurfac	\$ 30,353,000	2024
T6660	MD 223 at Dower House Road Intersection Improvements	Road - Intersection improvements	\$ 6,554,000	2022
T6392	MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements	Road - Intersection improvements	\$ 19,335,056	2022
T6518	MD 355 Bennett Creek Bridge Replacement	Bridge - Replace	\$ 20,133,000	2024
T6486	MD 355 CSX Old Main Line Subdivision Bridge Replacement	Bridge - Replace	\$ 14,308,527	2024
T6646	MD 382 Charles Branch Bridge Replacement	Bridge - Replace	\$ 5,759,000	2025
T6591	MD 478 Potomac River Branch Bridge Replacement	Bridge - Replace	\$ 6,580,433	2023
T6683	MD 5 and MD 637 Urban Reconstruction	Road - Recons/Rehab/Maintenance/Resurfac	\$ 23,581,000	2022
T6590	MD 500 at Mount Rainier/Chillum Urban Reconstruction	Road - Recons/Rehab/Maintenance/Resurfac	\$ 23,393,000	2025
T6483	MD 85 Phase 1 Highway Reconstruction	Road - Add Capacity/Widening	\$ 91,060,000	2023
T3106	MD 97 at Brookeville Highway Construction	Road - New Construction	\$ 43,956,000	2023
Prince Georges County				
T3159	Widen Surrats Road	Road - Add Capacity/Widening	\$ 9,644,000	2018
<b>Virginia Department of Transportation</b>				
T6519	#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1 & PHASE	Road - Add Capacity/Widening	\$ 314,000,000	2024
T11609	#ITF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE 234	Road - Signal/Signs	\$ 274,480	
T6671	Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance	Bus/BRT - Passenger Facilities	\$ 370,000,000	2023
T6321	Balls Ford Road Widening and Relocation	Road - Add Capacity/Widening	\$ 67,405,000	2023
T6447	Belmont Ridge Road (Route 659), South of the Dulles Greenway	Road - Other Improvement	\$ 40,617,689	2024
T5965	Boundary Chanel Drive Modifications	Road - Intersection improvements	\$ 13,797,000	2022
T6602 - V2.5	Dulles West Boulevard Phase II	Road - New Construction	\$ 72,177,000	2025
T6280	GEC Design Services I495/DAAH Interchange Improvements	Road - Other Improvement	\$ 50,092,845	
T13558	HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE 234	Other	\$ 274,480	2024
T6273	HOT Lanes Bicycle/Pedestrian Facilities - Phase II	Bicycle/Pedestrian - Bike/Ped	\$ 12,527,544	2023
T6589	I-395 AUXILIARY LANE - SOUNDWALLS	Road - Recons/Rehab/Maintenance/Resurfac	\$ 6,650,000	
T6588	I-395 NORTHERN EXTENSION MULTI-MODAL ACCESS TO PENTAGON (2B)	Other	\$ 6,250,000	2021
T6279	I-495 Hot Lane Support	Other	\$ 52,034,475	2023
T5930	I-66 / Route 15 INTERCHANGE RECONSTRUCTION	Road - Interchange improvements	\$ 63,331,252	

Record IDs	Title	Project Type	Total Cost	Estimated Completion Date
T13547	I-81 Operational Improvements - Program UPC	Road - ITS/Technology	\$ 9,618,000	2025
T6725	I-95 CIP Corridor Tech Improvements Program UPC	Road - ITS/Technology	\$ 6,405,000	2025
T6721	I-95 CIP Ramp Metering Program UPC	Road - ITS/Technology	\$ 5,700,000	2025
T6720	I-95 CIP Variable Speed Limits - Program UPC	Road - ITS/Technology	\$ 4,889,629	2025
T6264	I-95 HOV/HOT Lanes Construction	Other	\$ 1,571,512,174	2023
T6261	I-95 HOV/HOT Lanes Project PPTA Develop and Mgt. Oversight	Other	\$ 45,941,416	2024
T6697	POTOMAC YARD METRORAIL STATION INCLUDING SOUTHWEST ENTRANCE	Transit - Other	\$ 20,000,000	2022
T6353	REPLACE AND WIDEN BRIDGE AND APPROACHES AT NEABSCO	Bridge - Replace + Add Capacity	\$ 24,810,569	2040
T6662	Riverside Parkway (VA Route 7 North Collector Road) Extension	Road - New Construction	\$ 14,642,000	2022
T6665	ROCK HILL ROAD OVERPASS (CONNECTOR ROAD FROM SUNRISE VALLEY DR TO INNOVATION AVE) - STUDY ONLY	Study/Planning/Research	\$ 1,000,000	2023
T6301	Route 7 - Widen to Six Lanes	Road - Add Capacity/Widening	\$ 201,502,177	
T13534	Route 7 George Washington Boulevard Overpass	Road - Other Improvement	\$ 25,713,218	2024
T6302	RT 28 WIDEN TO 6 LNS & RT 215 REALIGN (Ph1) & TO 4 LNS (Ph2)	Road - Other Improvement	\$ 35,117,821	2022
T6554	RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN	Bridge - Replace	\$ 11,339,333	2008
T6623	Rte 621 BALLS FORD ROAD WIDEN TO 4 LANES	Road - Add Capacity/Widening	\$ 67,405,000	2022
T13552	S Abingdon Street over I-395 Bridge Rehabilitation	Bridge - Rehab	\$ 9,550,000	2023
T5931	Sept 2011 TIP Adjustment	Transit - Other	\$ 4,212,000	2016
T13530	Springfield Commuter Parking Garage	TDM/Micromobility - Park and Ride	\$ 54,630,309	2023
T6663	STERLING BOULEVARD - 4 LANE CONSTRUCTION ON NEW	Road - New Construction	\$ 76,985,675	2028
T6624	Study - I-495 Express Lanes Northern Extension	Study/Planning/Research	\$ 19,799,970	2025
T6203	Sycolin Road	Road - Add Capacity/Widening	\$ 9,475,771	2020
T6540	Transform 66 Outside of Beltway	Road - HOV/Managed Lanes	\$ 1	2024
T6585	TRANSFORM66 OUTSIDE THE BELTWAY (P3 Project)	Study/Planning/Research	\$ 3,031,403,774	2024
T6310	US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening ony)	Road - Add Capacity/Widening	\$ 59,048,735	2019
T6621	VA 234 Bypass Interchange @ Balls Ford Road	Road - Interchange improvements	\$ 145,000,000	2027
T13540	VA 28 Centreville Road (widen from 4-6 lanes divided)	Study/Planning/Research	\$ 79,457,408	2025
T6205	VA Route 28 Study	Study/Planning/Research	\$ 3,645,000	2022
T11606	VRE Fredericksburg Station Rehabilitation	Bus/BRT - Passenger Facilities	\$ 7,704,496	2024
<b>Virginia Railway Express</b>				
T13652	VRE Property Acquisition for Platform Easements	Other	\$ 2,773,000	2025
T13663	VRE Seminary Yard Property Acquisition	Other	\$ 62,880,000	2025

**Records Withdrawn since last TIP**

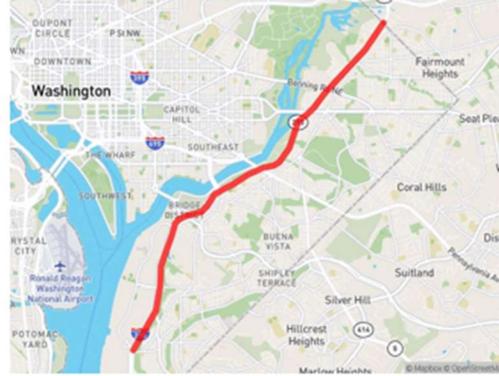
<b>Record IDs</b>	<b>Title</b>	<b>Project Type</b>
<b>District Department of Transportation</b>		
T6636	***** Bus Priority Plan and Program *****	Bus/BRT - Capital/Expansion
T13583	11th St NW Bus Priority Project	Bus/BRT - Capital/Expansion
T6802	Bike Lane Design	Bicycle/Pedestrian - Bike/Ped
T6675	Bladensburg Road Multimodal Safety and Access	Study/Planning/Research
T6105	DC Circulator	Transit - Bus
T11604	DC Circulator Bus Procurement	Transit - Bus
T11608	DC Circulator South Capitol Street Facility Improvements	Transit - Bus
T13645	Francis Scott Key Bridge Rehabilitation II	Bridge - Rehab
T13621	Francis Scott Key Bridge Rehabilitation II	Bridge - Rehab
T13584	H Street NE Bus Priority Project	Bus/BRT - Capital/Expansion
T5337	Kenilworth Ave NE Pedestrian Bridges Replacement	Bridge - Replace
T13622	Klingle Road NW Bridges, Bridge 0026-1, 0026-2, 0026-3	Bridge - Rehab
T13587	MLk Jr Ave SE Bus Priority	Bus/BRT - Capital/Expansion
T6230	New York Ave NE Improvements	Bicycle/Pedestrian - Bike/Ped
T6614	Pennsylvania Ave SE Streetlight Upgrade	Road - Other Improvement
T13735	Rehabilitation of Mall Tunnel (TN# 1142)	Other
T11595	Return to L'Enfant	Bridge - Rehab
T5803	Southwest Freeway over South Capitol St. Ramp G	Road - Interchange improvements
T13578	Wheeler Road SE Safety Project	Bicycle/Pedestrian - Bike/Travel lane reduction
<b>Maryland Department of Transportation - State Highway Administration</b>		
T2944	301 South Corridor Transportation Study	Road - Add Capacity/Widening
T6076	Bikeshare Program	Bicycle/Pedestrian - Bike/Ped
T6533	MD 117 Phases 2-3 Highway Reconstruction - PE ONLY	Road - Recons/Rehab/Maintenance/Resurface
T3057	MD 124 Phases 2-3 Highway Reconstruction	Road - Add Capacity/Widening
T6489	MD 180 Highway Reconstruction	Road - Add Capacity/Widening
T6526	MD 201 Highway Construction - PE ONLY	Road - Add Capacity/Widening
T6527	MD 202 at Brightseat Road Intersection Improvements	Road - Intersection improvements
T4885	MD 223 Corridor Study	Study/Planning/Research
T6649	MD 26 Westbound Monocacy River Bridge Replacement	Bridge - Replace
T3476	MD 28/MD 198 Corridor Study	Study/Planning/Research
T6394	MD 3 Corridor Study	Road - Add Capacity/Widening
T6620	MD 355 Monocacy River Bridge Replacement	Bridge - Replace
T6523	MD 4 Corridor Study	Study/Planning/Research
T3150	MD 450 Highway Reconstruction - PE Only	Study/Planning/Research
T6395	MD 5 at Linda Lane Intersection Improvements	Road - Intersection improvements
T3469	MD 5 Corridor Study	Study/Planning/Research
T6654	MD 717 Western Branch Bridge Replacement	Bridge - Replace
T6535	MD 97 at MD 28 Interchange Construction - PE ONLY	Road - Interchange improvements
T11623	MD 97 Reddy Branch Bridge Removal (PE only)	Study/Planning/Research
T6432	Op Lanes Maryland Program Development	Study/Planning/Research
T6530	PLEASE REVIEW TO SEE IF PROJECT IS STILL APPLICABLE FOR CURRENT TIP. I-70 Phase 4 Reconstruction	Road - Add Capacity/Widening
T3641	US 29 at Musgrove and Fairland Roads Interchange Construction	Road - Interchange improvements
T6389	US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road Interchange Construction	Road - Interchange improvements
T4881	US 301 at MD 228/MD 5BU Interchange Construction	Road - Interchange improvements
T6635	US 301 at MD 5 Interchange Construction	Road - Interchange improvements
T6525	US 301 Highway Reconstruction	Road - Recons/Rehab/Maintenance/Resurface
T6398	US 50 Feasibility Study	Study/Planning/Research
<b>Montgomery County</b>		
T5985	White Flint District East - Transportation	Road - New Construction
<b>Prince Georges County</b>		
T6367	Addison Road I	Road - Add Capacity/Widening
<b>Virginia Department of Transportation</b>		
T6548	#HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES	Debt Service
T13751	Access Improvements at Landmark	Road - Recons/Rehab/Maintenance/Resurface
T6707	Braddock Road at Old Lee Road Improvements	Road - Recons/Rehab/Maintenance/Resurface
T13553	COUNTRY CLUB COMMONS CONNECTOR TRAIL (SMART 22)	Bicycle/Pedestrian - Bike/Ped
T13724	Dean Drive Improvements	Road - Recons/Rehab/Maintenance/Resurface
<b>Record IDs</b>	<b>Title</b>	<b>Project Type</b>
T5964	PLEASE REVIEW TO SEE IF PROJECT IS STILL APPLICABLE FOR CURRENT TIP. I-95 HOV/HOT Lanes Debt Service	Debt Service

T6404	PLEASE REVIEW TO SEE IF PROJECT IS STILL APPLICABLE FOR CURRENT TIP. VRE Stations and Facilities	Bus/BRT - Maintenance
T13546	Statewide Technology for Operations	Road - ITS/Technology
T11607	Sycolin Road Widening Project (PE Only)	Preliminary Engineering/Environmental Analysis
T6661	TDM Monitoring Funds	Training
T13527	VA 638 Rolling Road Widening	Road - Other Improvement
T13551	VDOT Oversight - Route 1 (Fraley Blvd) Widening	Project Oversight
T6204	Widen US Route 1	Road - Add Capacity/Widening
<b>Virginia Railway Express</b>		
T6402	CSX RF&P Rail Corridor Capacity Improvements	Transit - Capital
T13625	VRE Midday Storage Facility	Rail/Fixed Guideways - Capital/SGR
T11629	VRE Rolling Stock Acquisition - NVCC	Transit - Capital

**A B**  
**T6240 - DC-295/I-295 Corridor Improvements**

Safety and geometry improvement of I295/DC 295. Work includes upgrade standard ramps, extend merge area & acceleration lane, review slip ramps, complete missing interchange movements, reduce congestion, provide access for vehicular traic, pedestrian and cyclists that include, road configuration, sidewalk improvement, pavement markings, median, island, traic signal, signs, street lighting, and guardrails at interchanges along I-295/DC 295 between Eastern Avenue and Chesapeake St. a. Safety and Geometric Improvements of I-295 (Long Term) b. Safety and Geometric Improvements of I-295 (Mid Term) c. I-295/DC 295 Corridor Improvements

<b>C</b>	Cycle-Revision ID:	26-00
<b>D</b>	Lead Agency:	District Department of Transportation
<b>E</b>	Project Type:	Road - Recons/Rehab/Maintenance/Resurface
<b>F</b>	Agency Project ID:	MRR01A
	Facility:	I-295/DC-295
	From :	Eastern Avenue
	To:	Chesapeake St. SE
	County:	Washington
	Municipality:	District of Columbia
<b>G</b>	Completion Year:	2030
<b>H</b>	Total Cost:	\$34,543,950



<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>			
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$265,200	-	-	-	\$265,200
Preliminary Engineering	NHPP	\$1,060,800	-	-	-	\$1,060,800
<b>Total Preliminary Engineering</b>		<b>\$1,326,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,326,000</b>
Construction	DC/STATE	-	\$4,011,150	\$397,800	\$127,075	\$4,536,025
Construction	NHPP	-	\$16,044,600	\$1,591,200	\$508,300	\$18,144,100
<b>Total Construction</b>		<b>-</b>	<b>\$20,055,750</b>	<b>\$1,989,000</b>	<b>\$635,375</b>	<b>\$22,680,125</b>
<b>M TIP Total</b>		<b>\$1,326,000</b>	<b>\$20,055,750</b>	<b>\$1,989,000</b>	<b>\$635,375</b>	<b>\$24,006,125</b>
<b>N Total Prior Costs</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$10,537,825</b>
<b>O Total Programmed</b>		<b>\$1,326,000</b>	<b>\$20,055,750</b>	<b>\$1,989,000</b>	<b>\$635,375</b>	<b>\$34,543,950</b>

- A. TPB Project ID
- B. Agency Project Title
- C. Cycle-Revision ID – 26-00 indicates it’s the adopted version of the record
- D. Lead Agency
- E. Project Type – indicates the primary project type
- F. Agency Project ID
- G. Completion Year – projected completion date
- H. Total Cost – total cost of the project beyond the four years of the TIP
- I. Phase
- J. Fund Source
- K. TIP Program Years
- L. Total – total programmed cost for that phase and fund source
- M. TIP Total
- N. Total Prior Costs – total amount of funding that has been programmed prior to this TIP cycle
- O. Total Programmed Cost – total cost of the project including prior, TIP programmed amount, and any future funding

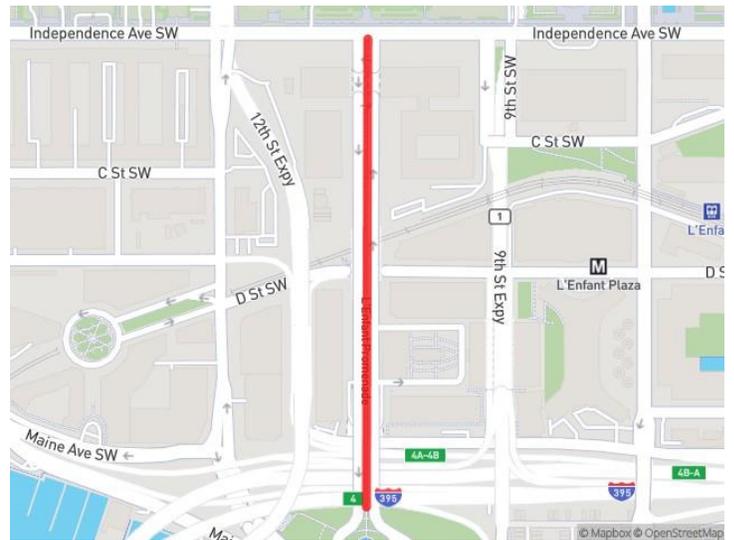
APPENDIX A  
District Department  
Of Transportation  
FY 2026-2029 TIP Tables



## T11596 - 10th Street Bridge over CSX Railroad Bridge 0517

Bridge No. 0517 is a single-span, multiple adjacent, prestressed concrete box beam structure. The bridge was constructed in 1961 with no major rehabilitation. The superstructure is supported by a reinforced concrete abutment on the North end and six reinforced concrete piers on the South end, which are shared with the adjacent structure, Bridge No. 1114. The bridge carries one traffic lane and one parking lane on each side of the median of 10th Street, S.W., traffic, over CSXT Railroad. The structure is 83.0' long and 166.75' wide out-to-out with a curb-to-curb width of 51.5'. The bridge is in fair condition.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	10th St Bridge
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$11,875,494

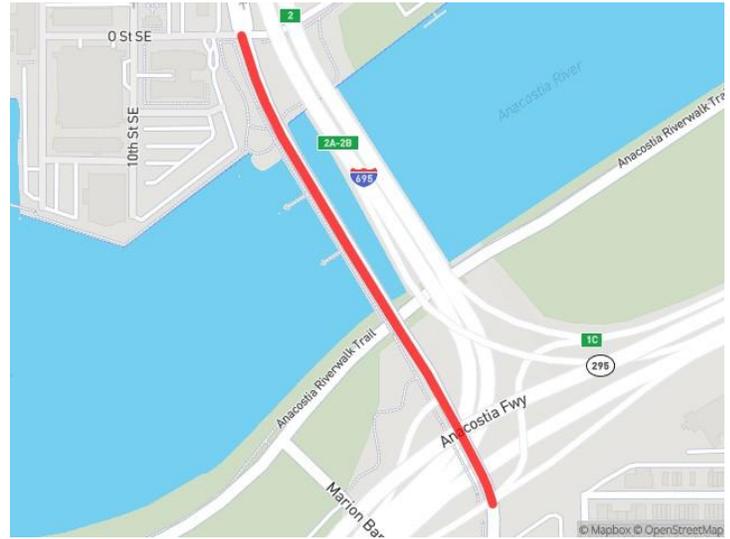


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$0	\$710,599	\$300,000	\$1,000,000	\$2,010,599
Construction	NHPP	\$0	\$2,842,395	\$1,200,000	\$4,000,000	\$8,042,395
Total Construction		\$0	\$3,552,994	\$1,500,000	\$5,000,000	\$10,052,994
TIP Total		\$0	\$3,552,994	\$1,500,000	\$5,000,000	\$10,052,994
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,822,500
Total Programmed		\$0	\$3,552,994	\$1,500,000	\$5,000,000	\$11,875,494

## T11361 - 11th Street Bridge Park

In partnership with a non-profit organization, DDOT is looking into using the old 11th street Bridge piers foundation to support a new bridge superstructure, deck, land scape and other amenities. The 11th Street Bridge Park Project seeks to reuse the existing pier foundations from the old 11th Street Bridge crossing at the Anacostia River to create an urban destination and park including a pedestrian and bicycle path connecting to trails on both sides of the river. A national competition, led by Building Bridges Across the River and the District Office of Planning (OP), in coordination with DDOT, selected a conceptual design for the bridge park from the winning team. The project goals include: Economic - Serve as an anchor for inclusive economic opportunity Environment - Re-engage residents with the Anacostia River Health - Improve public health; and Social - Reconnect Communities

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	-
Facility:	11th Street Bridge Park
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$78,654,384



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$30,343,000	\$0	\$0	\$0	\$30,343,000
Construction	State (NM)	\$7,973,164	\$1,929,220	\$0	\$0	\$9,902,384
Total Construction		\$38,316,164	\$1,929,220	\$0	\$0	\$40,245,384
TIP Total		\$38,316,164	\$1,929,220	\$0	\$0	\$40,245,384
Total Prior Costs		\$0	\$0	\$0	\$0	\$38,409,000
Total Programmed		\$38,316,164	\$1,929,220	\$0	\$0	\$78,654,384

## T13623 - 27th Street Bridge over Broad Branch Rehabilitation

This project was replaced/reconstructed in 2015 with GRS-ABS type of Bridge which was the first in its kind in the district. As per the routine inspection by DDOT/Asset Management the eastern abutment was differentially settled and as a result the approach pavement shows cracks which is visible from the top. Therefore this project is to design and construct the long-term remediation measures for the bridge carrying 27th street, NW over Broad Branch.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	27th Street NW
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$6,700,800

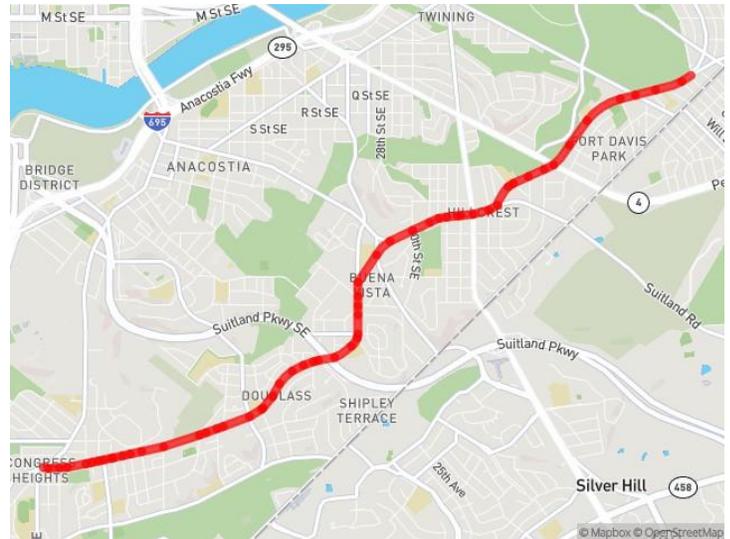


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$983,450	\$165,750	\$0	\$0	\$1,149,200
Construction	HBP-Off System	\$3,933,800	\$663,000	\$0	\$0	\$4,596,800
Total Construction		\$4,917,250	\$828,750	\$0	\$0	\$5,746,000
TIP Total		\$4,917,250	\$828,750	\$0	\$0	\$5,746,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$954,800
Total Programmed		\$4,917,250	\$828,750	\$0	\$0	\$6,700,800

# T13597 - Alabama Avenue SE Safety and Mobility Improvements: Bowen Road E to Martin Luther King Jr Elementary School

This project will advance the concept design and construction for Alabama Avenue from MLK Avenue SE to Bowen Road SE, (a distance of approximately four miles) from the 2017 Alabama Avenue Study. The project includes the following elements: (1) development of current and planned improvement projects in the corridor, (2) traffic analyses; (3) crash analysis, (5) alternatives development; (4) environmental inventory and environmental clearance requirements (Categorical Exclusion, CE 2 as required), (5) survey, where required; (6) full public engagement; and (7) design of a recommended alternative. The project seeks to narrow Alabama Avenue from 4 lanes to 2 lanes and include safety improvements such as curb extensions, refuge islands, bulb-outs, high visibility crosswalks, designated or protected bicycle lanes and upgrades to existing intersections and traffic signals. Safety improvements are anticipated to be developed for major intersections along Alabama Avenue.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	-
Facility:	Alabama Avenue SE
From:	Martin Luther King Ave.
To:	Bowen Road
County:	Washington
Municipality:	District of Columbia
Completion Year:	2031
Total Cost:	\$33,753,265



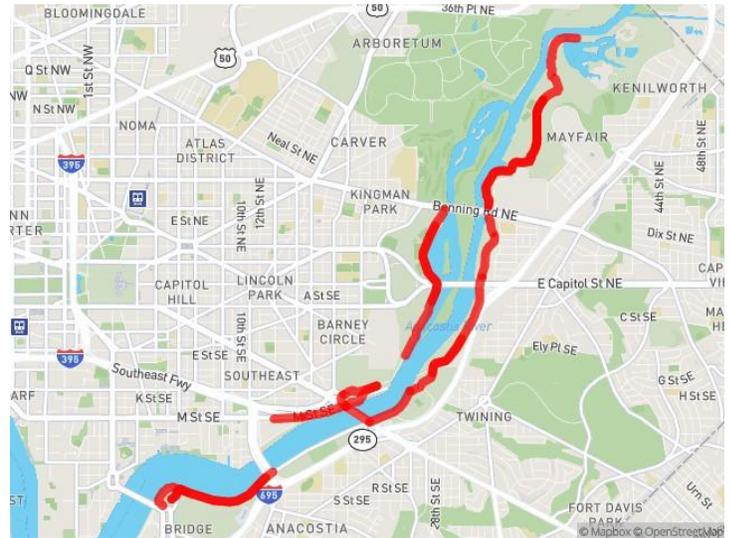
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	State (NM)	\$4,231,500	\$0	\$705,250	\$0	\$4,936,750
Construction	State (NM)	\$0	\$0	\$0	\$28,816,515	\$28,816,515
Total Construction		\$0	\$0	\$0	\$28,816,515	\$28,816,515
TIP Total		\$4,231,500	\$0	\$705,250	\$28,816,515	\$33,753,265
Total Programmed		\$4,231,500	\$0	\$705,250	\$28,816,515	\$33,753,265

## T3508 - Anacostia Riverwalk Trail

The Riverwalk is a multi-use trail along the east and west sides of the Anacostia River. It will serve as a recreational amenity and transportation alternative for a wide range of users including bicyclist, inline skaters, pedestrians, persons with disabilities, and others. This project includes design and construction of ADA compliant, comfortable new access between Deane Ave NE and the neighborhoods separated by DC 295. It will include 2 ft. sidewalk on Deane Ave under CSX rail bridge and the connections of Anacostia River Trail System to the Fort Circle trail to improve comfort for pedestrians and bicyclists. a.

Anacostia River Trail (Neighborhood Access) b. Buzzard Point and Virginia Ave. Connections c. Kenilworth Garden Trails d. Kenilworth Parkside to Maryland Ave. e. ART - Kenilworth Park South Section

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	AW016, AW022A, AW024A, AW026A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	\$30,122,230



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	State (NM)	\$239,785	\$0	\$0	\$0	\$239,785
Construction	State (NM)	\$0	\$18,233,660	\$239,785	\$0	\$18,473,445
Total Construction		\$0	\$18,233,660	\$239,785	\$0	\$18,473,445
TIP Total		\$239,785	\$18,233,660	\$239,785	\$0	\$18,713,230
Total Prior Costs		\$0	\$0	\$0	\$0	\$11,409,000
Total Programmed		\$239,785	\$18,233,660	\$239,785	\$0	\$30,122,230

## T5342 - Approach Bridges to 14th Street Bridge

The approach bridges to be rehabilitated are over Maine Ave. (bridge 171-1), over the Outlet Channel (bridge 171-2) and over Haines Point Park (bridge 171-3). The 14th Street corridor is one of the most used and important links between Washington, DC and the State of Virginia. The focus of this project is on 6 bridges (Bridge No. 171-1, Bridge No. 171-2, Bridge No. 171-3, Bridge No. 1134, Bridge No. 1134A-1, Bridge No. 21) along this corridor which are bounded by C Street SW and Independence Street SW. The scope of this project is to evaluate and identify structural and functional defects and prepare repair plans to extend the service life of these structures by 25 years. Phase 1 of the project (condition assessment) was completed in 2018 and the results were submitted to DDOT. Phase 2 of the project is currently underway which includes NEPA documentation and development of final design, and delivery of complete construction plans, specifications and a construction. The rehabilitation is expected to include miscellaneous structural repairs identified during Phase 1 condition assessment as well as mill and overlay, superstructure & substructure repairs, expansion joint elimination, bearing replacement, and traffic barrier repairs.

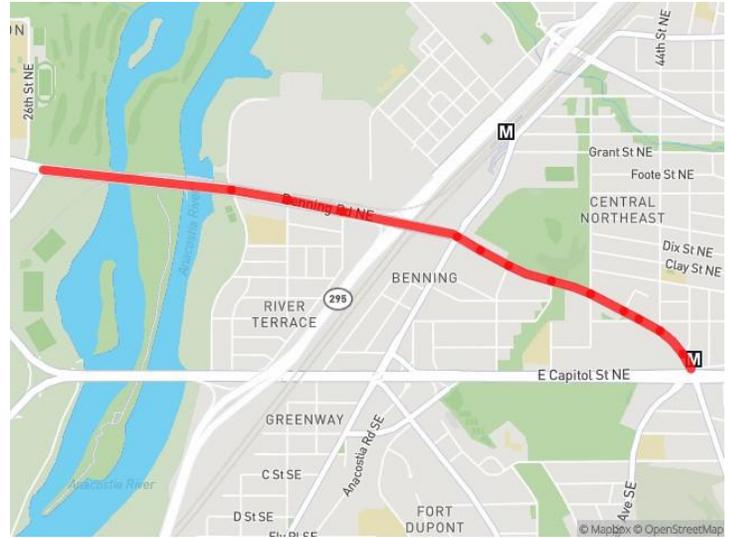
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	CD046A
Facility:	14th Street Bridge northbound over the Potomac River, and DC approach bridges
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$43,253,659

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	BFP	\$14,055,600	\$14,055,600	\$0	\$0	\$28,111,200
Construction	DC/STATE	\$3,513,900	\$3,513,900	\$0	\$0	\$7,027,800
Total Construction		\$17,569,500	\$17,569,500	\$0	\$0	\$35,139,000
TIP Total		\$17,569,500	\$17,569,500	\$0	\$0	\$35,139,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$8,114,659
Total Programmed		\$17,569,500	\$17,569,500	\$0	\$0	\$43,253,659

# T5754 - Benning Rd Bridges and Transportation Improvements

Benning Rd Bridges and Transportation Improvements from OK Ave to East Capitol St Br# 503(EB), 503(WB), 104, 104-1. Local funding will be used to extend the DC Streetcar line to the Benning Road Metro Station.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Rail/Fixed Guideways - Streetcar/Light Rail
Agency Project ID:	CM080A
Facility:	Benning Rd Ne
From:	Oklahoma Ave
To:	East Capitol Street
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$181,795,403

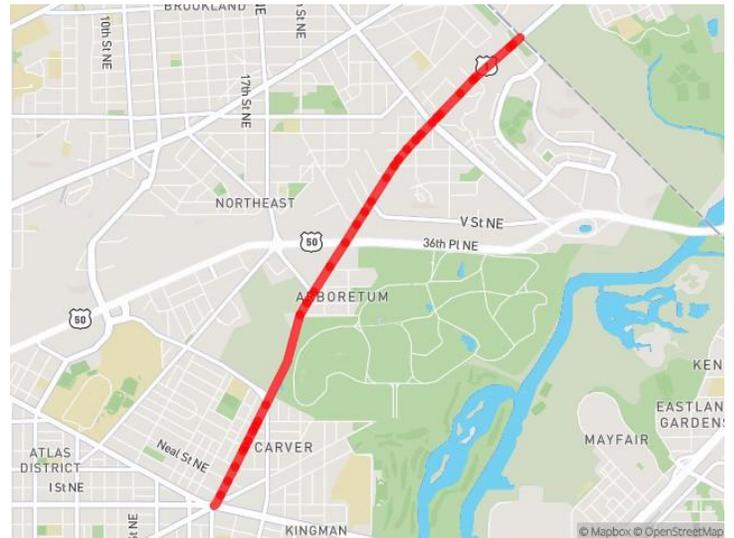


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	BUILD	\$12,000,000	\$0	\$0	\$0	\$12,000,000
Construction	DC/STATE	\$8,400,000	\$8,400,000	\$8,400,000	\$0	\$25,200,000
Construction	NHPP	\$21,600,000	\$33,600,000	\$33,600,000	\$0	\$88,800,000
Total Construction		\$42,000,000	\$42,000,000	\$42,000,000	\$0	\$126,000,000
TIP Total		\$42,000,000	\$42,000,000	\$42,000,000	\$0	\$126,000,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$55,795,403
Total Programmed		\$42,000,000	\$42,000,000	\$42,000,000	\$0	\$181,795,403

## T13596 - Bladensburg Road SE Multimodal Safety and Access: Eastern Avenue to Benning Road

This project will construct permanent multimodal traffic safety and access improvements along Bladensburg Road between Benning Road and Eastern Avenue, NE. The conceptual planning study recommended a preferred alternative that includes: repurposing two of the six travel lanes into protected bicycle lanes; improving pedestrian safety at crosswalks by installing HAWK signals and Rectangular Rapid Flashing Beacons at uncontrolled intersections; the addition of vehicle left turn pockets; the consolidation of 17th Street/Mt. Olivet intersection; bus stop location improvements; spot sidewalk widening; median extensions to prohibit dangerous turning maneuvers across multiple lanes of traffic; sidewalk curb extensions to slow turning vehicles and reduce pedestrian crossing distances; the conversion of Maryland Avenue into a one-way only westbound street and the inclusion of bicycle lanes; and repurposing areas of Maryland Avenue and Franklin Street into non-motorized areas (e.g., expansion of pedestrian plaza or park areas).

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	-
Facility:	Bladensburg Road NE
From:	Eastern Ave
To:	Benning Road
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$26,908,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	State (NM)	\$0	\$0	\$1,790,250	\$0	\$1,790,250
Construction	State (NM)	\$0	\$0	\$0	\$25,117,750	\$25,117,750
Total Construction		\$0	\$0	\$0	\$25,117,750	\$25,117,750
TIP Total		\$0	\$0	\$1,790,250	\$25,117,750	\$26,908,000
Total Programmed		\$0	\$0	\$1,790,250	\$25,117,750	\$26,908,000

# T13725 - Bridge 40, Rehab of Minnesota Bridge over East Capitol

Bridge repair and rehabilitation

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$9,392,500

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$110,500	\$0	\$221,000	\$0	\$331,500
Preliminary Engineering	STBG	\$442,000	\$0	\$884,000	\$0	\$1,326,000
Total Preliminary Engineering		\$552,500	\$0	\$1,105,000	\$0	\$1,657,500
TIP Total		\$552,500	\$0	\$1,105,000	\$0	\$1,657,500
Total Future Costs		\$0	\$0	\$0	\$0	\$7,735,000
Total Programmed		\$552,500	\$0	\$1,105,000	\$0	\$9,392,500

## T6625 - Citywide Streetlights P3

The P3 will include the conversion of all District Streetlights to LED, the installation of a remote monitoring and control system, and rehabilitating streetlight assets to a state of good repair, in addition to a long-term, performance-based asset management contract. Work to develop the P3 will include technical, legal, and financial aspects of the project which will be developed into an RFP. Upon completion of the RFP this project will solicit and award a 15-year (DBFM) Design, Build, Finance, Maintain P3 contract. The engineering work completed under this project until now will feed into the construction that is expected to begin on March 20th, 2023

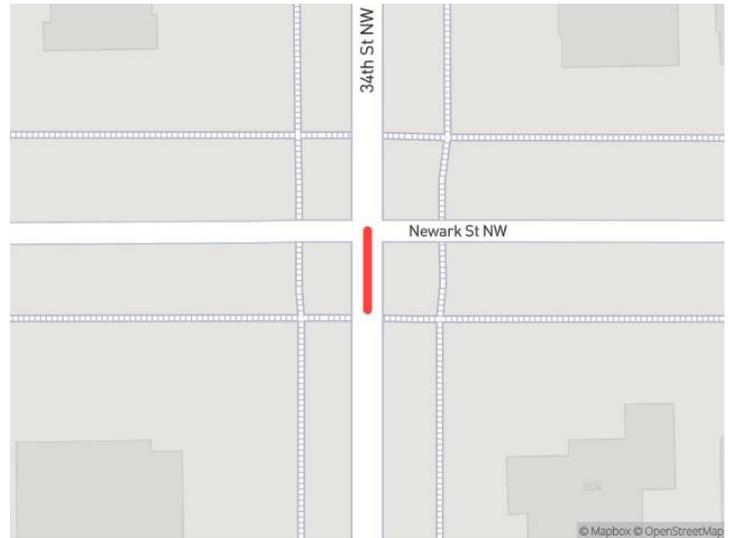
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	OSS49A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2037
Total Cost:	\$694,065,837

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$3,998,267	\$4,016,260	\$4,034,332	\$4,052,487	\$16,101,346
Construction	NHPP	\$1,852,780	\$1,861,118	\$1,869,493	\$1,877,906	\$7,461,297
Construction	State (NM)	\$13,801,587	\$13,863,695	\$13,926,081	\$13,988,749	\$55,580,112
Construction	STBG	\$15,169,611	\$15,237,874	\$15,306,445	\$15,375,324	\$61,089,254
Total Construction		\$34,822,245	\$34,978,947	\$35,136,351	\$35,294,466	\$140,232,009
TIP Total		\$34,822,245	\$34,978,947	\$35,136,351	\$35,294,466	\$140,232,009
Total Prior Costs		\$0	\$0	\$0	\$0	\$283,992,592
Total Future Costs		\$0	\$0	\$0	\$0	\$269,841,236
Total Programmed		\$34,822,245	\$34,978,947	\$35,136,351	\$35,294,466	\$694,065,837

## T6193 - Cleveland Park Improvements

The objective of the this project is to address the local reoccurring flooding problem near the Cleveland Park Metro Station and to improve pedestrian safety, access and visibility at all intersections; and introduce public realm improvements along the corridor of Connecticut Avenue from Macomb Street to Quebec Street, NW. a. Cleveland Park Drainage and Watershed Improvements b. Cleveland Park Streetscape Improvements

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PM0D7A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$87,237,402

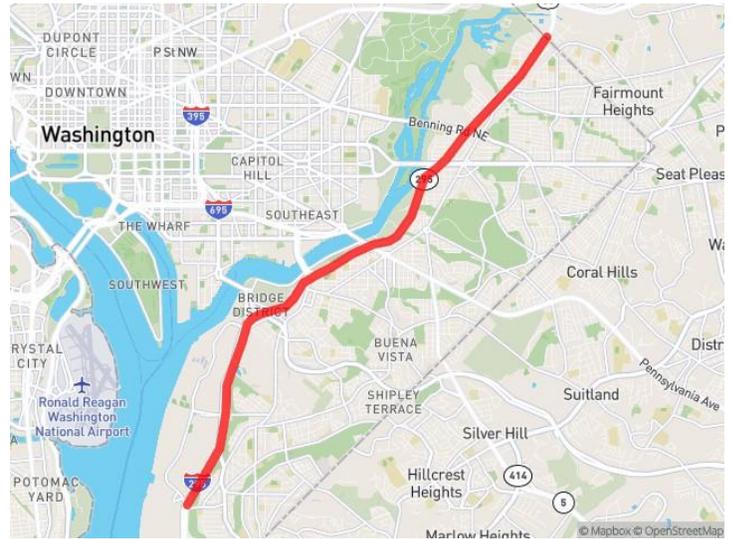


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	\$45,857,000	\$0	\$0	\$0	\$45,857,000
Total Construction		\$45,857,000	\$0	\$0	\$0	\$45,857,000
TIP Total		\$45,857,000	\$0	\$0	\$0	\$45,857,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$41,380,402
Total Programmed		\$45,857,000	\$0	\$0	\$0	\$87,237,402

## T6240 - DC-295/I-295 Corridor Improvements

Safety and geometry improvement of I295/DC 295. Work includes upgrade substandard ramps, extend merge area & acceleration lane, review slip ramps, complete missing interchange movements, reduce congestion, provide access for vehicular traffic, pedestrian and cyclists that include, road configuration, sidewalk improvement, pavement markings, median, island, traffic signal, signs, street lighting, and guardrails at interchanges along I-295/DC 295 between Eastern Avenue and Chesapeake St. a. Safety and Geometric Improvements of I-295 (Long Term) b. Safety and Geometric Improvements of I-295 (Mid Term) c. I-295/DC 295 Corridor Improvements

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	MRR01A
Facility:	I-295/DC-295
From:	Eastern Avenue
To:	Chesapeake St. SE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$34,543,950

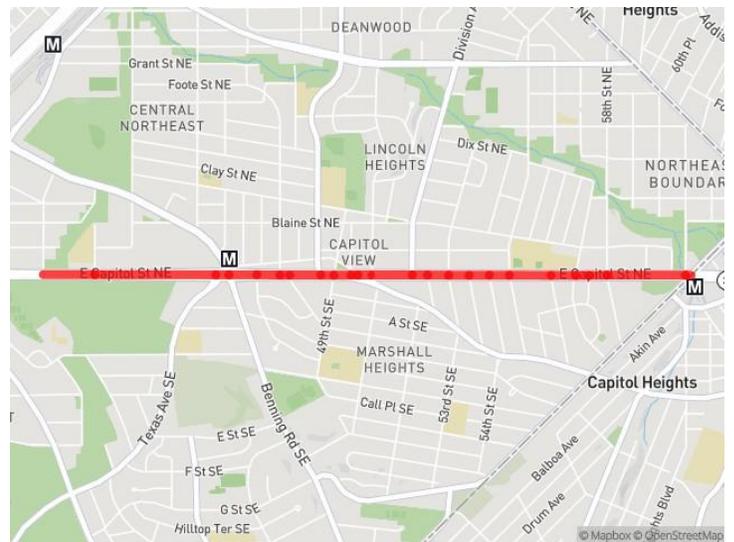


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$265,200	\$0	\$0	\$0	\$265,200
Preliminary Engineering	NHPP	\$1,060,800	\$0	\$0	\$0	\$1,060,800
Construction	DC/STATE	\$0	\$4,011,150	\$397,800	\$127,075	\$4,536,025
Construction	NHPP	\$0	\$16,044,600	\$1,591,200	\$508,300	\$18,144,100
Total Construction		\$0	\$20,055,750	\$1,989,000	\$635,375	\$22,680,125
TIP Total		\$1,326,000	\$20,055,750	\$1,989,000	\$635,375	\$24,006,125
Total Prior Costs		\$0	\$0	\$0	\$0	\$10,537,825
Total Programmed		\$1,326,000	\$20,055,750	\$1,989,000	\$635,375	\$34,543,950

# T6315 - East Capitol Street Safety and Mobility Improvements: 40th Street SE to Southern Avenue

Design and construct pedestrian safety and traffic operations improvements

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	SR086A
Facility:	East Capitol St
From:	B St SE
To:	Southern Ave SE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$51,197,575

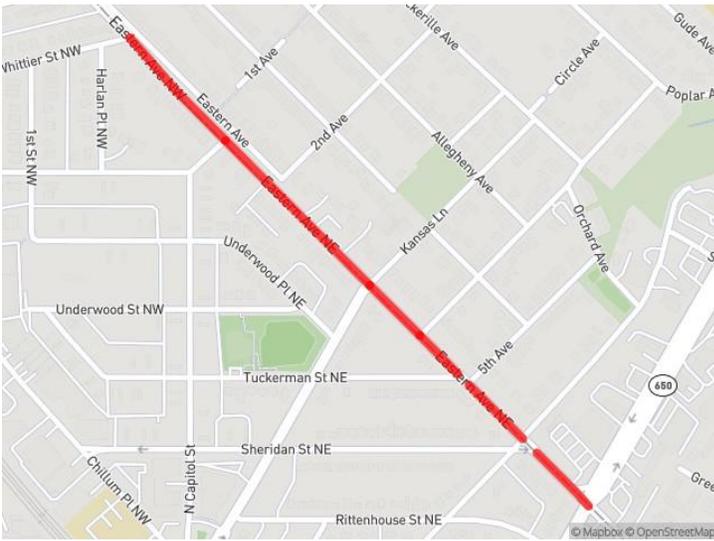


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$2,830,500	\$2,830,500	\$2,830,500	\$0	\$8,491,500
Construction	INFRA	\$8,491,500	\$8,491,500	\$8,491,500	\$0	\$25,474,500
Construction	NHPP	\$2,830,500	\$2,830,500	\$2,830,500	\$0	\$8,491,500
Total Construction		\$14,152,500	\$14,152,500	\$14,152,500	\$0	\$42,457,500
TIP Total		\$14,152,500	\$14,152,500	\$14,152,500	\$0	\$42,457,500
Total Prior Costs		\$0	\$0	\$0	\$0	\$8,740,075
Total Programmed		\$14,152,500	\$14,152,500	\$14,152,500	\$0	\$51,197,575

# T13592 - Eastern Avenue NE Safety and Mobility Improvements: Whittier Street New to New Hampshire Avenue NE

This project aims to provide for the rehabilitation and reconstruction of Eastern Avenue from Whittier Street NW to New Hampshire Avenue NE, including intersections. The objective of this project is to increase multi-modal (pedestrian, bicyclist, and motorist) safety and accessibility; fill the sidewalk gaps and add new bicycle lanes and reconstruct of damaged retaining walls; make drainage improvements to mitigate flooding; Improve new streetscape elements; make the ramps ADA compliant; new and existing signal upgrades & pavement markings; upgrade the entire street lights with underground conduits; introduce public realm improvements and improve the corridors appearance and functionality with new pavement and granite curb.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	-
Facility:	Eastern Avenue NE
From:	Whittier Street NW
To:	New Hampshire Ave NE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$23,591,750



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	\$2,596,750	\$20,221,500	\$773,500	\$0	\$23,591,750
Total Construction		\$2,596,750	\$20,221,500	\$773,500	\$0	\$23,591,750
TIP Total		\$2,596,750	\$20,221,500	\$773,500	\$0	\$23,591,750
Total Programmed		\$2,596,750	\$20,221,500	\$773,500	\$0	\$23,591,750

## T11610 - EID/OCR Portfolio

This project supports DDOT's Equity and Inclusion initiatives. It includes programming support for the division as well as compliance with federal regulations and civil rights requirements. e. Civil Rights Equity and Inclusion Programming Support i. DBE Supportive Services/OJT Supportive Services j. Small Business Compliance

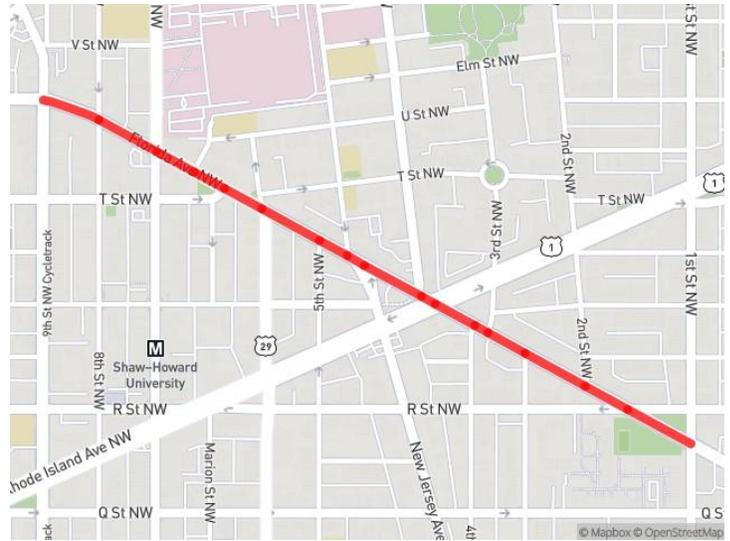
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$691,885

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$121,017	\$0	\$0	\$0	\$121,017
Preliminary Engineering	STBG	\$570,868	\$0	\$0	\$0	\$570,868
Total Preliminary Engineering		\$691,885	\$0	\$0	\$0	\$691,885
TIP Total		\$691,885	\$0	\$0	\$0	\$691,885
Total Programmed		\$691,885	\$0	\$0	\$0	\$691,885

# T13590 - Florida Avenue NW/NE Multimodal Access Improvements: 9th Street NW to 1st Street NE

Draft concepts include bus lanes in both directions and bus lanes in only one direction.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	Florida Ave NW
From:	9th St NW
To:	1st Street NE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$2,015,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Total Construction		\$1,500,000	\$0	\$0	\$0	\$1,500,000
TIP Total		\$1,500,000	\$0	\$0	\$0	\$1,500,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$515,000
Total Programmed		\$1,500,000	\$0	\$0	\$0	\$2,015,000

# T13727 - Francis Scott Key Bridge Rehabilitation II

This project is to provide repair and rehabilitate the historical, existing Francis Scott Key bridge.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2031
Total Cost:	\$4,199,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$839,800	\$0	\$0	\$839,800
Preliminary Engineering	NHPP	\$0	\$3,359,200	\$0	\$0	\$3,359,200
Total Preliminary Engineering		\$0	\$4,199,000	\$0	\$0	\$4,199,000
TIP Total		\$0	\$4,199,000	\$0	\$0	\$4,199,000
Total Programmed		\$0	\$4,199,000	\$0	\$0	\$4,199,000

# T13728 - Franklin Street NE Bridge over CSX and Metro Tracks Bridge 0597

Franklin Street NE Bridge over CSX and Metro Tracks Bridge 0597 rehabilitation

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$2,431,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$0	\$486,200	\$0	\$486,200
Preliminary Engineering	STBG	\$0	\$0	\$1,944,800	\$0	\$1,944,800
Total Preliminary Engineering		\$0	\$0	\$2,431,000	\$0	\$2,431,000
TIP Total		\$0	\$0	\$2,431,000	\$0	\$2,431,000
Total Programmed		\$0	\$0	\$2,431,000	\$0	\$2,431,000

# T5554 - Garvee Bond Debt Service - 11th Street Bridge SE Replacement

This project is to fund the debt service on the 11th Street Bridge SE Replacement.

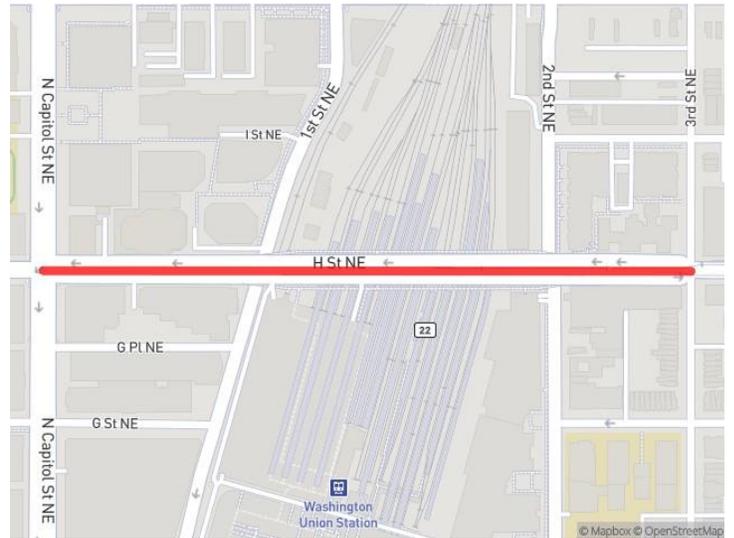
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Debt Service
Agency Project ID:	HTF02A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$90,356,515

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$0	\$798,425	\$797,450	\$0	\$1,595,875
Other	STBG	\$11,766,725	\$3,193,700	\$3,189,800	\$0	\$18,150,225
Total Other		\$11,766,725	\$3,992,125	\$3,987,250	\$0	\$19,746,100
TIP Total		\$11,766,725	\$3,992,125	\$3,987,250	\$0	\$19,746,100
Total Prior Costs		\$0	\$0	\$0	\$0	\$70,610,415
Total Programmed		\$11,766,725	\$3,992,125	\$3,987,250	\$0	\$90,356,515

## T6039 - H Street Bridge over Railroad

Conduct environmental assessments. Prepare concept designs, design plans and specifications and construct documents for bridge replacement/rehabilitation. Includes work on the H Street NE Bridge from North Capitol St. to 3rd St. NE. The bridge will be reconstructed to accommodate the H/Benning Streetcar Line, allow for Amtrak to increase its capacities in its Union Station rail yard, and allow for development of the air rights above the rail yard. The H Street Bridge NE Replacement is a highway improvement project carried out under title 23, United States Code and will include a construction contract with Amtrak that will have a duration of 10 years.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Replace
Agency Project ID:	CD054A
Facility:	H Street NE
From:	North Capitol St
To:	3rd Street NE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$372,326,000

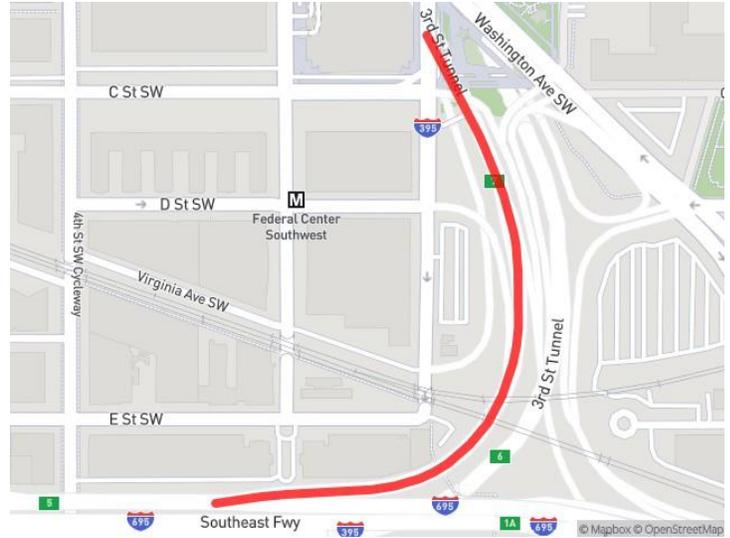


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	\$30,000,000	\$50,000,000	\$60,000,000	\$45,000,000	\$185,000,000
Total Construction		\$30,000,000	\$50,000,000	\$60,000,000	\$45,000,000	\$185,000,000
TIP Total		\$30,000,000	\$50,000,000	\$60,000,000	\$45,000,000	\$185,000,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$187,326,000
Total Programmed		\$30,000,000	\$50,000,000	\$60,000,000	\$45,000,000	\$372,326,000

# T11592 - I-395 Southbound Exit Ramp to Southwest Freeway

Replace bridge deck; repair/repaint structural steel; replace bearings; repair spalls/seal cracks in substructure; upgrade approach guiderail and transition; address maintenance and rehabilitation recommendations in the inspection report.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	I-395 S Exit Ramp to Southwest Freeway
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$13,593,000

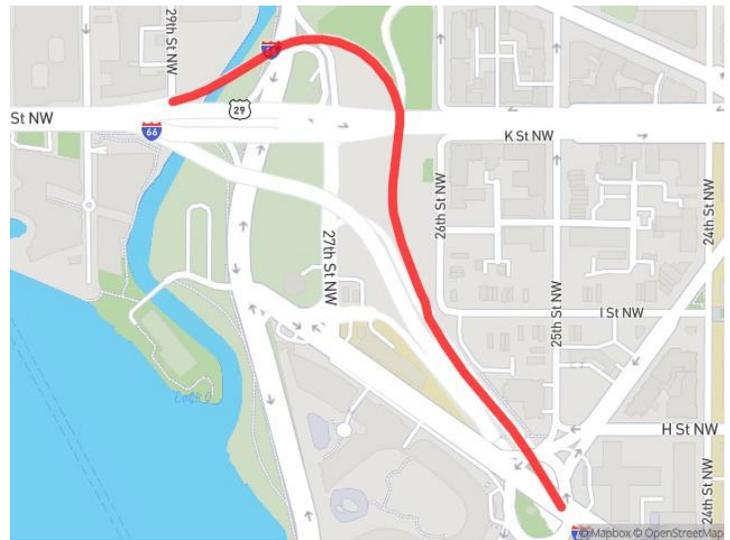


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$198,900	\$0	\$0	\$198,900
Preliminary Engineering	NHPP	\$0	\$1,790,100	\$0	\$0	\$1,790,100
Construction	DC/STATE	\$0	\$0	\$0	\$900,000	\$900,000
Construction	NHPP	\$0	\$0	\$0	\$8,100,000	\$8,100,000
Total Construction		\$0	\$0	\$0	\$9,000,000	\$9,000,000
TIP Total		\$0	\$1,989,000	\$0	\$9,000,000	\$10,989,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,604,000
Total Programmed		\$0	\$1,989,000	\$0	\$9,000,000	\$13,593,000

## T6804 - I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp

In conjunction with the Asset Management Division recommendation, it is apparent that to maintain the structural integrity and reduce further damage from the continued deterioration and aging of the I-66 Ramp to the Whitehurst Freeway and the K Street NW Bridge over Ramp to the Whitehurst Freeway, repair and restoration of the bridge substructures and superstructure is required. (Bridge #1303 and Bridge # 1304) The primary goal of the project is to perform repairs and rehabilitation of all deficient bridge components to extend the service life of the structure.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	Ramp to Whitehurst Freeway and K Street NW Bridge over Whitehurst Freeway Ramp
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2045
Total Cost:	\$36,983,750

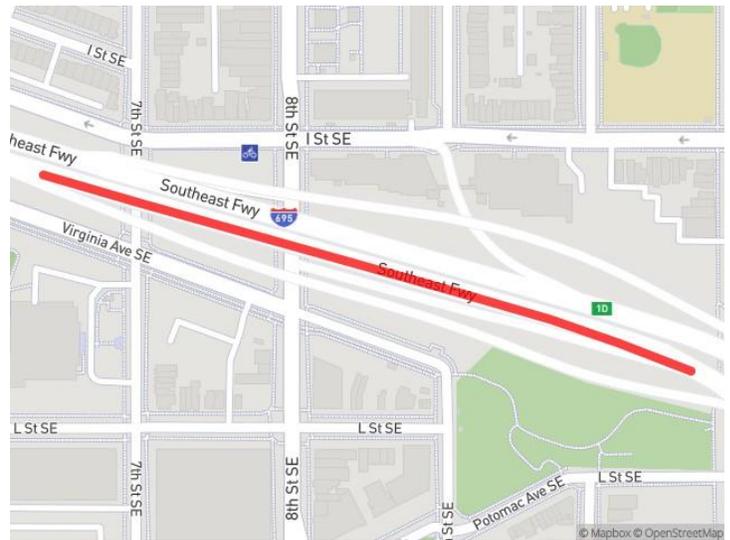


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$0	\$6,000,000	\$0	\$0	\$6,000,000
Construction	NHPP	\$0	\$24,000,000	\$0	\$0	\$24,000,000
Total Construction		\$0	\$30,000,000	\$0	\$0	\$30,000,000
TIP Total		\$0	\$30,000,000	\$0	\$0	\$30,000,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$6,983,750
Total Programmed		\$0	\$30,000,000	\$0	\$0	\$36,983,750

## T3193 - I-695 Eastbound D4 Ramp

Following the construction of the 11th Street Corridor Project and the Virginia Avenue Tunnel Park, there are remaining improvements necessary to complete connections to the surrounding neighborhood. The I-695 Eastbound D4 ramp must be widened from three to five lanes, in accordance with the 11th Street Bridge Environmental Impact Statement (EIS). The D4 ramp widening will include a multi-use trail adjacent to the ramp. Streetscape improvements, including sidewalk, pavement, drainage, and lighting, are also needed in the vicinity of the Virginia Avenue Dog Park. a. I-695 Eastbound D4 Ramp Design

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Interchange improvements
Agency Project ID:	CD056A
Facility:	11th Street Bridge and Interchange
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	\$53,944,850



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$2,110,550	\$0	\$0	\$0	\$2,110,550
Construction	STBG	\$8,442,200	\$0	\$0	\$0	\$8,442,200
Total Construction		\$10,552,750	\$0	\$0	\$0	\$10,552,750
TIP Total		\$10,552,750	\$0	\$0	\$0	\$10,552,750
Total Prior Costs		\$0	\$0	\$0	\$0	\$43,392,100
Total Programmed		\$10,552,750	\$0	\$0	\$0	\$53,944,850

## T6427 - Kenilworth Terrace Bridge over Watts Branch

Project scope includes applying waterproof seal to the entire timber structure, repair the reinforced concrete roadway curb, rehabilitation of deck structure of both approach abutments.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	Kenilworth Terrace NE
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$19,294,394

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$3,858,879	\$0	\$0	\$0	\$3,858,879
Construction	HBP-Off System	\$15,435,515	\$0	\$0	\$0	\$15,435,515
Total Construction		\$19,294,394	\$0	\$0	\$0	\$19,294,394
TIP Total		\$19,294,394	\$0	\$0	\$0	\$19,294,394
Total Programmed		\$19,294,394	\$0	\$0	\$0	\$19,294,394

## T6501 - Kennedy St from 16th St to Georgia Ave NW Reconstruction

This project is to reconstruct Kennedy Street, NW corridor from Georgia Avenue to 16th Street, NW. The scope of work for this Task Order includes but not limited to roadway and streetscape design, subsurface utility engineering (SUE), traffic signal modification, context sensitive design/solution, utility relocation coordination, maintenance of traffic, intersection safety and operational efficiency improvement, signage and pavement markings, storm water management-LID/Bio retention, Improvement of curbs & gutter, driveways, sidewalks and ADA ramps.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	Kennedy St NW
From:	16th St NW
To:	Georgia Ave
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	\$33,279,520

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$551,395	\$149,175	\$0	\$0	\$700,570
Construction	STBG	\$2,205,580	\$596,700	\$0	\$0	\$2,802,280
Total Construction		\$2,756,975	\$745,875	\$0	\$0	\$3,502,850
TIP Total		\$2,756,975	\$745,875	\$0	\$0	\$3,502,850
Total Prior Costs		\$0	\$0	\$0	\$0	\$29,776,670
Total Programmed		\$2,756,975	\$745,875	\$0	\$0	\$33,279,520

## T6807 - Long Bridge Pedestrian and Bicycle Connection

The Long Bridge Pedestrian and Bicycle Bridge (Ped/Bike Bridge) is the 4(f) mitigation for the Long Bridge Project (T6727). The design and construction of the Ped/Bike Bridge will be completed by Virginia, and once complete the Ped/Bike Bridge together with access easements will be transferred to the District to own, operate, and maintain. The Long Bridge Project is a part of Northern Virginia Core Capacity Project (NVCC). Other NVCC components include the Alexandria Fourth Track Project (T6673) and the acquisition of three VRE trainsets Rolling Stock Acquisition (T4534).

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	-
Facility:	Long Bridge Pedestrian and Bicycle Bridge
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2045
Total Cost:	\$83,200,000

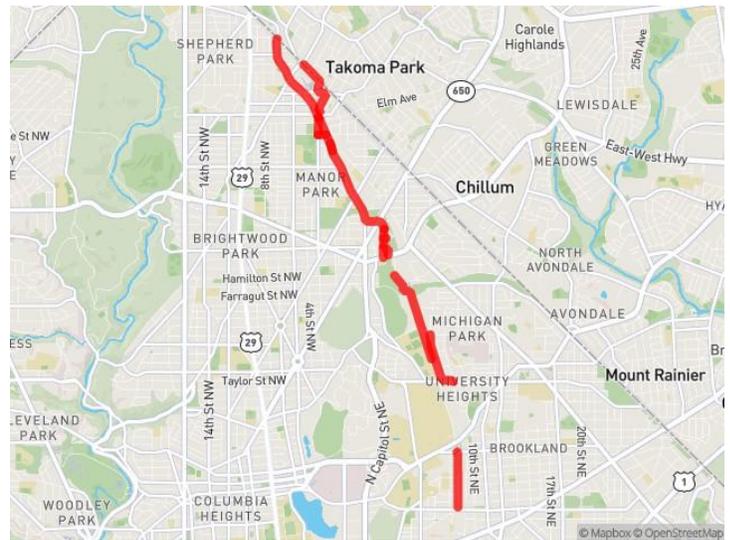


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	\$0	\$0	\$0	\$19,700,000	\$19,700,000
Total Construction		\$0	\$0	\$0	\$19,700,000	\$19,700,000
TIP Total		\$0	\$0	\$0	\$19,700,000	\$19,700,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$31,500,000
Total Future Costs		\$0	\$0	\$0	\$0	\$32,000,000
Total Programmed		\$0	\$0	\$0	\$19,700,000	\$83,200,000

## T3228 - Metropolitan Branch Trail Extension Franklin Street NE to Eastern Avenue

The Metropolitan Branch Trail project will provide a 6.25-mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring MD. This project is intended to serve both recreational users and commuters to meet Transportation Control Measures (TCMs) and air quality objectives. a. Blair Rd to Piney Branch Rd. b. L & M St. c. Ft. Totten to Takoma d. Manor Park Re-Alignment e. Brookland to Fort Totten f. First Place to Oglethorpe St NE

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	AF073A
Facility:	Metropolitan Branch Trail
From:	Union Station
To:	District Boundary
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$60,418,379

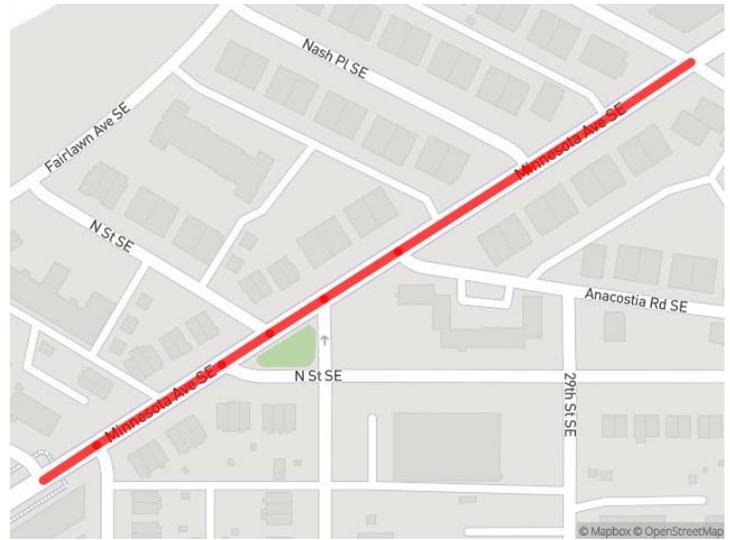


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	State (NM)	\$0	\$1,193,500	\$0	\$0	\$1,193,500
Construction	State (NM)	\$9,332,851	\$1,547,000	\$0	\$14,963,500	\$25,843,351
Total Construction		\$9,332,851	\$1,547,000	\$0	\$14,963,500	\$25,843,351
TIP Total		\$9,332,851	\$2,740,500	\$0	\$14,963,500	\$27,036,851
Total Prior Costs		\$0	\$0	\$0	\$0	\$33,381,528
Total Programmed		\$9,332,851	\$2,740,500	\$0	\$14,963,500	\$60,418,379

# T13582 - Minnesota Avenue SE Multimodal Improvements: East Capitol Street SE to Burns Street SE

Southbound AM bus lane on Minnesota Avenue SE (planned as part of Minnesota Ave SE Bus Priority Project) to be installed following completion of DDOT Pennsylvania & Minnesota Avenue SE project (2024-2025 is estimate). Bicyclists allowed in the bus lane.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	Minnesota Avenue SE
From:	Nelson Pl SE
To:	Burns St SE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2027
Total Cost:	\$140,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	\$120,000	\$0	\$0	\$0	\$120,000
Total Construction		\$120,000	\$0	\$0	\$0	\$120,000
TIP Total		\$120,000	\$0	\$0	\$0	\$120,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$20,000
Total Programmed		\$120,000	\$0	\$0	\$0	\$140,000

## T13648 - Nannie Helen Burroughs Avenue DC-295 Underpass Flood Mitigation

This project will analyze existing flooding conditions near the underpass and in the surrounding Watts Branch watershed. Develop flood mitigation engineering concepts in collaboration with nearby residents and other key stakeholders that will reduce the risk of the area near the underpass being flooded during heavy rains. Evaluate the resilience and other benefits of the flood mitigation engineering concepts. Engage the public and other key stakeholders using a process that creates equitable, inclusive, and sustainable outcomes for the residents in nearby neighborhoods.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	Nannie Helen Burroughs Ave. NE
From:	DC-295
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2027
Total Cost:	\$1,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	PROTECT-G	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total Preliminary Engineering		\$1,000,000	\$0	\$0	\$0	\$1,000,000
TIP Total		\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total Programmed		\$1,000,000	\$0	\$0	\$0	\$1,000,000

## T6657 - New York Ave NE Bridge over Anacostia River

This project will include inspections and preliminary design work to assess the need for future rehabilitation and preventive maintenance on the bridge. The scope includes three primary elements: design of scour countermeasures, design of structural repairs, and design of new pedestrian trail including adjacent separate river crossing. Design of scour countermeasures is being prioritized. Structural repairs and trail will follow. a. New York Ave Bridge over Anacostia River b. Scour Prevention for New York Ave Bridge

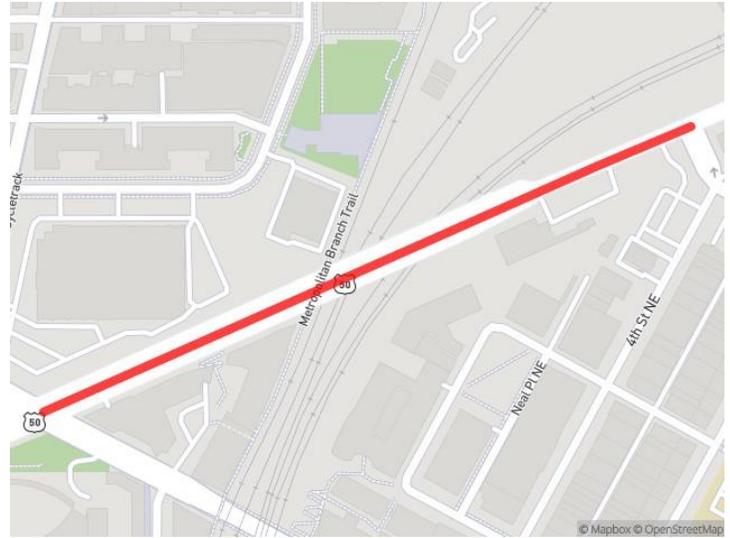
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	New York Avenue NE
From:	Over Anacostia River
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$52,491,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	BUILD	\$0	\$0	\$24,900,000	\$0	\$24,900,000
Construction	DC/STATE	\$0	\$0	\$10,000,000	\$0	\$10,000,000
Construction	NHPP	\$0	\$0	\$15,100,000	\$0	\$15,100,000
Total Construction		\$0	\$0	\$50,000,000	\$0	\$50,000,000
TIP Total		\$0	\$0	\$50,000,000	\$0	\$50,000,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,491,000
Total Programmed		\$0	\$0	\$50,000,000	\$0	\$52,491,000

# T13571 - New York Avenue Bridge, NE over CSX RR

The bridge is in poor condition, there is some corrosion and section loss in beams, girders, and stiffeners, bearings are in bad condition, the superstructure needs to be rehabilitated/replaced, substructure has a major scouring problem that must be addressed through rehab.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	New York Avenue
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$3,867,500



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$0	\$375,700	\$0	\$397,800	\$773,500
Construction	NHPP	\$0	\$1,502,800	\$0	\$1,591,200	\$3,094,000
Total Construction		\$0	\$1,878,500	\$0	\$1,989,000	\$3,867,500
TIP Total		\$0	\$1,878,500	\$0	\$1,989,000	\$3,867,500
Total Programmed		\$0	\$1,878,500	\$0	\$1,989,000	\$3,867,500

# T13729 - North Capitol Bridge over Irving Street Bridge #23

Rehabilitation of North Capitol Bridge over Irving Street Bridge # 23

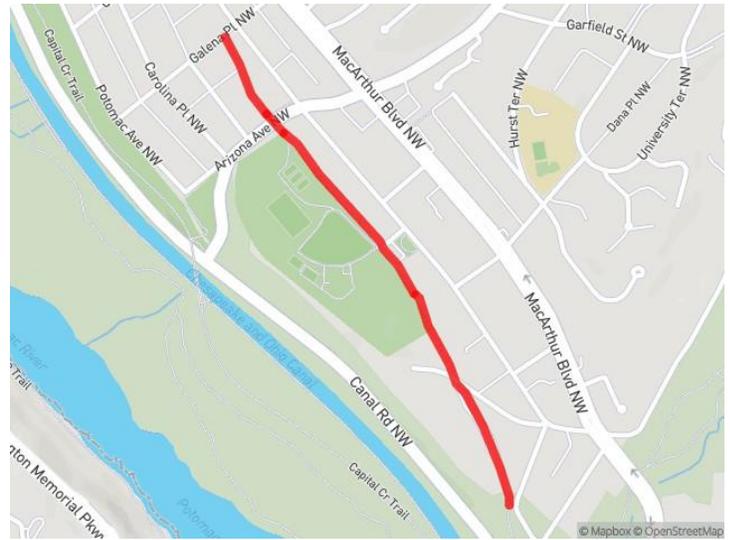
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2033
Total Cost:	\$2,873,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$0	\$574,600	\$0	\$574,600
Preliminary Engineering	NHPP	\$0	\$0	\$2,298,400	\$0	\$2,298,400
Total Preliminary Engineering		\$0	\$0	\$2,873,000	\$0	\$2,873,000
TIP Total		\$0	\$0	\$2,873,000	\$0	\$2,873,000
Total Programmed		\$0	\$0	\$2,873,000	\$0	\$2,873,000

## T6516 - Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation

The project area includes a rehabilitation and pavement of the 0.65-mile section of the trails at Arizona Ave from Nebraska Avenue, NW to Galena Place, NW including missing sections of the trail and rehabilitation/ reconstruction Substructure and Superstructure of approximately 110-foot long Pedestrian Bridge over Arizona Ave connecting both sides of Arizona Ave trails including pedestrian access ramp.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	-
Facility:	Pedestrian Bridge and Trail at Arizona Ave NW
From:	Nebraska Ave NW
To:	Galena Pl NW
County:	Washington
Municipality:	District of Columbia
Completion Year:	2027
Total Cost:	\$14,167,625

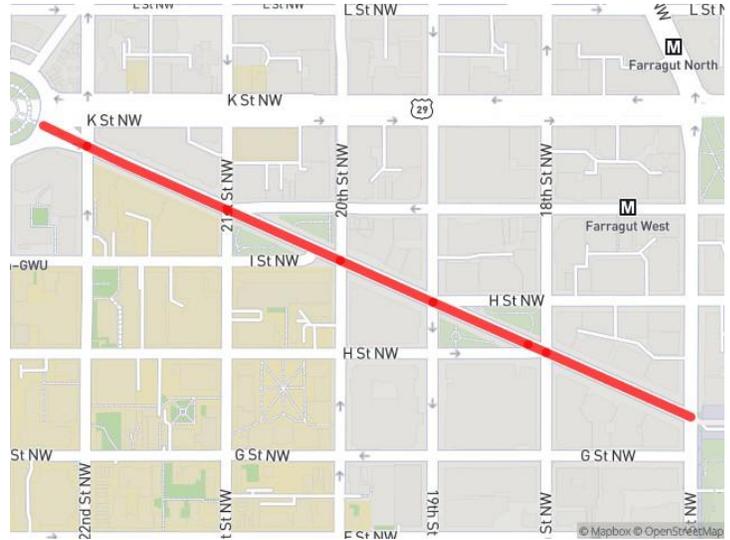


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	\$0	\$1,127,100	\$502,775	\$0	\$1,629,875
Total Construction		\$0	\$1,127,100	\$502,775	\$0	\$1,629,875
TIP Total		\$0	\$1,127,100	\$502,775	\$0	\$1,629,875
Total Prior Costs		\$0	\$0	\$0	\$0	\$12,537,750
Total Programmed		\$0	\$1,127,100	\$502,775	\$0	\$14,167,625

# T6595 - Pennsylvania Avenue NW Multimodal Accommodations: 17th Street NW to 22nd Street NW

Design for streetscape of Pennsylvania Avenue NW, includes multi-modal friendly transportation. Facilitate New Connections, Balancing the Modes, Pedestrian Scale Streetscape, Create a vibrant, cohesive public space that provides a sense of visual continuity and a framework for new active uses.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	-
Facility:	Pennsylvania Ave NW
From:	17th St NW
To:	22nd St NW
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$37,984,000

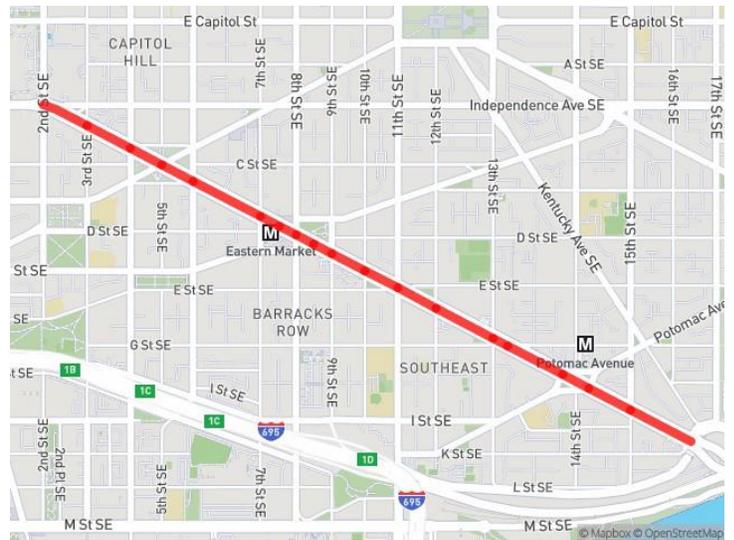


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$0	\$32,984,000	\$0	\$0	\$32,984,000
Total Construction		\$0	\$32,984,000	\$0	\$0	\$32,984,000
TIP Total		\$0	\$32,984,000	\$0	\$0	\$32,984,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$5,000,000
Total Programmed		\$0	\$32,984,000	\$0	\$0	\$37,984,000

## T13883 - Pennsylvania Avenue SE Multimodal Improvements: 2nd Street SE to 27th Street SE

This project will connect the Anacostia River Trail with bicycle lanes through Capitol Hill to the downtown core. In addition, it will provide cyclist access to bike lanes on Pennsylvania Ave west of the Capitol, and to the Metropolitan Branch Trail. It will reduce off-peak lane capacity from 6 to 4 lanes between 2nd and 14th Streets. During peak hours the existing 6 lanes will be utilized. Between 14th Street and Barney Circle, rush hour lane capacity will be reduced from 8 lanes to 6 lanes; the 6 lane off-peak capacity would be unchanged.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	-
Facility:	Pennsylvania Avenue SE
From:	2nd Street SE
To:	Barney Circle SE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2027
Total Cost:	\$1,250,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	State (NM)	\$250,000	\$0	\$0	\$0	\$250,000
Construction	State (NM)	\$0	\$1,000,000	\$0	\$0	\$1,000,000
Total Construction		\$0	\$1,000,000	\$0	\$0	\$1,000,000
TIP Total		\$250,000	\$1,000,000	\$0	\$0	\$1,250,000
Total Programmed		\$250,000	\$1,000,000	\$0	\$0	\$1,250,000

## T13733 - Rehabilitation of 9th Street Tunnel 173, C Street Bridge (BR #173-C), and D Street Bridge (BR #177)

Repair of spalls/delaminated concrete, missing or broken tiles,/Repair/replace expansion joints, waterproofing the leaking tunnel joints under park and leak remediation at expansion joints throughout walls and ceilings of tunnels. Replace signs in tunnel/Install bulkhead 100 ft down airway, airtight, floor to ceiling with man door (ventil mods)/Provide penetrations in tunnel wall to airway (ventil mods)/ Provide emergency egress at Bus Bay to surface – reopen existing facility and make improvements to physical structure as needed, add lighting, security, etc. Add running man signs in tunnel.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$16,721,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$390,600	\$0	\$0	\$0	\$390,600
Preliminary Engineering	NHPP	\$1,562,400	\$0	\$0	\$0	\$1,562,400
Construction	DC/STATE	\$0	\$0	\$2,953,600	\$0	\$2,953,600
Construction	NHPP	\$0	\$0	\$11,814,400	\$0	\$11,814,400
Total Construction		\$0	\$0	\$14,768,000	\$0	\$14,768,000
TIP Total		\$1,953,000	\$0	\$14,768,000	\$0	\$16,721,000
Total Programmed		\$1,953,000	\$0	\$14,768,000	\$0	\$16,721,000

# T13730 - Rehabilitation of DC Approach Bridges to TR Bridge

Bridge repairs/rehabilitation of 6 DC approach bridges to/from TR Bridge to improve and enhance service life. Subject bridge number 1202, 1203, 1204, 1205 & 1206

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2033
Total Cost:	\$4,972,500

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$0	\$0	\$994,500	\$994,500
Preliminary Engineering	NHPP	\$0	\$0	\$0	\$3,978,000	\$3,978,000
Total Preliminary Engineering		\$0	\$0	\$0	\$4,972,500	\$4,972,500
TIP Total		\$0	\$0	\$0	\$4,972,500	\$4,972,500
Total Programmed		\$0	\$0	\$0	\$4,972,500	\$4,972,500

## T13819 - Rehabilitation of Mall Tunnel (TN #1142)

Condition assessment has identified important rehabilitation efforts required for the continued State of Good Repair of the Mall Tunnel. This project will fund these rehabilitation efforts including, replacement of traffic lights and lighting systems, repair to deteriorated concrete walls and ceilings, replacement of the fire detection system, and replacement of deteriorated ceiling panels, among other items.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$39,536,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$390,600	\$464,100	\$2,929,500	\$3,623,900	\$7,408,100
Construction	NHPP	\$1,562,400	\$1,856,400	\$11,718,000	\$14,495,600	\$29,632,400
Total Construction		\$1,953,000	\$2,320,500	\$14,647,500	\$18,119,500	\$37,040,500
TIP Total		\$1,953,000	\$2,320,500	\$14,647,500	\$18,119,500	\$37,040,500
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,495,500
Total Programmed		\$1,953,000	\$2,320,500	\$14,647,500	\$18,119,500	\$39,536,000

## T13731 - Rehabilitation of Tunnel #1302; Virginia Avenue over I-66/E Street Expressway

"Repair of spalls with exposed reinforcing in concrete walls and vent shaft. Replace areas of missing or broken tiles. Remove and replace areas with bulging/delaminated tiles. Repair/replace expansion joints throughout air plenums and inject with chemical grout. Repair cracking and spalls in portals and granite façade. Repair/replace concrete curbs and traffic barriers. Repair map cracking in base slab and resurface asphalt wearing surface. Replace lane striping. Sidewalk improvements on top of each portal in park areas • Provide Tunnel Control System (connect to Dynac or other) including workstations, PLCs, HMI Screen, network hardware. Replace tunnel lighting including power system and controls with LED lighting. Provide new emergency system UPS for tunnel lighting. Replace camera system in Tunnel. Support spaces – replace lighting fixtures in electrical rm, stairs- with LED fixtures."

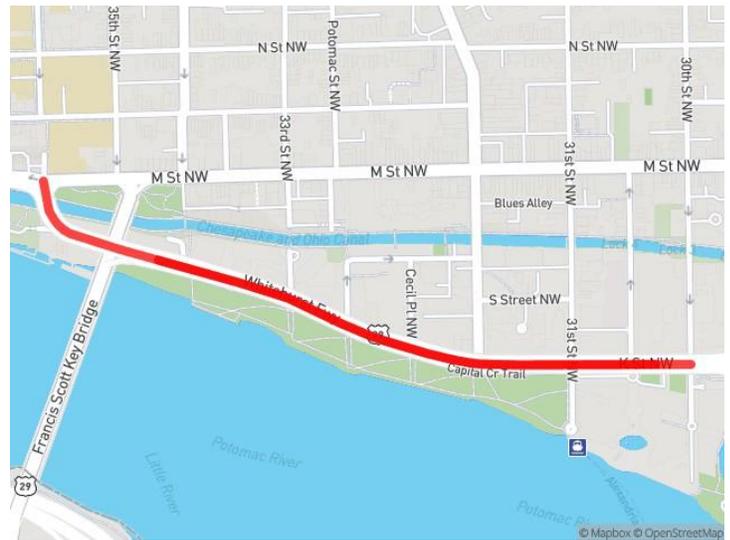
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$10,387,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$309,400	\$0	\$0	\$0	\$309,400
Preliminary Engineering	NHPP	\$1,237,600	\$0	\$0	\$0	\$1,237,600
Construction	DC/STATE	\$0	\$0	\$1,768,000	\$0	\$1,768,000
Construction	NHPP	\$0	\$0	\$7,072,000	\$0	\$7,072,000
Total Construction		\$0	\$0	\$8,840,000	\$0	\$8,840,000
TIP Total		\$1,547,000	\$0	\$8,840,000	\$0	\$10,387,000
Total Programmed		\$1,547,000	\$0	\$8,840,000	\$0	\$10,387,000

# T11598 - Rehabilitation of Whitehurst Freeway Bridge

"This structure was constructed in 1949 and was last rehabilitated in 1998. The sufficiency rating is 59.4% (3/12). The 2014 inspection report notes a NBI rating of 5 for the superstructure steel cross girders and the substructure intermediate steel columns and anchor bolts with a condition description of section loss due to corrosion on stringers, cross girders, columns, and anchor bolts. The project will perform detailed bridge inspection to assess the bridge condition with deficiencies, followed by engineering design for bridge rehabilitation."

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	Whitehurst Freeway
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$51,166,500



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$694,400	\$0	\$0	\$694,400
Preliminary Engineering	NHPP	\$0	\$2,777,600	\$0	\$0	\$2,777,600
Construction	DC/STATE	\$0	\$0	\$9,038,900	\$0	\$9,038,900
Construction	NHPP	\$0	\$0	\$36,155,600	\$0	\$36,155,600
Total Construction		\$0	\$0	\$45,194,500	\$0	\$45,194,500
TIP Total		\$0	\$3,472,000	\$45,194,500	\$0	\$48,666,500
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,500,000
Total Programmed		\$0	\$3,472,000	\$45,194,500	\$0	\$51,166,500

# T6038 - South Capitol Street - Frederick Douglass Memorial Bridge Debt Service

This project is to fund the debt service on the Frederick Douglas Memorial Bridge replacement.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Debt Service
Agency Project ID:	-
Facility:	Suitland Parkway
From:	at Martin Luther King Jr. Ave
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2034
Total Cost:	\$188,530,625

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	NHPP	\$16,124,000	\$23,894,750	\$23,894,750	\$27,890,000	\$91,803,500
Total Other		\$16,124,000	\$23,894,750	\$23,894,750	\$27,890,000	\$91,803,500
TIP Total		\$16,124,000	\$23,894,750	\$23,894,750	\$27,890,000	\$91,803,500
Total Prior Costs		\$0	\$0	\$0	\$0	\$96,727,125
Total Programmed		\$16,124,000	\$23,894,750	\$23,894,750	\$27,890,000	\$188,530,625

## T3423 - South Capitol Street Corridor

Redevelopment of the South Capitol Street corridor is a part of the Anacostia Waterfront Initiative. a. New Frederick Douglass Memorial Bridge b. Suitland Parkway and I-295 Interchange Reconfiguration c. Martin Luther King Jr. Ave. and Suitland Parkway Interchange Reconfiguration d. South Capitol St from N St to SE/SW Freeway Boulevard Streetscape e. New Jersey Ave SE Streetscape improvements f. South Capitol Street Corridor Phase 2

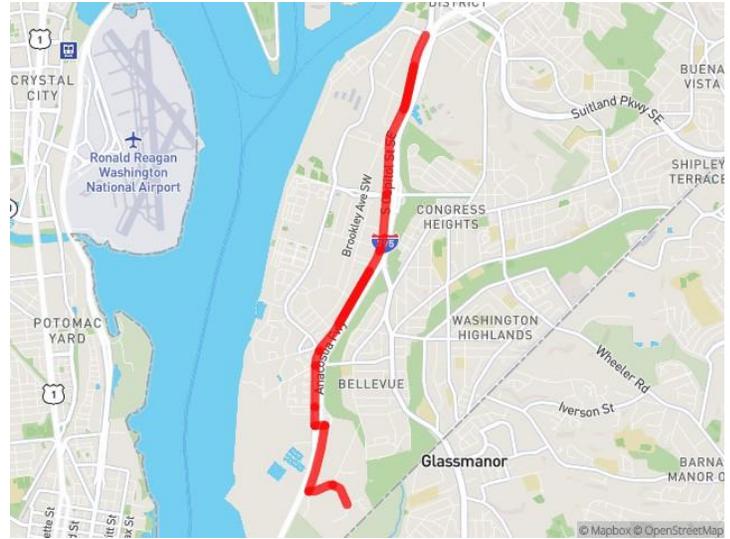
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	AW001A, AW011, AW025A, CKTB6
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$194,991,463

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$0	\$2,320,500	\$0	\$2,320,500
Preliminary Engineering	STBG	\$0	\$0	\$9,282,000	\$0	\$9,282,000
Total Preliminary Engineering		\$0	\$0	\$11,602,500	\$0	\$11,602,500
TIP Total		\$0	\$0	\$11,602,500	\$0	\$11,602,500
Total Prior Costs		\$0	\$0	\$0	\$0	\$183,388,963
Total Programmed		\$0	\$0	\$11,602,500	\$0	\$194,991,463

# T6114 - South Capitol Street Trail

Design and construct a paved bicycle and pedestrian trail along South Capitol Street.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	ZUT10C
Facility:	South Capitol Street
From:	Firth Sterling Ave.
To:	Southern Ave. Maryland
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$33,900,000

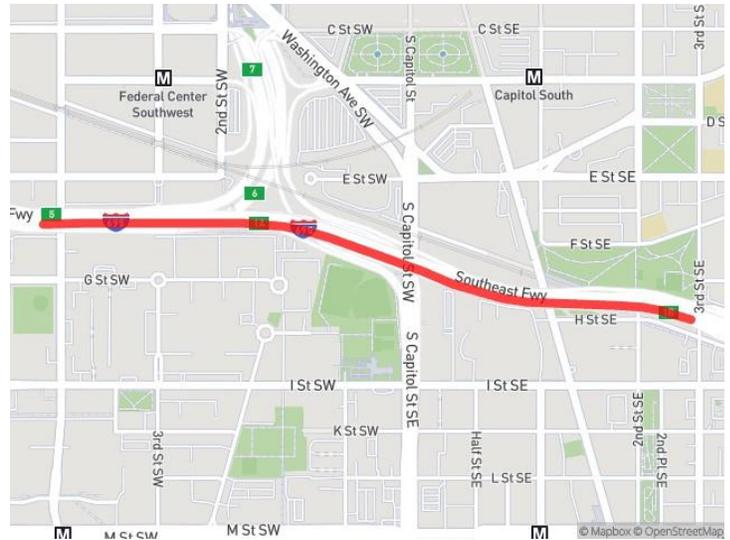


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$600,000	\$0	\$0	\$0	\$600,000
Construction	NRT	\$2,400,000	\$0	\$0	\$0	\$2,400,000
Total Construction		\$3,000,000	\$0	\$0	\$0	\$3,000,000
TIP Total		\$3,000,000	\$0	\$0	\$0	\$3,000,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$30,900,000
Total Programmed		\$3,000,000	\$0	\$0	\$0	\$33,900,000

## T6490 - Southwest Freeway Bridge over South Capitol Street

Bridge 1103 is part of Southwest Freeway over South Capitol Street and Bridge 1109 Ramp G, it is a prestressed concrete superstructure and substructure of the Southwest Freeway over South Capitol Street that is in poor condition based on latest inspection and requires extensive rehabilitation/replacement

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	Southwest Freeway
From:	over South Capitol Street
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$83,640,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$7,514,000	\$7,514,000	\$0	\$0	\$15,028,000
Construction	NHPP	\$30,056,000	\$30,056,000	\$0	\$0	\$60,112,000
Total Construction		\$37,570,000	\$37,570,000	\$0	\$0	\$75,140,000
TIP Total		\$37,570,000	\$37,570,000	\$0	\$0	\$75,140,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$8,500,000
Total Programmed		\$37,570,000	\$37,570,000	\$0	\$0	\$83,640,000

# T13732 - Southwest Freeway over Washington Channel (Bridge 1113 = Case Bridge)

Southwest Freeway over Washington Channel (Bridge 1113 = Case Bridge)

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$1,547,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$309,400	\$0	\$0	\$0	\$309,400
Preliminary Engineering	NHPP	\$1,237,600	\$0	\$0	\$0	\$1,237,600
Total Preliminary Engineering		\$1,547,000	\$0	\$0	\$0	\$1,547,000
TIP Total		\$1,547,000	\$0	\$0	\$0	\$1,547,000
Total Programmed		\$1,547,000	\$0	\$0	\$0	\$1,547,000

# T13734 - Standpipe repair for 11 st bridges (Bridge 1415,1416,1417,1418,1432 and 1433)

Installation of standpipes in the tunnels as Standpipes for Standpipe repair for 11 street bridges (Bridge 1415,1416,1417,1418,1432 and 1433) Bridges and Tunnels don't have fire hydrants.

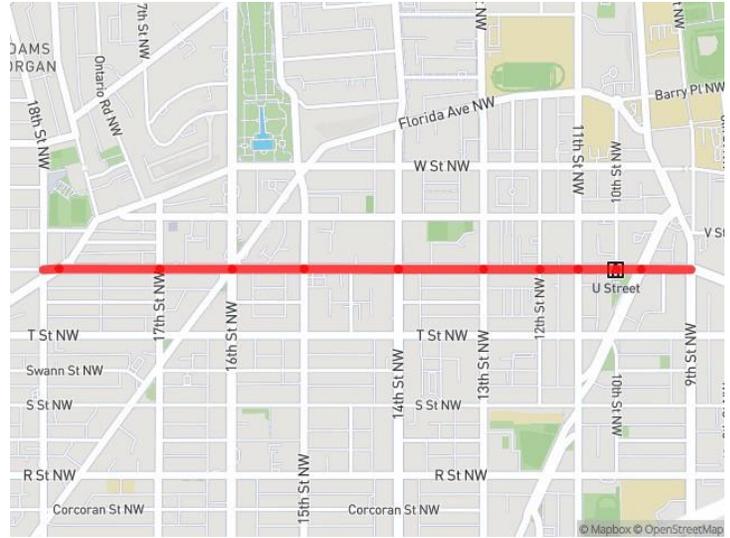
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$8,950,500

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$143,650	\$0	\$0	\$0	\$143,650
Preliminary Engineering	NHPP	\$574,600	\$0	\$0	\$0	\$574,600
Construction	DC/STATE	\$0	\$1,646,450	\$0	\$0	\$1,646,450
Construction	NHPP	\$0	\$6,585,800	\$0	\$0	\$6,585,800
Total Construction		\$0	\$8,232,250	\$0	\$0	\$8,232,250
TIP Total		\$718,250	\$8,232,250	\$0	\$0	\$8,950,500
Total Programmed		\$718,250	\$8,232,250	\$0	\$0	\$8,950,500

# T13585 - U St NW Safety and Mobility Improvements: 18th Street NW to 9th Street NW

Bus priority and safety improvements on U Street NW. Full-time bus only lanes installed in the lane adjacent to the curb lane (offset) in both directions. Bicyclists can use bus lanes. Bus bulb-outs for in-lanes stops and bus stop rebalancing. Pedestrian safety improvements.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	U Street NW
From:	18th St NW
To:	9th St NW
County:	Washington
Municipality:	District of Columbia
Completion Year:	2027
Total Cost:	\$1,700,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	\$1,250,000	\$0	\$0	\$0	\$1,250,000
Total Construction		\$1,250,000	\$0	\$0	\$0	\$1,250,000
TIP Total		\$1,250,000	\$0	\$0	\$0	\$1,250,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$450,000
Total Programmed		\$1,250,000	\$0	\$0	\$0	\$1,700,000

## T13646 - Wheeler Road Multimodal Safety and Access Project

The purpose of the Wheeler Road safety project is to reduce crashes, reduce speeding, and improve safety for all users and transportation modes. The project include multiple safety improvements, roadway design, sidewalk, curb and gutter, signing & pavement markings, street lighting, green infrastructure, drainage, ITS/communications, traffic signals, traffic analysis, concept design, surveying, geotechnical investigations and MOT.

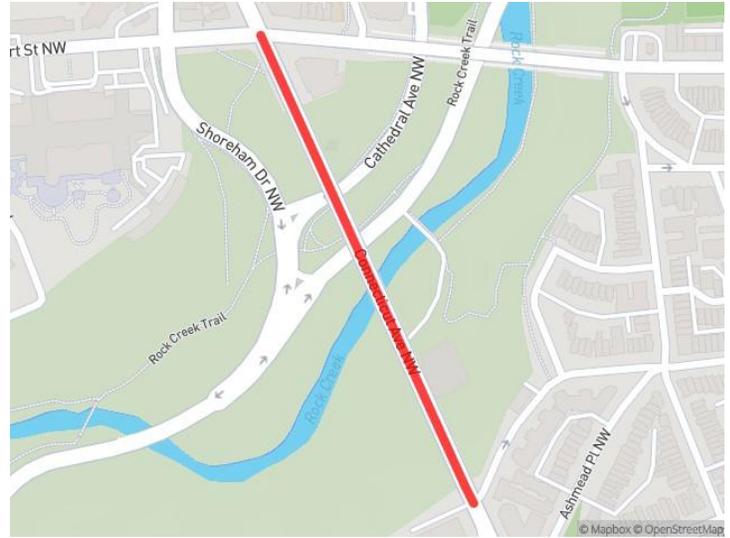
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	Wheeler Road
From:	Alabama Ave
To:	Southern Ave
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$24,841,075

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	BUILD	\$20,000,000	\$0	\$0	\$0	\$20,000,000
Construction	DC/STATE	\$4,841,075	\$0	\$0	\$0	\$4,841,075
Total Construction		\$24,841,075	\$0	\$0	\$0	\$24,841,075
TIP Total		\$24,841,075	\$0	\$0	\$0	\$24,841,075
Total Programmed		\$24,841,075	\$0	\$0	\$0	\$24,841,075

# T6812 - William Howard Taft Memorial Bridge Rehabilitation

Rehabilitation / Repairs of the aged historical bridge crossing between Ward 2 and 3. General scope of work includes repairs on numerous cracks and deterioration on bridge elements including deck, jersey barriers, railings, lighting, etc. a. William Howard Taft Memorial Bridge Rehabilitation b. William Howard Taft Bridge Suicide Prevention Barriers

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	William Howard Taft Memorial Bridge
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$19,488,500



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$817,700	\$0	\$0	\$817,700
Preliminary Engineering	NHPP	\$0	\$3,270,800	\$0	\$0	\$3,270,800
Total Preliminary Engineering		\$0	\$4,088,500	\$0	\$0	\$4,088,500
TIP Total		\$0	\$4,088,500	\$0	\$0	\$4,088,500
Total Prior Costs		\$0	\$0	\$0	\$0	\$15,400,000
Total Programmed		\$0	\$4,088,500	\$0	\$0	\$19,488,500

## T13726 - Carbon Reduction Program

The Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. Projects may include active transportation, transit priority, street tree coverage, pedestrian improvements, expanded street trees, charging infrastructure, and more. The projects will be identified using a DDOT-specific "call for projects," with the goal of funding projects that lead to quantifiable emissions reductions.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$14,897,157

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CRP	\$5,840,877	\$6,076,849	\$0	\$0	\$11,917,726
Preliminary Engineering	DC/STATE	\$1,460,219	\$1,519,212	\$0	\$0	\$2,979,431
Total Preliminary Engineering		\$7,301,096	\$7,596,061	\$0	\$0	\$14,897,157
TIP Total		\$7,301,096	\$7,596,061	\$0	\$0	\$14,897,157
Total Programmed		\$7,301,096	\$7,596,061	\$0	\$0	\$14,897,157

## T2796 - National Recreational Trails

Programs associated with the Recreational Trails Program a program established to develop and maintain recreational trails and trail-related facilities. Mostly small projects; often grants to local groups. Through the D.C. Recreational Trails Program Advisory Committee, the District Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training). a. Friends of Kenilworth Aquatic Gardens b. Student Conservation Association c. Anacostia Riverwalk Trailside Feature on 11th ST SE d. Kenilworth Aquatic Gardens Trail Maintenance and Accessibility e. Kingman and Heritage Islands Trail Maintenance f. Battery Kemble Park and Fort Totten Park Trail Maintenance g. Conditions Assessment of Oxon Run Park h. Trail and Bike Lane Counter Maintenance Program i. Improving Trails and Accessibility at Kenilworth Aquatic Gardens j. Pope Branch Trail Maintenance k. Rock Creek Recreation and Resilience l. 2023 Student Conservation Association Trail Crew

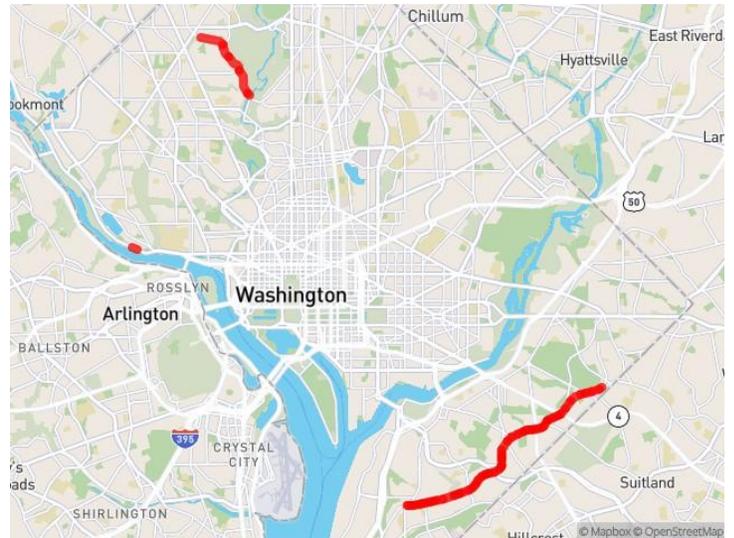
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	AF066A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$3,264,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$163,200	\$163,200	\$163,200	\$163,200	\$652,800
Preliminary Engineering	NRT	\$652,800	\$652,800	\$652,800	\$652,800	\$2,611,200
Total Preliminary Engineering		\$816,000	\$816,000	\$816,000	\$816,000	\$3,264,000
TIP Total		\$816,000	\$816,000	\$816,000	\$816,000	\$3,264,000
Total Programmed		\$816,000	\$816,000	\$816,000	\$816,000	\$3,264,000

## T2965 - Roadway Reconstruction Citywide

This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. Projects Include: a. Alabama Ave from MLK to Bowen Rd SE b. Broad Branch Rd from Linnean Ave to Beach Dr NW Rehabilitation d. Canal Rd NW Rock Slope Stabilization e. Florida Ave and 9th St from T St to Barry PI NW f. New Jersey Ave from Massachusetts Ave to N St NW g. Oregon Ave Military Rd to Western Ave NW

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	SR060A MRR11A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$20,221,500



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	\$18,508,750	\$1,270,750	\$442,000	\$0	\$20,221,500
Total Construction		\$18,508,750	\$1,270,750	\$442,000	\$0	\$20,221,500
TIP Total		\$18,508,750	\$1,270,750	\$442,000	\$0	\$20,221,500
Total Programmed		\$18,508,750	\$1,270,750	\$442,000	\$0	\$20,221,500

## 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

Cycle-Revision ID:	26-00
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:	\$5,902,400

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$295,120	\$295,120	\$295,120	\$295,120	\$1,180,480
Preliminary Engineering	TAP	\$1,180,480	\$1,180,480	\$1,180,480	\$1,180,480	\$4,721,920
Total Preliminary Engineering		\$1,475,600	\$1,475,600	\$1,475,600	\$1,475,600	\$5,902,400
TIP Total		\$1,475,600	\$1,475,600	\$1,475,600	\$1,475,600	\$5,902,400
Total Programmed		\$1,475,600	\$1,475,600	\$1,475,600	\$1,475,600	\$5,902,400

## T2699 - Asset Preservation of Tunnels in the District of Columbia

Long term performance-based asset preservation and maintenance program through which a private contractor provides maintenance services for the Districts sixteen (16) tunnels. In conjunction with this maintenance contract, FHWA requires the District to engage services of a consultant to provide the DDOT Tunnel Management staff with required technical assistance, asset evaluation support services, IT services, and required tunnel asset inspection services. a. Asset Preservation of Tunnels in the District of Columbia b. Tunnel NTIS inspections; Tunnel operations contract management and oversight c. Tunnels IT Upgrades

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	CD018A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2045
Total Cost:	\$66,553,370

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$795,600	\$795,600	\$795,600	\$795,600	\$3,182,400
Preliminary Engineering	NHPP	\$3,182,400	\$3,182,400	\$3,182,400	\$3,182,400	\$12,729,600
Construction	DC/STATE	\$3,000,000	\$2,228,758	\$2,228,758	\$2,228,758	\$9,686,274
Construction	NHPP	\$12,000,000	\$8,915,032	\$8,915,032	\$8,915,032	\$38,745,096
Other	DC/STATE	\$110,500	\$110,500	\$110,500	\$110,500	\$442,000
Other	NHPP	\$442,000	\$442,000	\$442,000	\$442,000	\$1,768,000
Total Other		\$552,500	\$552,500	\$552,500	\$552,500	\$2,210,000
TIP Total		\$19,530,500	\$15,674,290	\$15,674,290	\$15,674,290	\$66,553,370
Total Programmed		\$19,530,500	\$15,674,290	\$15,674,290	\$15,674,290	\$66,553,370

## T5802 - AWI Program Manager

Consultant services to supplement the NEPA process and implement design and construction of the AWI corridors. Work includes surveys; geotechnical and environmental investigation and testing preliminary ;roadway and bridge design and CE services during construction. Funding will be used for construction oversight and consultant services.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	AWO35A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$1,500,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$300,000	\$0	\$0	\$0	\$300,000
Preliminary Engineering	NHPP	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Total Preliminary Engineering		\$1,500,000	\$0	\$0	\$0	\$1,500,000
TIP Total		\$1,500,000	\$0	\$0	\$0	\$1,500,000
Total Programmed		\$1,500,000	\$0	\$0	\$0	\$1,500,000

## T3202 - Bridge Design

Under this Bridge Design contract, the consultant will investigate structural deficiencies encountered during bridge inspection and from observation of DDOT staff/others. The consultant will propose and design solutions structural repair and retrofit, for temporary shoring, perform structural analysis and rating of bridges, prepare plans, details, special provisions, cost estimates, and work orders for construction by the DDOT preventive maintenance contractor. This multi-year Bridge Maintenance program management task will support DDOT in managing the Bridge maintenance program. Specific task will include programming planned maintenance for major bridges, assist updating DDOTs Bridge and structures standards and manuals including technical review and ensuring compliance with the current regulations, FHWA and AASHTO; developing Bridge Capital Project Prioritization (CIP) including scope of work and cost estimate, developing Bridge Preventative Maintenance and Remedial Repair Prioritization, document control, engineering support, coordination of all planned work with TAMPS, etc. Provide engineering services for Bridges and Structures to support the department with the technical expertise needed for work related to structures and bridges citywide including emergency type of work. Some the work will include but not limited review of plans, specifications, technical reports and calculations; investigation of structural behaviors and existing condition of structures and provide reports with design details and recommendations; design of bridge and other structures including surveying and geotechnical engineering. a. Bridge Design b. Structures and Bridges Engineering c. Bridge Maintenance Program Manager

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Preventative Maintenance
Agency Project ID:	CD032C
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$6,425,646

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$308,317	\$221,000	\$221,000	\$221,000	\$971,317
Preliminary Engineering	NHPP	\$707,200	\$702,073	\$696,946	\$691,465	\$2,797,684
Preliminary Engineering	STBG	\$526,069	\$181,927	\$187,054	\$192,535	\$1,087,585
<b>Total Preliminary Engineering</b>		<b>\$1,541,586</b>	<b>\$1,105,000</b>	<b>\$1,105,000</b>	<b>\$1,105,000</b>	<b>\$4,856,586</b>
Other	DC/STATE	\$78,453	\$78,453	\$78,453	\$78,453	\$313,812
Other	NHPP	\$251,056	\$251,056	\$251,056	\$251,056	\$1,004,224
Other	STBG	\$62,756	\$62,756	\$62,756	\$62,756	\$251,024
<b>Total Other</b>		<b>\$392,265</b>	<b>\$392,265</b>	<b>\$392,265</b>	<b>\$392,265</b>	<b>\$1,569,060</b>
<b>TIP Total</b>		<b>\$1,933,851</b>	<b>\$1,497,265</b>	<b>\$1,497,265</b>	<b>\$1,497,265</b>	<b>\$6,425,646</b>
<b>Total Programmed</b>		<b>\$1,933,851</b>	<b>\$1,497,265</b>	<b>\$1,497,265</b>	<b>\$1,497,265</b>	<b>\$6,425,646</b>

## T3243 - Bridge Inspection

Work under this contract consists of performing detailed condition inspections and evaluations of all highway and pedestrian bridges, and tunnels and underpasses under the ownership of the District of Columbia in accordance with the DDOT Bridge Inspection Manual of Procedures and the National Bridge Inspection Standards (NBIS). Safety inspections of railroad owned bridges crossing District streets shall also be performed. Selected inspections of culverts, walls and overhead sign structures shall be performed as needed via contract modifications.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Preventative Maintenance
Agency Project ID:	CD062A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$16,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$485,701	\$485,701	\$485,701	\$485,701	\$1,942,804
Preliminary Engineering	NHPP	\$2,828,686	\$2,828,686	\$2,828,686	\$0	\$8,486,058
Preliminary Engineering	STBG	\$685,613	\$685,613	\$685,613	\$3,514,299	\$5,571,138
Total Preliminary Engineering		\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$16,000,000
TIP Total		\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$16,000,000
Total Programmed		\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$16,000,000

## T5433 - Bridge Management

Daily assessment of the condition of the District's bridges. Developing strategies for their preventive maintenance, rehabilitation and reconstruction. Maintenance of the Department's bridge records, recording the condition of all bridges into the Bridge Management System and annually reporting the data to FHWA.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Preventative Maintenance
Agency Project ID:	PM094A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$1,644,039

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$75,255	\$79,846	\$84,497	\$89,211	\$328,809
Preliminary Engineering	NHPP	\$301,020	\$319,382	\$337,986	\$356,842	\$1,315,230
Total Preliminary Engineering		\$376,275	\$399,228	\$422,483	\$446,053	\$1,644,039
TIP Total		\$376,275	\$399,228	\$422,483	\$446,053	\$1,644,039
Total Programmed		\$376,275	\$399,228	\$422,483	\$446,053	\$1,644,039

## T6610 - Citywide Large Guide Sign Maintenance

Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house. a. Citywide Large Guide Sign Maintenance b. Sign Structure Upgrade and Replacement c. Citywide Sign Structure Upgrade and Replacement - I-695 Renumbering

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Signal/Signs
Agency Project ID:	CFPID170319
Facility:	Citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$39,079,546

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$227,850	\$0	\$227,850	\$0	\$455,700
Preliminary Engineering	STBG	\$911,400	\$0	\$911,400	\$0	\$1,822,800
Construction	DC/STATE	\$809,933	\$3,197,281	\$950,936	\$2,402,059	\$7,360,209
Construction	NHPP	\$3,239,732	\$7,320,725	\$3,803,743	\$3,488,837	\$17,853,037
Construction	STBG	\$0	\$5,468,400	\$0	\$6,119,400	\$11,587,800
Total Construction		\$4,049,665	\$15,986,406	\$4,754,679	\$12,010,296	\$36,801,046
TIP Total		\$5,188,915	\$15,986,406	\$5,893,929	\$12,010,296	\$39,079,546
Total Programmed		\$5,188,915	\$15,986,406	\$5,893,929	\$12,010,296	\$39,079,546

## T11591 - Clean Air Partners

Clean Air Partners strives to improve public health and the environment by working with governmental agencies, businesses, organizations, and individuals throughout the region to raise awareness and reduce air pollution through education and voluntary actions. Clean Air Partners also communicate daily forecasts and real-time air quality to enable residents to change behaviors to protect their health and improve the air in the region.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Training
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$396,112

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$72,400	\$74,400	\$76,800	\$93,290	\$316,890
Other	DC/STATE	\$18,100	\$18,600	\$19,200	\$23,322	\$79,222
Total Other		\$90,500	\$93,000	\$96,000	\$116,612	\$396,112
TIP Total		\$90,500	\$93,000	\$96,000	\$116,612	\$396,112
Total Programmed		\$90,500	\$93,000	\$96,000	\$116,612	\$396,112

## T3219 - Commuter Connections Program

The purpose of the Commuter Connections Program is to reduce mobile source emissions through the reduction in the number of VMT, and support of other Transportation Control Measures. This project provides funding for Commuter Operations Center, Guaranteed Ride, Home, Marketing, Monitoring and Evaluation, Employer Outreach, and DC Kiosk.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	ZU022A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$3,764,700

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$699,402	\$770,233	\$746,564	\$795,562	\$3,011,761
Other	DC/STATE	\$174,850	\$192,558	\$186,641	\$198,890	\$752,939
Total Other		\$874,252	\$962,791	\$933,205	\$994,452	\$3,764,700
TIP Total		\$874,252	\$962,791	\$933,205	\$994,452	\$3,764,700
Total Programmed		\$874,252	\$962,791	\$933,205	\$994,452	\$3,764,700

## T2945 - District TDM (goDCgo)

goDCgo is responsible for promoting the use of all sustainable transportation modes in the city through marketing and outreach. The contractor will provide marketing expertise to support the growth of the goDCgo and Capital Bikeshare and advertise the service to residents, visitors, and employers. a. District TDM (goDCgo) b. Capital Bikeshare Marketing and Outreach

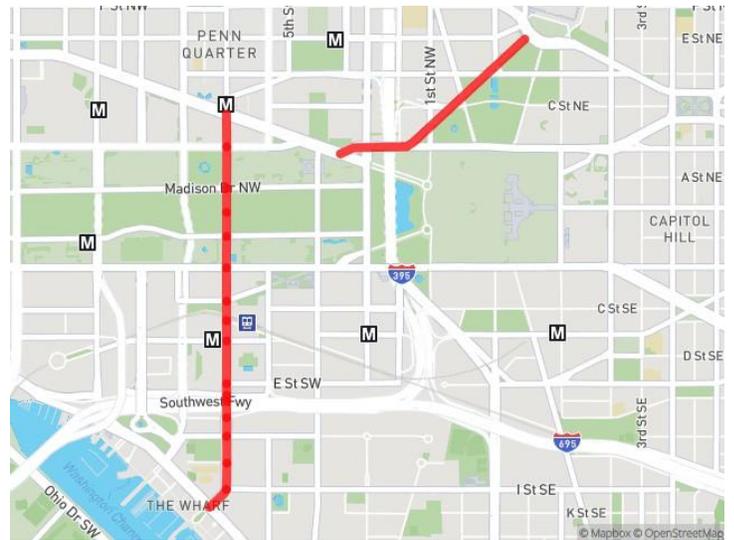
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	CM074A
Facility:	citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$12,631,836

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$2,440,875	\$2,497,817	\$2,554,838	\$2,611,939	\$10,105,469
Other	DC/STATE	\$610,219	\$624,454	\$638,709	\$652,985	\$2,526,367
Total Other		\$3,051,094	\$3,122,271	\$3,193,547	\$3,264,924	\$12,631,836
TIP Total		\$3,051,094	\$3,122,271	\$3,193,547	\$3,264,924	\$12,631,836
Total Programmed		\$3,051,094	\$3,122,271	\$3,193,547	\$3,264,924	\$12,631,836

## T13599 - District-wide Bicycle and Pedestrian Management Program

Increase safety and convenience of bicycle travel by installing bike lanes, route signs and bicycle parking racks. This project includes the widening of existing routes, curve realignment, reducing grades, and signage and lighting upgrades. Also enhance and improve the pedestrian experience in the city, leading more people to walk and reduce congestion and emissions from vehicular modes of travel.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$21,719,530

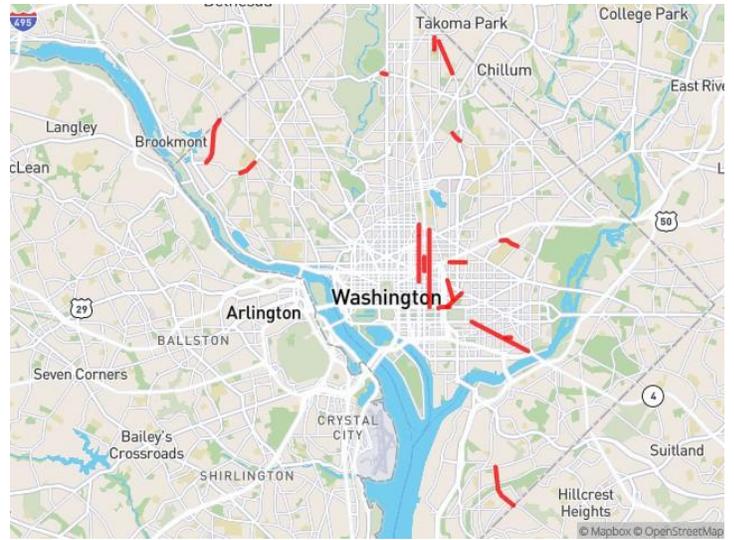


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	State (NM)	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000
Construction	State (NM)	\$3,796,070	\$3,307,820	\$3,307,820	\$3,307,820	\$13,719,530
Total Construction		\$3,796,070	\$3,307,820	\$3,307,820	\$3,307,820	\$13,719,530
TIP Total		\$5,796,070	\$5,307,820	\$5,307,820	\$5,307,820	\$21,719,530
Total Programmed		\$5,796,070	\$5,307,820	\$5,307,820	\$5,307,820	\$21,719,530

## T3232 - District-wide Bicycle and Pedestrian Management Program (Entry #1)

The goal of this project is to increase the safety and convenience of bicycle and pedestrian travel. It includes the widening of existing routes, curve realignment, grade reduction, and signage and lighting upgrades.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	CM023A, CM064A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$21,200,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	\$5,300,000	\$5,300,000	\$5,300,000	\$5,300,000	\$21,200,000
Total Construction		\$5,300,000	\$5,300,000	\$5,300,000	\$5,300,000	\$21,200,000
TIP Total		\$5,300,000	\$5,300,000	\$5,300,000	\$5,300,000	\$21,200,000
Total Programmed		\$5,300,000	\$5,300,000	\$5,300,000	\$5,300,000	\$21,200,000

## T5322 - Environmental Management System

EMS Program involves the oversight and implementation of programmatic agreements with FHWA and other Federal agencies for compliance with NEPA and Section 106 of the NHPA; implementation of MOU between DDOT and DC SHPO for a state funded historic preservation staff; air quality planning and environmental coordination under the Clean Air Act; ensuring compliance with the Transportation Performance Management requirements for the CMAQ program; and updating DDOT's environmental processes, policies, guidance, and training.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	CM085A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$4,491,900

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$222,642	\$223,944	\$225,246	\$226,548	\$898,380
Preliminary Engineering	STBG	\$890,568	\$895,776	\$900,984	\$906,192	\$3,593,520
Total Preliminary Engineering		\$1,113,210	\$1,119,720	\$1,126,230	\$1,132,740	\$4,491,900
TIP Total		\$1,113,210	\$1,119,720	\$1,126,230	\$1,132,740	\$4,491,900
Total Programmed		\$1,113,210	\$1,119,720	\$1,126,230	\$1,132,740	\$4,491,900

## T5922 - Freight Planning Program

Development and updates of a District freight plan to enhance the safety and efficiency of goods movement for freight planning improvement and freight project implementation. a. Commercial Loading Zone Enforcement Support b. Delivery Demand Management Program c. Positive Truck Route Signage d. State Freight Plan Update e. Innovative Freight Delivery Practices, Research & Analysis f. Oversize/Overweight Routing Tool Maintenance and Enhancement g. Freight Data Analysis

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	AF081A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$10,838,028

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$354,983	\$192,233	\$192,233	\$192,233	\$931,682
Preliminary Engineering	NHFP	\$1,419,934	\$768,934	\$768,934	\$768,934	\$3,726,736
Construction	DC/STATE	\$501,632	\$129,115	\$62,930	\$136,710	\$830,387
Construction	NHFP	\$2,006,528	\$516,460	\$251,720	\$546,840	\$3,321,548
Other	DC/STATE	\$110,500	\$98,345	\$98,345	\$98,345	\$405,535
Other	NHFP	\$442,000	\$393,380	\$393,380	\$393,380	\$1,622,140
Total Other		\$552,500	\$491,725	\$491,725	\$491,725	\$2,027,675
TIP Total		\$4,835,577	\$2,098,467	\$1,767,542	\$2,136,442	\$10,838,028
Total Programmed		\$4,835,577	\$2,098,467	\$1,767,542	\$2,136,442	\$10,838,028

## T5316 - Guardrails and Attenuators

This project repairs, replaces and upgrades safety appurtenances on and off the Federal-aid Highway System that have been damaged by errant vehicles, and replaces units that do not meet the requirements of NCHRP (National Cooperative Highway Research Program) Report 350. Work also includes construction of guiderails and attenuators at new locations and removal of units in locations where they are no longer needed. a. Guardrails and Attenuators Inventory and Design b. Guardrails and Attenuators Repair and Replacement

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	CD062A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$12,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
Construction	STBG	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$9,600,000
Total Construction		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
TIP Total		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
Total Programmed		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000

## T2927 - Highway Structures Preventive Maintenance and Repairs

This project provides a two-year base contract with two option years for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Preventative Maintenance
Agency Project ID:	CD036A, CD061
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$30,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000
Construction	STBG	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$24,000,000
Total Construction		\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$30,000,000
TIP Total		\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$30,000,000
Total Programmed		\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$30,000,000

## T6644 - LED Signage Procurement and Installation

Procurement and installation of LED signage and intelligent warning systems (flashing pedestrian signs, driver feedback machines, etc.). Signs will be procured, installed, and maintained by Field Operations Branch.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Signal/Signs
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$6,764,080

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$326,542	\$334,317	\$342,091	\$349,866	\$1,352,816
Construction	NHPP	\$1,306,167	\$1,337,266	\$1,368,366	\$1,399,465	\$5,411,264
Total Construction		\$1,632,709	\$1,671,583	\$1,710,457	\$1,749,331	\$6,764,080
TIP Total		\$1,632,709	\$1,671,583	\$1,710,457	\$1,749,331	\$6,764,080
Total Programmed		\$1,632,709	\$1,671,583	\$1,710,457	\$1,749,331	\$6,764,080

## T11622 - National Electric Vehicle Infrastructure Deployment Program (NEVI)

The National Electric Vehicle Infrastructure (NEVI) Formula Program provides dedicated funding for the deployment of EV charging infrastructure. This funding will establish a publicly accessible interconnected network of EV charging stations to facilitate data collection, access, and reliability. Funding under this program is initially directed to designated Alternative Fuel Corridors (AFCs) for electric vehicles to build out this national network, particularly the Interstate Highway System.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$1,166,666

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$233,333	\$0	\$0	\$0	\$233,333
Preliminary Engineering	NEVI	\$933,333	\$0	\$0	\$0	\$933,333
Total Preliminary Engineering		\$1,166,666	\$0	\$0	\$0	\$1,166,666
TIP Total		\$1,166,666	\$0	\$0	\$0	\$1,166,666
Total Programmed		\$1,166,666	\$0	\$0	\$0	\$1,166,666

## T5339 - Pavement Restoration - NHPP Streets

Resurfacing of selected roadway segments on the National Highway System (NHPP), repair-replacement of curbs, gutters and sidewalks, driveways, base pavements, perimeter fencing, furnishing sewer-water manhole frames, catch basin tops, and removal of roadway and roadside debris.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	SRO37A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$40,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000
Construction	NHPP	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$32,000,000
Total Construction		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$40,000,000
TIP Total		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$40,000,000
Total Programmed		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$40,000,000

## T3215 - Pavement Restoration - STBG Streets

Development and Implementation of the Transportation Asset Management Plan (TAMP) for pavements and bridges in the district and updating of the plan including pavement and bridge management, analysis and lifecycle planning. Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	SR092A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$52,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000	\$10,400,000
Construction	STBG	\$10,400,000	\$10,400,000	\$10,400,000	\$10,400,000	\$41,600,000
Total Construction		\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$52,000,000
TIP Total		\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$52,000,000
Total Programmed		\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$52,000,000

## T6102 - Planning Activities Passthrough (MWCOG)

DDOT receives an annual FHWA and FTA grant appropriation to support metropolitan planning activities and Statewide/DC based Planning Activities. a. 5303/5304 FTA Program b MATOC  
c. Metropolitan Planning

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$19,339,294

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	\$713,934	\$735,352	\$757,413	\$780,135	\$2,986,834
Planning	PL/MPP	\$2,855,736	\$2,941,409	\$3,029,650	\$3,120,540	\$11,947,335
Preliminary Engineering	DC/STATE	\$164,925	\$0	\$0	\$0	\$164,925
Preliminary Engineering	S. 5303	\$529,000	\$0	\$0	\$0	\$529,000
Preliminary Engineering	S. 5304	\$130,700	\$0	\$0	\$0	\$130,700
Other	DC/STATE	\$179,025	\$179,025	\$179,025	\$179,025	\$716,100
Other	STBG	\$716,100	\$716,100	\$716,100	\$716,100	\$2,864,400
Total Other		\$895,125	\$895,125	\$895,125	\$895,125	\$3,580,500
TIP Total		\$5,289,420	\$4,571,886	\$4,682,188	\$4,795,800	\$19,339,294
Total Programmed		\$5,289,420	\$4,571,886	\$4,682,188	\$4,795,800	\$19,339,294

## T3213 - Planning and Management Systems

AASHTO Transport Annual License Renewal. AASHTOWARE Transport consists of several modules that is critical for all FHWA funded construction Project management. It consists of Transport PES/LAS, BAMS/DSS, CAS, Estimator, Field-Manager, Pavement Design ME and Support service unit. Transport LAS handles the advertisement and award phase. CAS manages contract information from award to final payment. BAMS/DSS provides a complete Transport historical data warehouse. Estimator handles cost estimation. It imports bid-based item price estimation data from BAMS/DSS. FHWA Requirement for Compliance of Davis Bacon and Federal Acquisitions. To continue to ensure staff funding that monitors compliance for Davis Bacon Compliance, auditing of payrolls and other related compliance matters for Federally funded construction projects. Fund vendor and software cost for various areas of compliance as required by Federal Mandates and to ensure that DDOT receives its federal funding needed for obligation of project costs. ProTrack+ is designed to assist in management of DDOT projects as it relates to funding, resources management, contract and procurement and the solicitation processes. The primary audience for the application includes DDOT employees and collaborators, ranging from project managers to OCFO, Resource Management and Contract and Procurement staff. ProTrack+ is a project tracking application based on project locations. It associates given projects with the related financial and procurement information/components. With the use of mapping services, ProTrack+ will provide a visual component to add infrastructure projects and their location(s) on a DC-based map. These relationships between project(s) and their respective location(s) will be represented by points, lines and polygons. moveDC is DDOT's 25 year, long-range transportation plan. The plan outlines goals, policies and strategies that will guide DDOT's decision-making and budget formulation processes to ensure that DDOT delivers safe, equitable, and connected transportation options throughout the District. moveDC will release an annual progress report of its strategies starting in FY 2022, and will be updated again in FY 2026 to best meet the District's needs as it changes and grows. The SPR provides support for the Districts transportation planning activities including regional, safety, traffic and infrastructure. Funding will be used to supports personnel and contractual services to carry out transportation planning needs in accordance with federal regulations, Title 23 and regulated under the Code of Federal Regulations (CFR) 23 part 420. Development and Implementation of the Transportation Asset Management Plan (TAMP) for pavements and bridges in the District and updating of the plan including pavement and bridge management, analysis and lifecycle planning. a. AASHTOWARE License Fee b. Infrastructure Information Technology Support Services c. moveDC d. SPR e. STIC Innovation Grant f. Transportation Asset Management Plan g. Cyclomedia Paving Data Analysis h. State Rail Pan Update

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	AF028A, CAL16C, CM070A, PM070A, PM301C
Facility:	Citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$34,851,422

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$207,599	\$179,311	\$182,184	\$362,772	\$931,866
Preliminary Engineering	NHFP	\$109,934	\$109,934	\$109,934	\$630,734	\$960,536
Preliminary Engineering	NHPP	\$609,960	\$496,808	\$508,300	\$709,852	\$2,324,920
Preliminary Engineering	STIC	\$110,500	\$110,500	\$110,500	\$110,500	\$442,000
<b>Total Preliminary Engineering</b>		<b>\$1,037,993</b>	<b>\$896,553</b>	<b>\$910,918</b>	<b>\$1,813,858</b>	<b>\$4,659,322</b>
Other	DC/STATE	\$1,696,446	\$1,514,028	\$1,432,719	\$1,395,226	\$6,038,419
Other	SPR	\$3,425,863	\$3,572,194	\$3,680,958	\$3,791,386	\$14,470,401
Other	STBG	\$3,359,920	\$2,483,920	\$2,049,920	\$1,789,520	\$9,683,280
<b>Total Other</b>		<b>\$8,482,229</b>	<b>\$7,570,142</b>	<b>\$7,163,597</b>	<b>\$6,976,132</b>	<b>\$30,192,100</b>
<b>TIP Total</b>		<b>\$9,520,222</b>	<b>\$8,466,695</b>	<b>\$8,074,515</b>	<b>\$8,789,990</b>	<b>\$34,851,422</b>
<b>Total Programmed</b>		<b>\$9,520,222</b>	<b>\$8,466,695</b>	<b>\$8,074,515</b>	<b>\$8,789,990</b>	<b>\$34,851,422</b>

## T3355 - Professional Capacity-Building Strategy

This project provides training and educational experiences to build the technical capability and functional knowledge of DDOT employees to be a high-performing DDOT organization that will enhance community involvement and improve management's capacity.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Training
Agency Project ID:	PM086A
Facility:	Citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$1,500,000

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

## T11612 - Research Program and Projects

This project supports the State Planning & Research Program for the District Department of Transportation. It includes management of the research program and the individual projects selected each year. a. Research Development and Technology Transfer b. Research Development and Technology Transfer Projects: 1. Autonomous Vehicle Testbed Pilot Design and Evaluation 2. Residential Parking Permit Boundary Study 4. Low-Income Transit Fare Pilot Program Evaluation 5. Sidewalk Condition Assessment Leveraging Machine Learning/ AI and Mobile LiDAR 6. Evaluation of Different Curb Extension Treatments for Pedestrian Comfort and Safety at Intersections 7. Measuring the effectiveness of DC Commuter Benefits Law and its impact on sustainable mode choices in Washington, DC

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$6,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
Other	SPR	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$4,800,000
Total Other		\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000
TIP Total		\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000
Total Programmed		\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000

## T5323 - Roadway Pavement Condition Assessment

A city-wide pavement condition assessment of District streets in both directions of a street. Information to be collected includes distress data, ride quality, and rutting data on a segment-by-segment basis.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	MNT06A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$6,149,038

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$293,987	\$302,786	\$311,849	\$321,186	\$1,229,808
Preliminary Engineering	STBG	\$1,175,946	\$1,211,142	\$1,247,398	\$1,284,744	\$4,919,230
Total Preliminary Engineering		\$1,469,933	\$1,513,928	\$1,559,247	\$1,605,930	\$6,149,038
TIP Total		\$1,469,933	\$1,513,928	\$1,559,247	\$1,605,930	\$6,149,038
Total Programmed		\$1,469,933	\$1,513,928	\$1,559,247	\$1,605,930	\$6,149,038

## T2888 - Safe Routes to School

To enable and encourage children, including those with disabilities, to walk and bicycle to school, to make walking and bicycling to school safe and more appealing, and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Increase walking and bicycling to school and associated safety through planning, engineering, education, and enforcement. Subprojects: a. Bicycle and Pedestrian Education b. Sidewalk and ADA Construction c. School Area Planning Assistance

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	CM086A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$16,516,792

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$825,840	\$825,840	\$825,840	\$825,840	\$3,303,360
Preliminary Engineering	TAP	\$3,303,358	\$3,303,358	\$3,303,358	\$3,303,358	\$13,213,432
Total Preliminary Engineering		\$4,129,198	\$4,129,198	\$4,129,198	\$4,129,198	\$16,516,792
TIP Total		\$4,129,198	\$4,129,198	\$4,129,198	\$4,129,198	\$16,516,792
Total Programmed		\$4,129,198	\$4,129,198	\$4,129,198	\$4,129,198	\$16,516,792

## 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

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	CBO
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$2,652,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$132,600	\$132,600	\$132,600	\$132,600	\$530,400
Preliminary Engineering	STBG	\$530,400	\$530,400	\$530,400	\$530,400	\$2,121,600
Total Preliminary Engineering		\$663,000	\$663,000	\$663,000	\$663,000	\$2,652,000
TIP Total		\$663,000	\$663,000	\$663,000	\$663,000	\$2,652,000
Total Programmed		\$663,000	\$663,000	\$663,000	\$663,000	\$2,652,000

## T2633 - Size and Weight Enforcement Program

This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment. a. Weigh in Motion Operations Support b. Weigh in Motion Upgrade and Repair c. Upgrade Existing I-295 SB Weigh Station in the Freight Plan d. Truck Enforcement Equipment

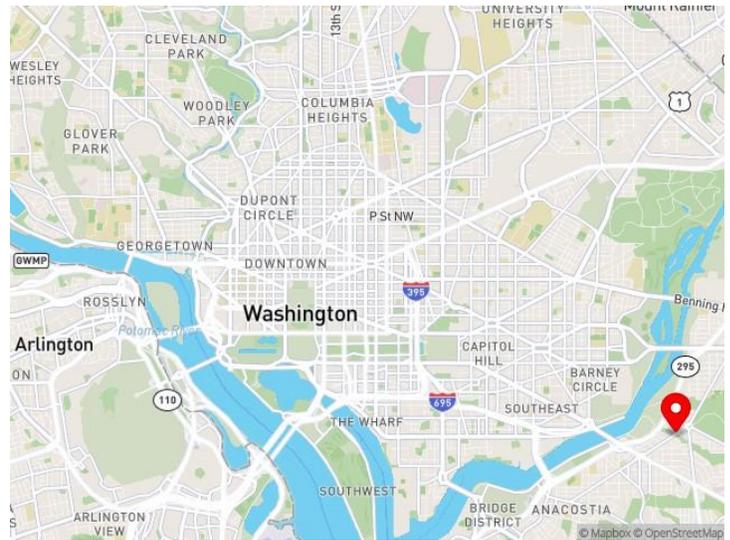
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Freight - Freight Movements
Agency Project ID:	CIO29A
Facility:	Citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$200,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$40,000	\$0	\$0	\$0	\$40,000
Construction	NHFP	\$160,000	\$0	\$0	\$0	\$160,000
Total Construction		\$200,000	\$0	\$0	\$0	\$200,000
TIP Total		\$200,000	\$0	\$0	\$0	\$200,000
Total Programmed		\$200,000	\$0	\$0	\$0	\$200,000

## T3242 - Stormwater-Hydraulic Structures and Flood Management Works

The purpose of this project is to replace/rehab existing hydraulic structures as culverts, inlets, etc.. On a bi-annual basis and based on stormwater drainage problem occurrences the structures will be inspected. On an annual basis, structures will be rehabilitated or replaced depending on their condition. The project also assesses and manages flooding conditions on transportation infrastructures. a. Culvert Inspection b. Drainage and Stormwater Improvements - Construction c. Drainage and Stormwater Improvements - Design d. Stormwater Retrofits - Design e. Stormwater Retrofits - Construction

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	CA303C
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$32,092,976



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$591,010	\$518,022	\$591,010	\$518,022	\$2,218,064
Preliminary Engineering	STBG	\$2,364,040	\$2,072,086	\$2,364,040	\$2,072,086	\$8,872,252
Construction	DC/STATE	\$1,000,133	\$1,000,133	\$1,300,133	\$900,133	\$4,200,532
Construction	PROTECT-F	\$3,600,532	\$3,600,532	\$3,600,532	\$3,600,532	\$14,402,128
Construction	STBG	\$400,000	\$400,000	\$1,600,000	\$0	\$2,400,000
Total Construction		\$5,000,665	\$5,000,665	\$6,500,665	\$4,500,665	\$21,002,660
TIP Total		\$7,955,715	\$7,590,773	\$9,455,715	\$7,090,773	\$32,092,976
Total Programmed		\$7,955,715	\$7,590,773	\$9,455,715	\$7,090,773	\$32,092,976

## T6502 - Subsurface Pavement Investigation & AM Program Support

Subsurface Pavement Engineering to determine characteristics of roadway and to perform adequate analysis for pavement design, engineering and support for asset management program

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	Citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$2,272,468

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$113,623	\$113,623	\$113,623	\$113,623	\$454,492
Preliminary Engineering	STBG	\$454,494	\$454,494	\$454,494	\$454,494	\$1,817,976
Total Preliminary Engineering		\$568,117	\$568,117	\$568,117	\$568,117	\$2,272,468
TIP Total		\$568,117	\$568,117	\$568,117	\$568,117	\$2,272,468
Total Programmed		\$568,117	\$568,117	\$568,117	\$568,117	\$2,272,468

## T3216 - Traffic Operations Improvements Citywide

This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Projects include: a. Advanced Transportation Management System b. ITS General Support c. ITS Maintenance g. Citywide Pavement Markings Restoration h. TMC Hardware and Data Services i. Traffic Management Center Operations j. Citywide Thermoplastic Pavement Markings

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - ITS/Technology
Agency Project ID:	CI034A, CI035A, CI050A, OSS07A, PM097A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$77,066,468

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$223,210	\$223,210	\$223,210	\$223,210	\$892,840
Preliminary Engineering	STBG	\$1,132,840	\$892,840	\$892,840	\$892,840	\$3,811,360
Construction	DC/STATE	\$1,732,436	\$1,776,323	\$1,822,404	\$1,870,790	\$7,201,953
Construction	HSIP	\$6,300,000	\$6,300,000	\$6,300,000	\$6,300,000	\$25,200,000
Construction	STBG	\$4,129,746	\$4,305,293	\$4,489,618	\$4,683,158	\$17,607,815
Other	DC/STATE	\$1,097,625	\$1,117,625	\$1,127,625	\$1,127,625	\$4,470,500
Other	STBG	\$4,390,500	\$4,470,500	\$4,510,500	\$4,510,500	\$17,882,000
Total Other		\$5,488,125	\$5,588,125	\$5,638,125	\$5,638,125	\$22,352,500
TIP Total		\$19,006,357	\$19,085,791	\$19,366,197	\$19,608,123	\$77,066,468
Total Programmed		\$19,006,357	\$19,085,791	\$19,366,197	\$19,608,123	\$77,066,468

## T11611 - Traffic Operations Improvements Projects

This project advances physical infrastructure projects related to traffic operations. a. 295 DMS Replacement b. Fiber Communication Networks on Major Arterial Corridors c. Moveable Pavement Marking Retroreflectivity Measurement and Data Collection e. Moveable Barrier System

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - ITS/Technology
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$5,062,368

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$318,021	\$88,402	\$274,547	\$331,502	\$1,012,472
Construction	NHPP	\$1,272,086	\$353,610	\$353,610	\$1,326,009	\$3,305,315
Construction	STBG	\$0	\$0	\$744,581	\$0	\$744,581
Total Construction		\$1,590,107	\$442,012	\$1,372,738	\$1,657,511	\$5,062,368
TIP Total		\$1,590,107	\$442,012	\$1,372,738	\$1,657,511	\$5,062,368
Total Programmed		\$1,590,107	\$442,012	\$1,372,738	\$1,657,511	\$5,062,368

## T11625 - Traffic Safety Input

This program develops short-term, high-impact measures to improve multi-modal safety and manage and/or calm traffic flow in areas where problems are observed. Through this program, DDOT is able to rapidly investigate, design, and deploy various traffic safety improvements including but not limited to vertical deflections, All-Way Stop Control, Driver Feedback Machines, ATEs, Pedestrian Flashers, Curb Extensions, signs/markings enhancements, roadway conversion (e.g., one-way to two-way), sight distance enhancement measures, road diet etc. The desired outcome is reduction in vehicular speeds, discouraging cut-through traffic, and improving pedestrian safety for bikes, pedestrians, and motorists. a. Traffic Safety Inputs - Design b. Traffic Safety Inputs - Construction

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$30,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Preliminary Engineering	STBG	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
Construction	DC/STATE	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$5,600,000
Construction	STBG	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$22,400,000
Total Construction		\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$28,000,000
TIP Total		\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$30,000,000
Total Programmed		\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$30,000,000

## T5347 - Traffic Signal Maintenance

Provide effective and efficient maintenance services for the traffic signal systems throughout the District of Columbia. Projects include: a. Traffic Signal and Streetlight Utility Locating and Marking b. Traffic Signal Construction Contract c. Traffic Signal Maintenance d. Traffic Signal Management and Design e.

Traffic Signal Optimization f. Traffic Signal System Management g. Traffic Signal Transit Priority h. Traffic Signal System Modernization - Design i. Traffic Signal System Modernization - Construction

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Signal/Signs
Agency Project ID:	CI043A, CI046A, CI055A, CI056A, CI063A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2045
Total Cost:	\$32,499,079

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$1,299,411	\$0	\$0	\$0	\$1,299,411
Preliminary Engineering	NHPP	\$73,479	\$0	\$0	\$0	\$73,479
Preliminary Engineering	STBG	\$5,124,168	\$0	\$0	\$0	\$5,124,168
<b>Total Preliminary Engineering</b>		<b>\$6,497,058</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,497,058</b>
Construction	DC/STATE	\$4,505,405	\$0	\$0	\$0	\$4,505,405
Construction	HSIP	\$5,535,000	\$0	\$0	\$0	\$5,535,000
Construction	NHPP	\$5,844,741	\$0	\$0	\$0	\$5,844,741
Construction	STBG	\$10,116,875	\$0	\$0	\$0	\$10,116,875
<b>Total Construction</b>		<b>\$26,002,021</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,002,021</b>
<b>TIP Total</b>		<b>\$32,499,079</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,499,079</b>
<b>Total Programmed</b>		<b>\$32,499,079</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,499,079</b>

## T5313 - Urban Forestry Program

Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	CG311, CG313, CG314
Facility:	Citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	\$2,200,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$110,000	\$110,000	\$110,000	\$110,000	\$440,000
Construction	NHPP	\$172,736	\$0	\$0	\$0	\$172,736
Construction	STBG	\$267,264	\$440,000	\$440,000	\$440,000	\$1,587,264
Total Construction		\$550,000	\$550,000	\$550,000	\$550,000	\$2,200,000
TIP Total		\$550,000	\$550,000	\$550,000	\$550,000	\$2,200,000
Total Programmed		\$550,000	\$550,000	\$550,000	\$550,000	\$2,200,000

# DISTRICT DEPARTMENT OF TRANSPORTATION

## Records Pending Financial Close-Out

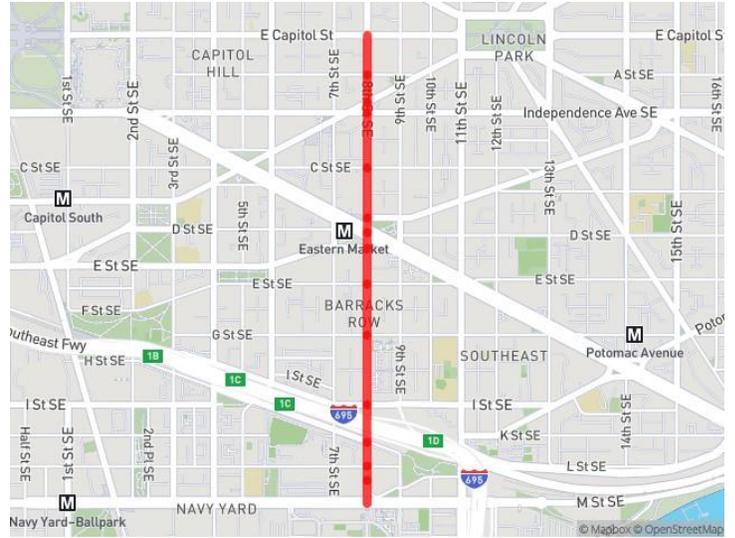
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



# T13588 - 8th St SE Bus Priority

Bus priority and safety improvements on 8th St SE. Southbound full-time bus lane from D St to L St. Northbound full-time bus lane from E St to Penn Ave. Bus stop rebalancing and bus bulb-outs for in-lane stops. Intersection and pedestrian safety improvements.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	8th St SE
From:	East Capitol St
To:	M St
County:	Washington
Municipality:	District of Columbia
Completion Year:	2027
Total Cost:	\$1,600,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,600,000
Total Programmed		\$0	\$0	\$0	\$0	\$1,600,000

## T6428 - Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation

The existing bridge (No. 78) needs total rehabilitation to become efficient and structurally sound as part of the roadway network and enhancing traffic movement through the corridor. The rehabilitation includes total replacement of the deck, the compression joint seals over both abutments and the pier.

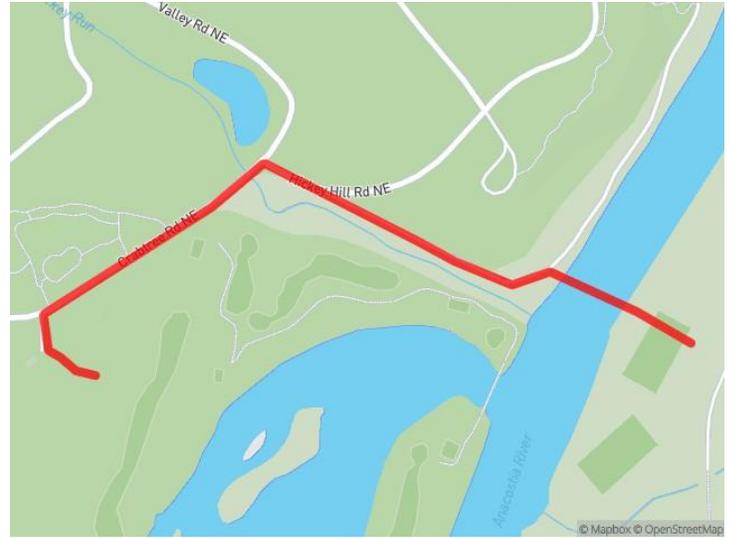
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	Anacostia Ave NE Bridge over Anacostia River Outlet
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	\$18,269,500

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$18,269,500
Total Programmed		\$0	\$0	\$0	\$0	\$18,269,500

# T6497 - Arboretum Bridge and Trail

Bridge and trail for people walking and bicycling from the Anacostia River Trail across the river to the National Arboretum and Maryland Ave NE. a. Arboretum Bridge - Maryland Ave NE Connection b. Arboretum Bridge and Trail

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	-
Facility:	Anacostia River Bridge
From:	MD Ave
To:	Arboretum
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$18,704,000

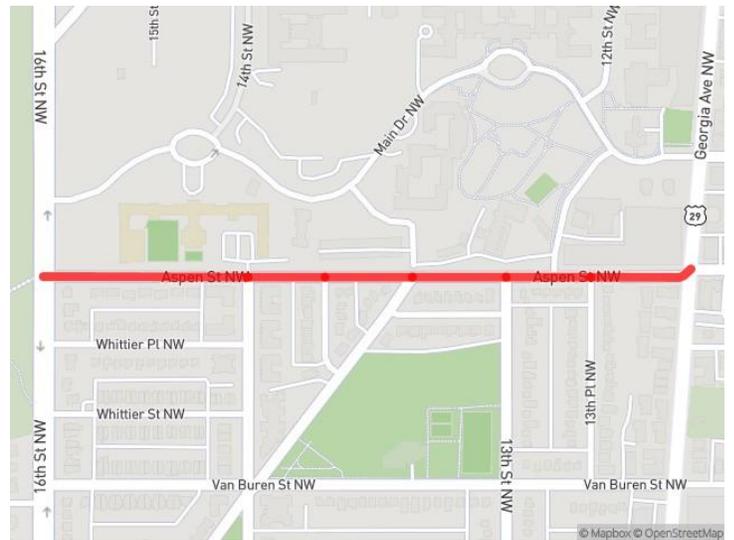


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$18,704,000
Total Programmed		\$0	\$0	\$0	\$0	\$18,704,000

## T6801 - Aspen St NW Improvements

The design for Rehabilitation of Aspen Street, NW is being facilitated for the redevelopment of Walter Reed Army Medical Center. The goal of this project is to provide an improved and sustainable transportation network, pedestrian /vehicular safety and accessibility, efficient travel options and street and sidewalk enhancement, etc. This design will support The Parks by improving traffic operations and providing traffic calming measures towards future Walter Reed development ensuring ADA compliance throughout the corridor.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	Aspen St. NW
From:	at Walter Reed Army Medical Center
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	\$28,210,100



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$28,210,100
Total Programmed		\$0	\$0	\$0	\$0	\$28,210,100

## T2743 - Great Streets - Pennsylvania Ave, SE

Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation. Phase II will include work on Pennsylvania Ave. SE from the Sousa Bridge to west of 27th St. SE. a. Pennsylvania Ave and Minnesota Ave SE Intersection Improvements

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Intersection improvements
Agency Project ID:	ED0B1A
Facility:	Pennsylvania Ave. SE
From:	Pennsylvania Ave
To:	Minnesota Ave SE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	\$20,438,808

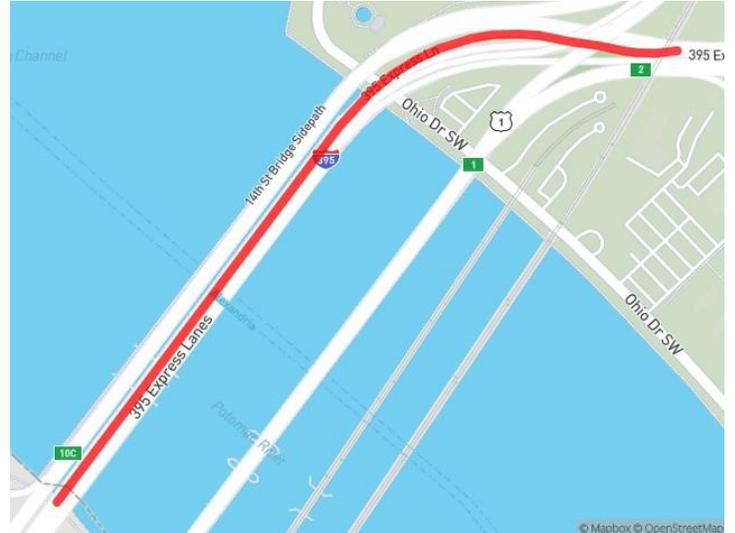


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$20,438,808
Total Programmed		\$0	\$0	\$0	\$0	\$20,438,808

## T6187 - I-395 HOV Bridge over Potomac River

The existing I-395 HOV bridge is to be rehabilitated based on the inspection and evaluation performed during Phase I and recommendations provided as part of Phase I report. Currently, Phase II of the project is underway and engineering drawings, cost estimates and project specifications for structures, civil, geotechnical, drainage, utilities, lighting, and MOT plans are being developed. As part of Phase II, The rehabilitation work is expected to include a) Deck rehabilitation and placement of deck overlay, b) Structural steel repair of existing girders, replacement of cross bracing connection plates and cross frames, c) Performing joint closure of deck at Pier A, d) Replacement of bearings at North and South abutments and Piers A and B, repair of existing bearings at Piers 3, 6, 9 and 12, f) Repair of prestressed concrete beams at North and South false abutments, g) Repair of spalls and cracks on abutments, land and river piers (including underwater repair), h) Replacement of Pier A cap inside North false abutment without impacting the ongoing traffic, and i) Replacement/repair of existing fender and dolphin systems. Extensive coordination efforts are required with stakeholders such as US Army Corp of Engineers, US Coast Guard, National Park Service, State Historic Preservation Offices (SHPO), Federal Highway Administration (FHWA), National Marine Fisheries Service (NMFS) as well as utility companies such as PEPCO and Verizon to finalize the Phase II of design task.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	MRR27A
Facility:	I-395 HOV
From:	Over Potomac River
To:	Over Potomac River
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$35,998,275

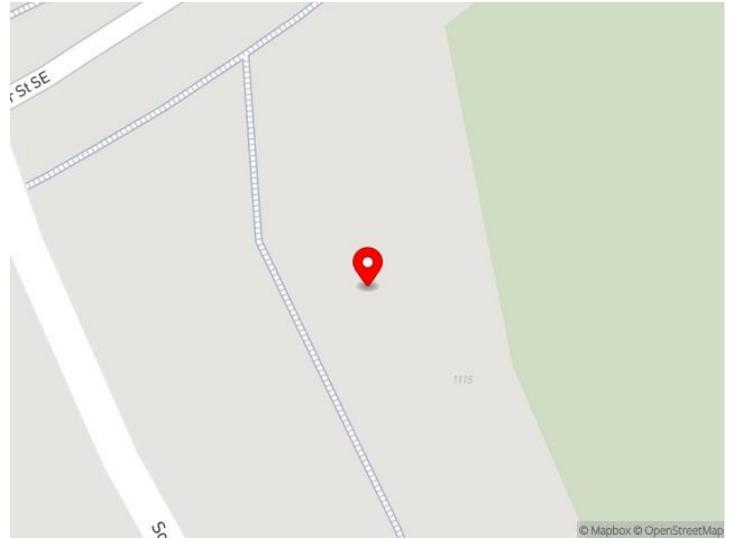


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$35,998,275
Total Programmed		\$0	\$0	\$0	\$0	\$35,998,275

# T6613 - I-695 Bridges From I-395 to I-295/DC-295

Post-construction close-out and completion of outstanding items from the 11th Street Bridge project.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	I 695
From:	I 395
To:	I 295
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	\$992,700

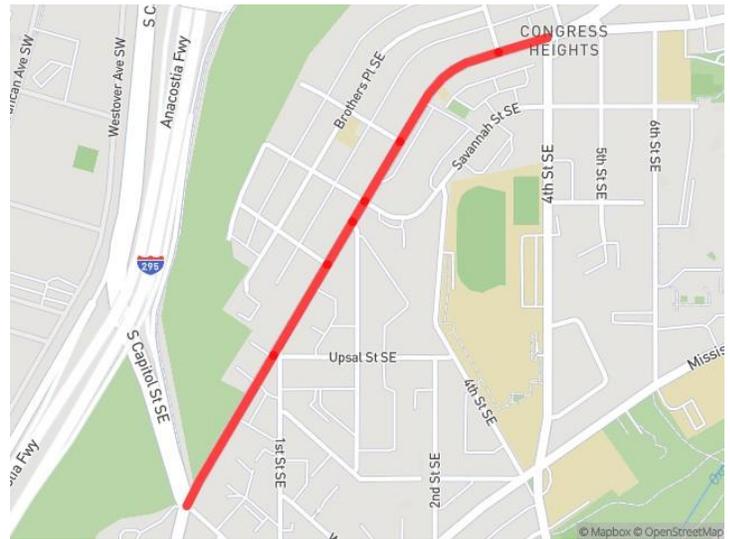


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$22,100	\$0	\$0	\$0	\$22,100
Preliminary Engineering	NHPP	\$88,400	\$0	\$0	\$0	\$88,400
Total Preliminary Engineering		\$110,500	\$0	\$0	\$0	\$110,500
TIP Total		\$110,500	\$0	\$0	\$0	\$110,500
Total Prior Costs		\$0	\$0	\$0	\$0	\$882,200
Total Programmed		\$110,500	\$0	\$0	\$0	\$992,700

## T13593 - MLK Jr. Avenue SE Multimodal Improvements: South Capitol Street SE to Upsal Street SE

The objective of this project is to provide an improved and sustainable transportation network, pedestrian and vehicular safety, efficient travel options, street and sidewalk enhancements, improve the aesthetics of the corridor and complete other improvements. This project supports the Mayors Vision Zero Initiative which aims to eliminate all traffic deaths and serious injuries. Martin Luther King, Jr. Avenue SE, from South Capitol Street SE to 4th Street SE, is classified as a minor arterial that is located in Ward 8 in Southeast Washington, D.C. It is an undivided roadway that runs in the north-south direction with travel lanes, designated bike lanes and parking. There are schools, churches, residences, businesses and residential communities that the corridor must serve.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	-
Facility:	MLK JR AVE SE
From:	4th St SE
To:	South Capitol St SE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2027
Total Cost:	\$8,550,526

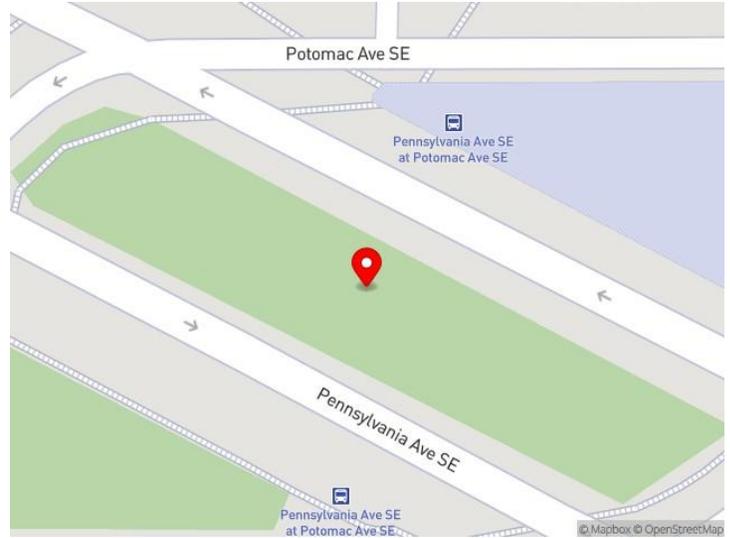


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$8,550,526
Total Programmed		\$0	\$0	\$0	\$0	\$8,550,526

# T5957 - Pennsylvania Ave and Potomac Ave SE Intersection Improvements

Pedestrian and Bicycle Safety improvements including reconfiguration of the Pennsylvania Ave/Potomac Avenue intersection, new signals and crosswalks and improvement access to the Potomac Metro station.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Intersection improvements
Agency Project ID:	AW0
Facility:	Pennsylvania Ave SE
From:	Potomac Ave SE
To:	Penn Ave
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	\$24,343,435



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$24,343,435
Total Programmed		\$0	\$0	\$0	\$0	\$24,343,435

## T13562 - Rehabilitation of I-395 NB Bridge over the Potomac River (Bridge # 170-1)

The Rehabilitation of the I-395 NB Bridge over the Potomac River Project includes the replace the existing deteriorated bascule span with a fixed span, repair cracks and modify bascule span bridge piers for the new fixed span, replace the deteriorated and structurally deficient steel barriers on the bridge with current MASH crash-tested barriers, replace the fender system and dolphins, and other work including concrete repair, steel repair, and other bridge preservation actions.

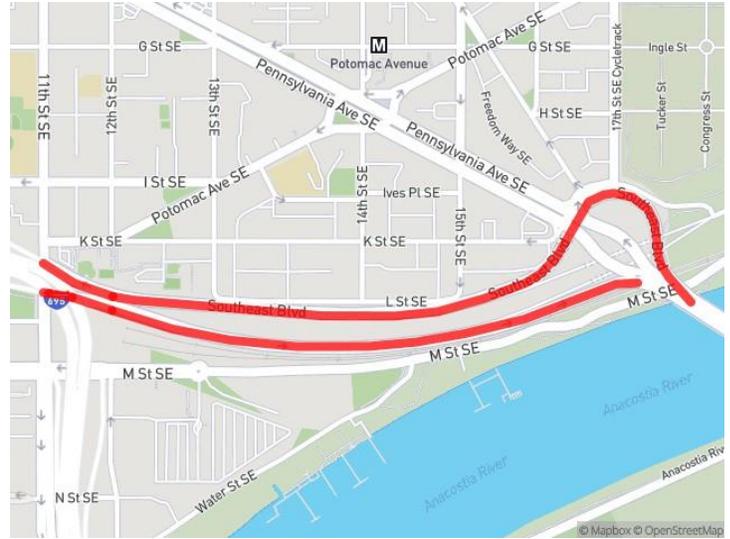
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	Arland D. Williams Memorial Bridge
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2027
Total Cost:	\$115,054,480

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$115,054,480
Total Programmed		\$0	\$0	\$0	\$0	\$115,054,480

# T6499 - Southeast Blvd and Barney Circle Environmental Assessment

Perform an Environmental Assessment to study converting the Southeast Boulevard from its existing condition to an at-grade multi-modal urban boulevard.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	Southeast Boulevard
From:	Barney Circle
To:	11th St SE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	\$6,181,277

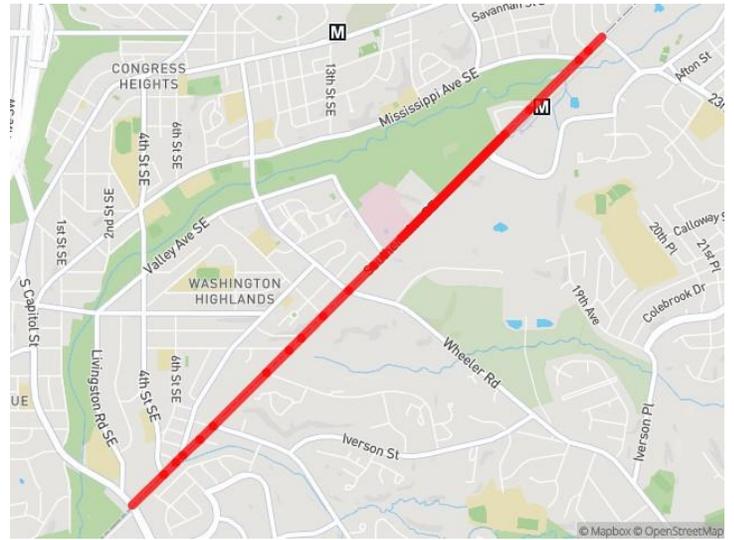


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$6,181,277
Total Programmed		\$0	\$0	\$0	\$0	\$6,181,277

## T5353 - Southern Ave SE Improvements

The purpose of the project is to implement transportation improvements that improve vehicular, pedestrian, and bicycle safety, maintain mobility, and correct roadway facility deficiencies through the project area. a. Southern Ave from Barnaby Rd SE to UMC Campus b. Southern Ave from South Capitol St to Barnaby St SE c. Southern Ave from UMC Campus to 23rd St SE

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	ED028A
Facility:	Southern Ave SE
From:	South Capitol St SE
To:	23rd St SE
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$32,246,361

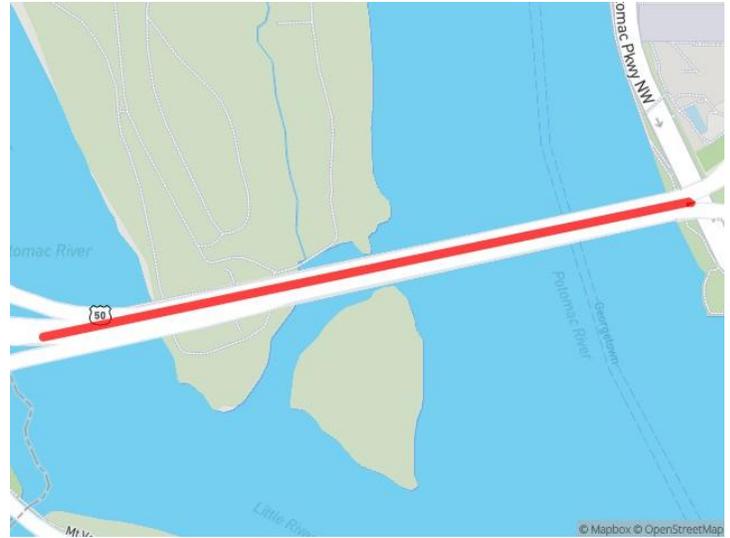


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$32,246,361
Total Programmed		\$0	\$0	\$0	\$0	\$32,246,361

## T5346 - Theodore Roosevelt Bridge Rehabilitation

Maintain the structure's service life for 30 years and improve safety by making necessary repairs to the existing structure. Improve safety by bringing the combined pedestrian/bicycle sidewalk into compliance with safety standards.

Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	CD026
Facility:	Theodore Roosevelt Bridge
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$139,169,209



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$139,169,209
Total Programmed		\$0	\$0	\$0	\$0	\$139,169,209

APPENDIX A  
National Capital Region  
Transportation Planning Board  
FY 2026-2029 TIP Tables



## T6366 - Enhanced Mobility of Seniors and Individuals with Disabilities

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Currently approved subrecipients and project descriptions can be found on Documents tab. These funds are for the urbanized area within the District of Columbia, Maryland and Virginia metropolitan region.

Cycle-Revision ID:	26-00
Lead Agency:	TPB
Project Type:	Bus/BRT - Operating
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2029
Total Cost:	\$23,050,184

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	S. 5310	\$5,509,617	\$5,674,906	\$5,845,153	\$6,020,508	\$23,050,184
Total Other		\$5,509,617	\$5,674,906	\$5,845,153	\$6,020,508	\$23,050,184
TIP Total		\$5,509,617	\$5,674,906	\$5,845,153	\$6,020,508	\$23,050,184
Total Programmed		\$5,509,617	\$5,674,906	\$5,845,153	\$6,020,508	\$23,050,184

# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

## Records Pending Financial Close-Out

Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



## T13649 - Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program Application (Project)

This Project proposal includes a few dozen locations across metropolitan Washington, 59 percent of which are located in or near disadvantaged communities. Proposed projects are located in the Cities of Alexandria, Fairfax and Manassas and the Counties of Arlington, Fairfax, Frederick, and Prince Georges. Project locations are all proposed as Level II stations located at existing local government facilities. All proposed projects are publicly accessible. The proposed projects will provide convenient, affordable access to EV charging stations in urban/suburban areas, including low- and moderate-income neighborhoods and support meeting both current and future market demands. The EVSE projects in this proposal will support the regions climate and air quality goals by realizing an annual GHG emission reduction benefit of 351.4 short tons, and air quality reduction benefits of 88.8 lbs. NOx, 8.7 lbs. PM10, 7.7 lbs. PM2.5, and 346 lbs. VOCs.

Cycle-Revision ID:	26-00
Lead Agency:	TPB
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Arlington, Fairfax, Frederick, Prince Georges
Municipality:	City of Alexandria, City of Fairfax, City of Manassas
Completion Year:	2030
Total Cost:	\$4,875,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$4,875,000
Total Programmed		\$0	\$0	\$0	\$0	\$4,875,000

## T11628 - Reach-a-Ride Platform Improvements

The purpose of the project will be to convene a consortium of regional stakeholders to move the existing Reach a Ride platform towards a one-call, one-click Information and Referral/Assistance tool for transportation options in the region.

Cycle-Revision ID:	26-00
Lead Agency:	TPB
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2025
Total Cost:	\$125,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$125,000
Total Programmed		\$0	\$0	\$0	\$0	\$125,000

APPENDIX A  
Washington Metropolitan  
Area Transit Authority  
FY 2026-2029 TIP Tables



## T11589 - Bus, Bus Facilities and Paratransit

This Project includes the purchase and replacement of buses, paratransit van fleet vehicles and associated equipment (e.g., security, fare boxes, bike racks, ADA, etc.). This Project includes fleet scheduled and preventive maintenance, rehabilitation and overhauls, and repairs. This project also includes the replacement/expansion, rehabilitation, or modernization of bus garages, maintenance, and related facilities. The Project may include bus planning and bus customer improvements.

Cycle-Revision ID:	26-00
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Bus/BRT - Maintenance
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$1,568,228,272

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$4,033,981	\$4,225,616	\$2,408,016	\$4,905,646	\$15,573,259
Other	LOCAL	\$134,729,944	\$56,883,368	\$59,428,968	\$62,603,376	\$313,645,656
Other	S. 5307	\$355,949,415	\$210,000,000	\$220,000,000	\$230,000,000	\$1,015,949,415
Other	S. 5339	\$24,614,000	\$13,307,854	\$15,307,854	\$15,507,854	\$68,737,562
Other	S. 5339 (C)	\$154,322,380	\$0	\$0	\$0	\$154,322,380
Total Other		\$673,649,720	\$284,416,838	\$297,144,838	\$313,016,876	\$1,568,228,272
TIP Total		\$673,649,720	\$284,416,838	\$297,144,838	\$313,016,876	\$1,568,228,272
Total Programmed		\$673,649,720	\$284,416,838	\$297,144,838	\$313,016,876	\$1,568,228,272

## T11590 - Operations and Business Support

This Project includes activities which support overall systems operations including IT network software and infrastructure assets and investments, fire, life safety, and security improvements, Metro Transit Police Department (MTPD) operations, and the WMATA OIG operations. This Project also includes other non-revenue business operations such as the replacement or rehabilitation of support facilities (e.g., stations, yards, etc.) or non-revenue facilities, environmental compliance, revenue collection, and non-revenue service vehicles.

Cycle-Revision ID:	26-00
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$180,594,735

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$29,368,947	\$6,250,000	\$6,250,000	\$6,250,000	\$48,118,947
Other	PRIIA	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$20,000,000
Other	S. 5307	\$12,944,000	\$0	\$0	\$0	\$12,944,000
Other	S. 5337-SGR	\$84,531,788	\$5,000,000	\$5,000,000	\$5,000,000	\$99,531,788
Total Other		\$131,844,735	\$16,250,000	\$16,250,000	\$16,250,000	\$180,594,735
TIP Total		\$131,844,735	\$16,250,000	\$16,250,000	\$16,250,000	\$180,594,735
Total Programmed		\$131,844,735	\$16,250,000	\$16,250,000	\$16,250,000	\$180,594,735

## T11586 - Rail Systems

This Project includes rail system preventive maintenance, rehabilitation, and/or replacement including rail support equipment, radios/signals and communications, power supply, and propulsion to maintain a State of Good Repair.

Cycle-Revision ID:	26-00
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$686,461,228

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$82,092,245	\$76,000,000	\$76,000,000	\$76,000,000	\$310,092,245
Other	PRIIA	\$60,000,000	\$76,000,000	\$76,000,000	\$76,000,000	\$288,000,000
Other	S. 5307	\$4,800,000	\$0	\$0	\$0	\$4,800,000
Other	S. 5337-SGR	\$83,568,983	\$0	\$0	\$0	\$83,568,983
Total Other		\$230,461,228	\$152,000,000	\$152,000,000	\$152,000,000	\$686,461,228
TIP Total		\$230,461,228	\$152,000,000	\$152,000,000	\$152,000,000	\$686,461,228
Total Programmed		\$230,461,228	\$152,000,000	\$152,000,000	\$152,000,000	\$686,461,228

## T11585 - Railcars and Rail Facilities

This Project includes the replacement or expansion of the rail fleet, the scheduled and preventive maintenance, rehabilitation, and overhauls to maintain the rail fleet. This project also includes associated replacements and upgrades to the operating system needed to maintain the rail fleet and rail facilities. This project includes preventative maintenance, the rehabilitation, replacement, enhancements, and/or expansion of rail yards and associated rail facilities.

Cycle-Revision ID:	26-00
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$1,150,646,287

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$90,754,257	\$80,625,000	\$82,375,000	\$84,375,000	\$338,129,257
Other	PRIIA	\$45,000,000	\$45,000,000	\$45,000,000	\$45,000,000	\$180,000,000
Other	S. 5337-SGR	\$183,017,030	\$142,500,000	\$149,500,000	\$157,500,000	\$632,517,030
Total Other		\$318,771,287	\$268,125,000	\$276,875,000	\$286,875,000	\$1,150,646,287
TIP Total		\$318,771,287	\$268,125,000	\$276,875,000	\$286,875,000	\$1,150,646,287
Total Programmed		\$318,771,287	\$268,125,000	\$276,875,000	\$286,875,000	\$1,150,646,287

## T11588 - Station and Passenger Facilities

This Project includes the replacement, repair, preventive maintenance and/or rehabilitation and modernization of bus and rail passenger stations and facilities to maintain a state of good repair. This includes facility/station elevators and escalators, parking facilities, station and passenger facilities, and safety improvements (e.g., canopies, shelters, lighting, cooling, bus stops/loops and shelters, bicycle and pedestrian facilities, fare collection and management, and corridor service improvements).

Cycle-Revision ID:	26-00
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$592,627,392

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$128,875,478	\$16,750,000	\$16,750,000	\$18,250,000	\$180,625,478
Other	PRIIA	\$79,500,000	\$8,000,000	\$8,000,000	\$8,000,000	\$103,500,000
Other	S. 5307	\$79,149,272	\$20,000,000	\$20,000,000	\$20,000,000	\$139,149,272
Other	S. 5337-SGR	\$118,352,642	\$15,000,000	\$15,000,000	\$21,000,000	\$169,352,642
Total Other		\$405,877,392	\$59,750,000	\$59,750,000	\$67,250,000	\$592,627,392
TIP Total		\$405,877,392	\$59,750,000	\$59,750,000	\$67,250,000	\$592,627,392
Total Programmed		\$405,877,392	\$59,750,000	\$59,750,000	\$67,250,000	\$592,627,392

## T11587 - Track and Structures Rehabilitation

This Project includes systemwide rail track preventive maintenance and the rehabilitation, repair, or replacement of track and rail structural infrastructure (e.g., pedestrian and track, ariel structures, tunnels, bridges, etc.). This includes rail system rehabilitation or replacement to vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system to maintain state of good repair and safe operations.

Cycle-Revision ID:	26-00
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Rail/Fixed Guideways - Maintenance
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$535,948,532

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$23,784,706	\$35,685,000	\$37,035,000	\$38,285,000	\$134,789,706
Other	PRIIA	\$4,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$46,000,000
Other	S. 5337-SGR	\$79,138,826	\$86,740,000	\$92,140,000	\$97,140,000	\$355,158,826
Total Other		\$106,923,532	\$136,425,000	\$143,175,000	\$149,425,000	\$535,948,532
TIP Total		\$106,923,532	\$136,425,000	\$143,175,000	\$149,425,000	\$535,948,532
Total Programmed		\$106,923,532	\$136,425,000	\$143,175,000	\$149,425,000	\$535,948,532

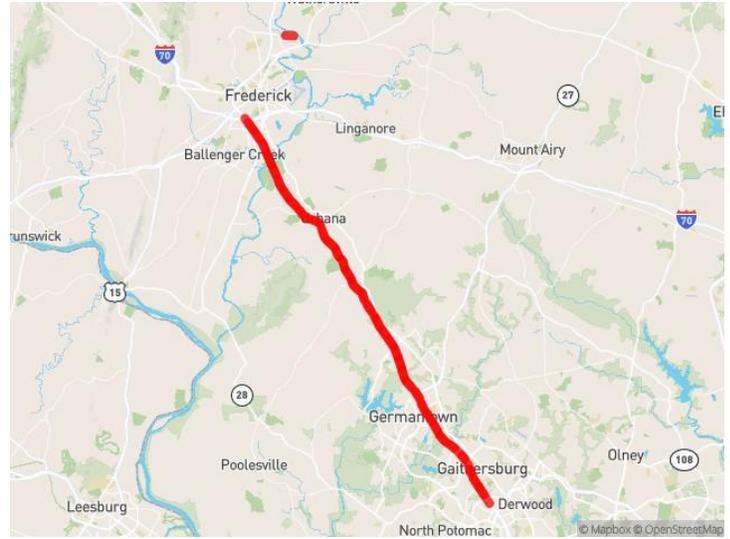
APPENDIX A  
Maryland Department  
Of Transportation  
State Highway Administration  
FY 2026-2029 TIP Tables



# T11583 - American Legion Bridge and I-270 Program Phase 1 North, I-270 from I-370 to I-70

Component of American Legion Bridge and I-270 Program (formerly Op Lanes Maryland) including planning and preliminary design funding for Phase 1 North.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Study/Planning/Research
Agency Project ID:	AW0735
Facility:	I-270
From:	I-370
To:	I-70
County:	Montgomery
Municipality:	-
Completion Year:	2030
Total Cost:	\$25,000,000

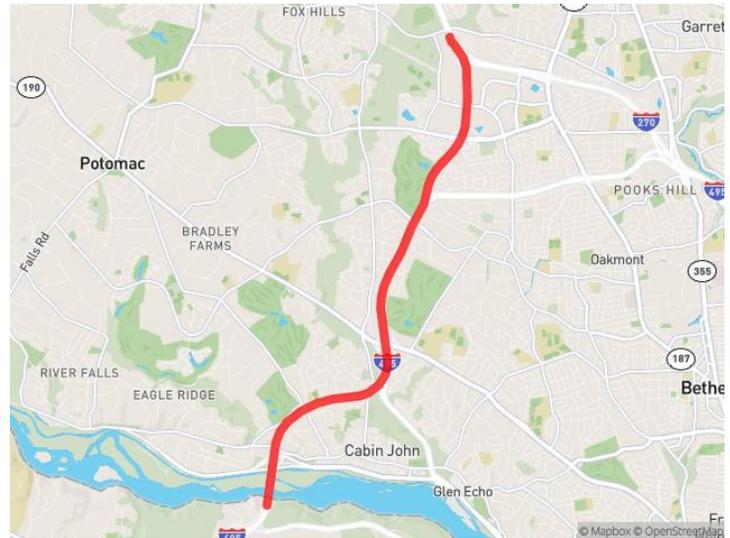


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	\$50,000	\$50,000	\$800,000	\$1,000,000	\$1,900,000
Planning	NHPP	\$450,000	\$450,000	\$7,200,000	\$9,000,000	\$17,100,000
Total Planning		\$500,000	\$500,000	\$8,000,000	\$10,000,000	\$19,000,000
TIP Total		\$500,000	\$500,000	\$8,000,000	\$10,000,000	\$19,000,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$672,000
Total Future Costs		\$0	\$0	\$0	\$0	\$5,328,000
Total Programmed		\$500,000	\$500,000	\$8,000,000	\$10,000,000	\$25,000,000

# T11582 - American Legion Bridge and I-270 Program Phase 1 South, New American Legion Bridge and I-270 to I-370

Component of American Legion Bridge and I-270 Program (formerly Op Lanes Maryland), to include two high-occupancy toll (HOT) lanes in each direction along I-495 from south of George Washington Memorial Parkway to west of MD 187 and along I-270 from I-495 to north of I-370. This includes the remaining planning, design, and right-of-way funding for Phase 1 South.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Study/Planning/Research
Agency Project ID:	AW0734
Facility:	I-495/I-270/I-270Y (Western Spur)
From:	S. of GW Mem. Parkway
To:	I-370
County:	Montgomery
Municipality:	-
Completion Year:	2030
Total Cost:	\$198,884,000

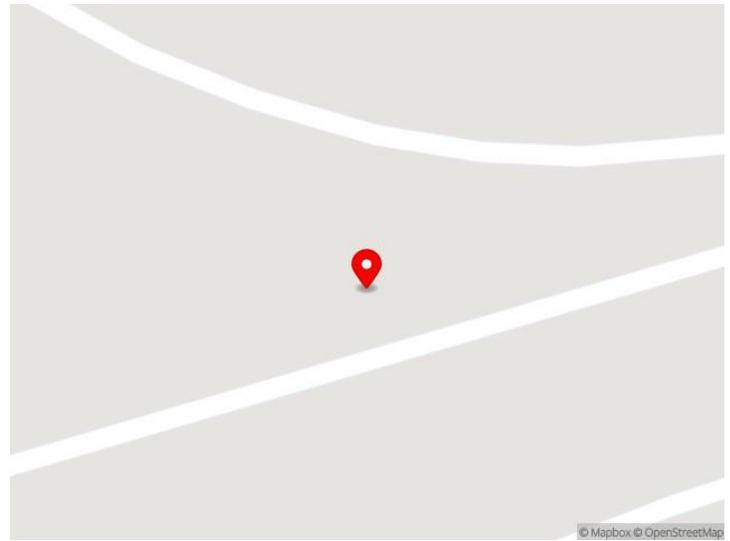


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	NHPP	\$527,000	\$0	\$0	\$0	\$527,000
Preliminary Engineering	DC/STATE	\$200,000	\$100,000	\$1,150,000	\$1,200,000	\$2,650,000
Preliminary Engineering	NHPP	\$3,800,000	\$1,900,000	\$21,850,000	\$22,800,000	\$50,350,000
Right of Way	NHPP	\$0	\$0	\$1,000,000	\$6,000,000	\$7,000,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	NHPP	\$0	\$0	\$0	\$0	\$0
<b>TIP Total</b>		<b>\$4,527,000</b>	<b>\$2,000,000</b>	<b>\$24,000,000</b>	<b>\$30,000,000</b>	<b>\$60,527,000</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$126,357,000
Total Future Costs		\$0	\$0	\$0	\$0	\$12,000,000
<b>Total Programmed</b>		<b>\$4,527,000</b>	<b>\$2,000,000</b>	<b>\$24,000,000</b>	<b>\$30,000,000</b>	<b>\$198,884,000</b>

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

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

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	FR7951
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	City of Frederick
Completion Year:	2028
Total Cost:	\$731,275

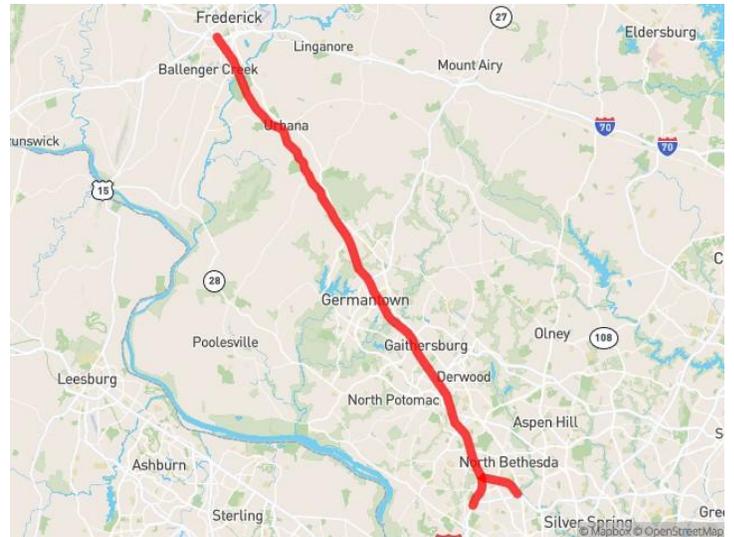


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	Earmark - CPF	\$212,932	\$278,566	\$43,502	\$0	\$535,000
Planning	LOCAL	\$53,232	\$69,642	\$10,876	\$0	\$133,750
Planning	TAP	\$24,885	\$32,556	\$5,084	\$0	\$62,525
Total Planning		\$291,049	\$380,764	\$59,462	\$0	\$731,275
TIP Total		\$291,049	\$380,764	\$59,462	\$0	\$731,275
Total Programmed		\$291,049	\$380,764	\$59,462	\$0	\$731,275

## T6444 - I-270 Innovative Congestion Management

Pilot implementation of active traffic management (ATM) and innovative congestion mitigation (ICM) tools to reduce congestion on I-270, including the east and west spurs (31.5 miles). Includes requisite noise abatement.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - ITS/Technology
Agency Project ID:	MO0691
Facility:	Washington National Pike
From:	I-495, Capital Beltway
To:	I-70, Eisenhower Memorial Highway
County:	Frederick, Montgomery
Municipality:	City of Rockville
Completion Year:	2026
Total Cost:	\$128,809,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$5,151,000	\$0	\$0	\$0	\$5,151,000
Total Construction		\$5,151,000	\$0	\$0	\$0	\$5,151,000
TIP Total		\$5,151,000	\$0	\$0	\$0	\$5,151,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$123,658,000
Total Programmed		\$5,151,000	\$0	\$0	\$0	\$128,809,000

# T11579 - I-70 South Mountain Welcome Center Truck Parking

Adding 25 new truck parking spaces to augment existing 49 truck parking spaces at the eastbound and westbound I-70 South Mountain Welcome Centers.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Freight - Freight Movements
Agency Project ID:	FR6861
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	-
Completion Year:	2027
Total Cost:	\$8,420,000

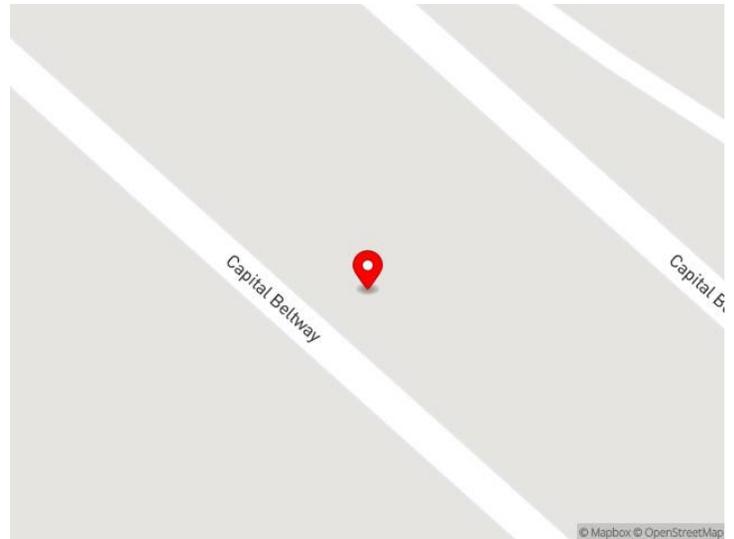


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NHFP	\$3,101,000	\$0	\$0	\$0	\$3,101,000
Total Construction		\$3,101,000	\$0	\$0	\$0	\$3,101,000
TIP Total		\$3,101,000	\$0	\$0	\$0	\$3,101,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$5,319,000
Total Programmed		\$3,101,000	\$0	\$0	\$0	\$8,420,000

# T2894 - I-95/I-495 at Greenbelt Metro Station Interchange Construction

Construction of a full I-95/I-495 interchange at Greenbelt Metro Station.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Interchange improvements
Agency Project ID:	PG3331
Facility:	I-95 at Greenbelt Metro Station
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2029
Total Cost:	\$265,083,000

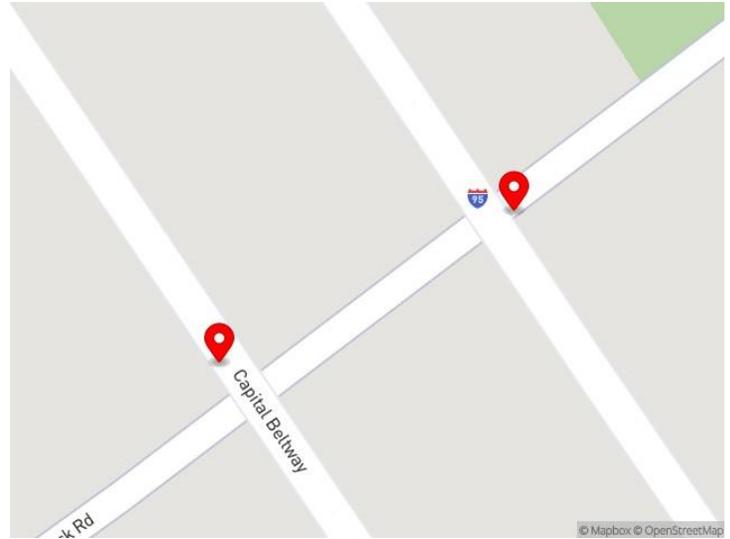


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	NHPP	\$0	\$2,500,000	\$2,500,000	\$2,500,000	\$7,500,000
Right of Way	DC/STATE	\$0	\$2,500,000	\$2,500,000	\$0	\$5,000,000
Construction	DC/STATE	\$0	\$21,000,000	\$94,000,000	\$80,000,000	\$195,000,000
Construction	NHPP	\$0	\$4,000,000	\$11,000,000	\$25,000,000	\$40,000,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	NHPP	\$0	\$0	\$0	\$0	\$0
<b>TIP Total</b>		<b>\$0</b>	<b>\$30,000,000</b>	<b>\$110,000,000</b>	<b>\$107,500,000</b>	<b>\$247,500,000</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$15,083,000
Total Future Costs		\$0	\$0	\$0	\$0	\$2,500,000
<b>Total Programmed</b>		<b>\$0</b>	<b>\$30,000,000</b>	<b>\$110,000,000</b>	<b>\$107,500,000</b>	<b>\$265,083,000</b>

# T6656 - I-95/I-495 Good Luck Road Bridges Replacement

Replacement of I-95/I-495 bridges 1614305 and 1614306 over Good Luck Road.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	PG7752
Facility:	I 95 / I 495 at Good Luck Road
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2029
Total Cost:	\$2,370,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Preliminary Engineering	NHPP	\$326,000	\$326,000	\$326,000	\$326,000	\$1,304,000
Total Preliminary Engineering		\$355,000	\$355,000	\$355,000	\$355,000	\$1,420,000
TIP Total		\$355,000	\$355,000	\$355,000	\$355,000	\$1,420,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$950,000
Total Programmed		\$355,000	\$355,000	\$355,000	\$355,000	\$2,370,000

## T11578 - I-95/I-495 Interchange at Medical Center Drive

The project is an upgrade to the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center. Bike/ped improvements include signalized pedestrian crossings and a shared-use path on the north side of Medical Center Drive.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Interchange improvements
Agency Project ID:	PGA201
Facility:	Capital Beltway at Medical Center Drive
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2030
Total Cost:	\$15,935,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$100,000	\$100,000	\$65,000	\$0	\$265,000
Preliminary Engineering	NHPP	\$1,900,000	\$1,900,000	\$1,235,000	\$0	\$5,035,000
Right of Way	DC/STATE	\$40,000	\$133,000	\$250,000	\$0	\$423,000
Right of Way	NHPP	\$360,000	\$1,197,000	\$2,246,000	\$0	\$3,803,000
Utility	DC/STATE	\$0	\$0	\$91,000	\$119,000	\$210,000
Utility	NHPP	\$0	\$0	\$818,000	\$1,072,000	\$1,890,000
Total Utility		\$0	\$0	\$909,000	\$1,191,000	\$2,100,000
TIP Total		\$2,400,000	\$3,330,000	\$4,705,000	\$1,191,000	\$11,626,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$4,309,000
Total Programmed		\$2,400,000	\$3,330,000	\$4,705,000	\$1,191,000	\$15,935,000

# T6651 - I-95/I-495 MD 4 Bridges Replacement

Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.  
4.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	PG0191
Facility:	I 95 /I 495 at Pennsylvania Ave
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2030
Total Cost:	\$65,859,000

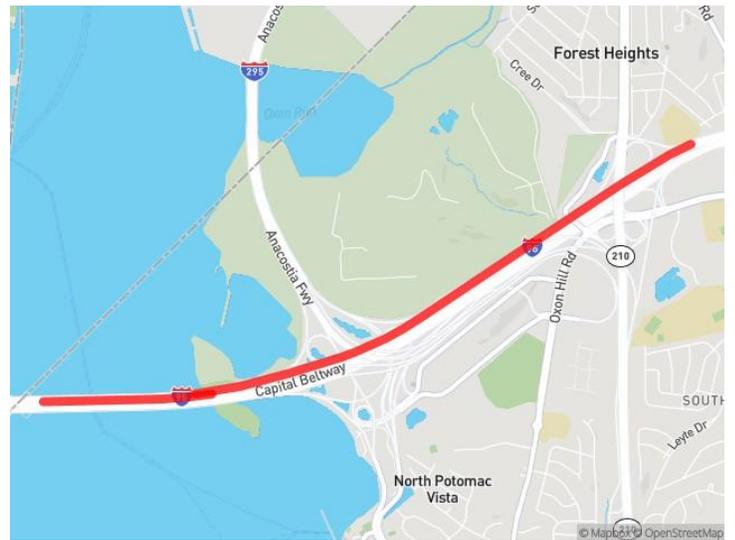


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$96,000	\$50,000	\$0	\$0	\$146,000
Preliminary Engineering	NHPP	\$1,471,000	\$783,000	\$0	\$0	\$2,254,000
Right of Way	NHPP	\$371,000	\$371,000	\$371,000	\$371,000	\$1,484,000
Construction	DC/STATE	\$0	\$462,000	\$991,000	\$877,000	\$2,330,000
Construction	NHPP	\$0	\$8,782,000	\$18,830,000	\$16,660,000	\$44,272,000
-	NHPP	\$0	\$0	\$0	\$0	\$0
<b>TIP Total</b>		<b>\$1,938,000</b>	<b>\$10,448,000</b>	<b>\$20,192,000</b>	<b>\$17,908,000</b>	<b>\$50,486,000</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$6,912,000
Total Future Costs		\$0	\$0	\$0	\$0	\$8,461,000
<b>Total Programmed</b>		<b>\$1,938,000</b>	<b>\$10,448,000</b>	<b>\$20,192,000</b>	<b>\$17,908,000</b>	<b>\$65,859,000</b>

# T11618 - I-95/I-495 Southside Express Lanes Study

Maryland Department of Transportation State Highway Administration (MDOT SHA) is providing coordination and technical assistance to the Virginia Department of Transportation (VDOT) for the Maryland portion of the study corridor of the VDOT I-95/I-495 Southside Express Lanes Study, which is the study of options to extend I-95/I-495 ETLs 11 miles from I-95/I-395 in Springfield, Virginia across the Woodrow Wilson Bridge, to MD 210 in Prince George's County, Maryland. The Maryland segment of the study corridor extends along I-95/I-495 from the Woodrow Wilson Bridge to MD 210.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Study/Planning/Research
Agency Project ID:	PGA231
Facility:	I-95/I-495
From:	Woodrow Wilson Bridge
To:	Indian Head Highway
County:	Prince Georges
Municipality:	-
Completion Year:	2027
Total Cost:	\$410,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	\$10,000	\$10,000	\$0	\$0	\$20,000
Planning	NHPP	\$40,000	\$40,000	\$0	\$0	\$80,000
Total Planning		\$50,000	\$50,000	\$0	\$0	\$100,000
TIP Total		\$50,000	\$50,000	\$0	\$0	\$100,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$310,000
Total Programmed		\$50,000	\$50,000	\$0	\$0	\$410,000

# T11600 - MD 17 Burkittsville Road Bridge Replacement over Middle Creek

Replacement of MD 17 bridge# 1001900 over Middle Creek

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	FR1291
Facility:	Burkittsville Road
From:	-
To:	-
County:	Frederick
Municipality:	-
Completion Year:	2026
Total Cost:	\$5,129,000

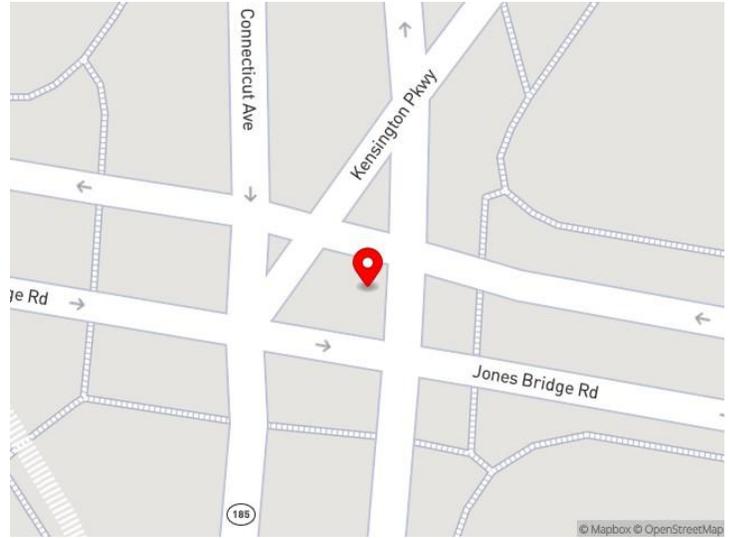


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Utility	STBG	\$17,000	\$0	\$0	\$0	\$17,000
Total Utility		\$17,000	\$0	\$0	\$0	\$17,000
TIP Total		\$17,000	\$0	\$0	\$0	\$17,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$5,112,000
Total Programmed		\$17,000	\$0	\$0	\$0	\$5,129,000

# T6071 - MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements

Construction of MD 185 Phase 3 intersection improvements at Jones Bridge Road and Kensington Parkway to improve access to Naval Support Activity Bethesda. Bicycle and pedestrian facilities will be provided where appropriate.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Intersection improvements
Agency Project ID:	MO5938
Facility:	Connecticut Ave
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2026
Total Cost:	\$22,712,500



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DOD	\$8,000	\$0	\$0	\$0	\$8,000
Utility	DC/STATE	\$9,000	\$0	\$0	\$0	\$9,000
Utility	DOD	\$3,083,000	\$0	\$0	\$0	\$3,083,000
Total Utility		\$3,092,000	\$0	\$0	\$0	\$3,092,000
TIP Total		\$3,100,000	\$0	\$0	\$0	\$3,100,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$19,612,500
Total Programmed		\$3,100,000	\$0	\$0	\$0	\$22,712,500

# T4887 - MD 197 Highway Reconstruction - PE ONLY

Widening of and upgrades to MD 197 to become a multilane freeway between Kenhill Drive and MD 450.

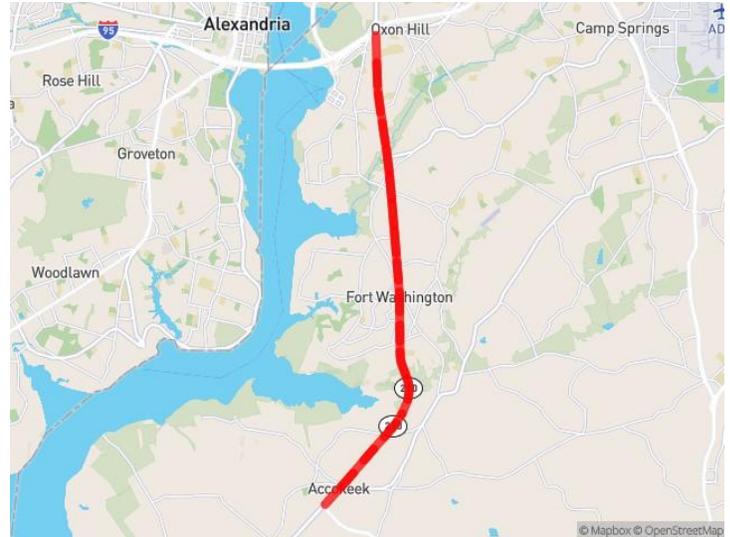
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Study/Planning/Research
Agency Project ID:	PG6911
Facility:	Collington Road
From:	Kenhill Drive
To:	MD 450 Annapolis Road
County:	Prince Georges
Municipality:	-
Completion Year:	2027
Total Cost:	\$8,388,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$45,000	\$40,000	\$0	\$85,000
Preliminary Engineering	NHPP	\$0	\$855,000	\$760,000	\$0	\$1,615,000
<b>Total Preliminary Engineering</b>		<b>\$0</b>	<b>\$900,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$1,700,000</b>
-	NHPP	\$0	\$0	\$0	\$0	\$0
<b>TIP Total</b>		<b>\$0</b>	<b>\$900,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$1,700,000</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$6,688,000
<b>Total Programmed</b>		<b>\$0</b>	<b>\$900,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$8,388,000</b>

# T6524 - MD 210 Corridor Study

Multimodal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Study/Planning/Research
Agency Project ID:	PG2211
Facility:	Indian Head Highway
From:	I-95/I-495
To:	MD 228
County:	Prince Georges
Municipality:	-
Completion Year:	2029
Total Cost:	\$15,683,000

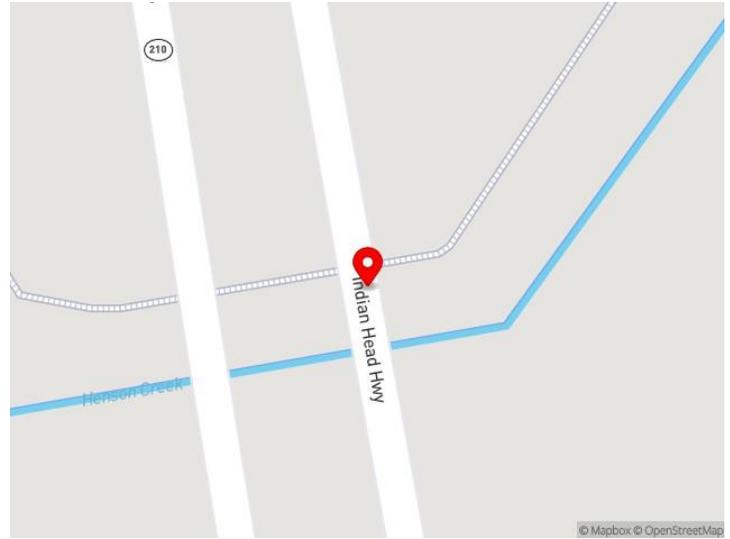


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$398,000	\$0	\$0	\$0	\$398,000
Preliminary Engineering	NHPP	\$1,102,000	\$3,000,000	\$3,000,000	\$2,000,000	\$9,102,000
Total Preliminary Engineering		\$1,500,000	\$3,000,000	\$3,000,000	\$2,000,000	\$9,500,000
TIP Total		\$1,500,000	\$3,000,000	\$3,000,000	\$2,000,000	\$9,500,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$6,183,000
Total Programmed		\$1,500,000	\$3,000,000	\$3,000,000	\$2,000,000	\$15,683,000

# T6652 - MD 210 Henson Creek Bridge Replacement

Replacement of MD 210 bridge 16036 over Henson Creek.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	PG2402
Facility:	Indian Head Highway
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2028
Total Cost:	\$1,764,000

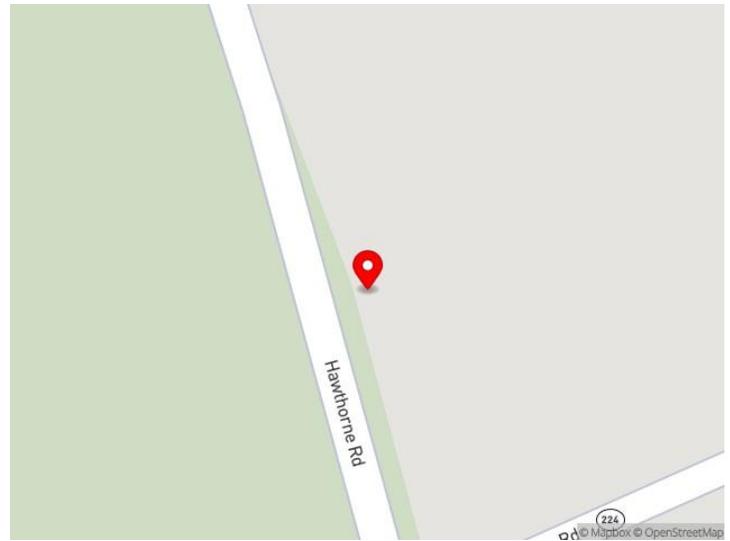


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$651,000	\$651,000	\$217,000	\$0	\$1,519,000
Total Preliminary Engineering		\$651,000	\$651,000	\$217,000	\$0	\$1,519,000
TIP Total		\$651,000	\$651,000	\$217,000	\$0	\$1,519,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$245,000
Total Programmed		\$651,000	\$651,000	\$217,000	\$0	\$1,764,000

# T6689 - MD 225, Hawthorne Road, Bridge Replacement

Replacement of MD 5 Bridge 08021 over Mattawoman Creek

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	CH1681
Facility:	Hawthorne Rd over Mattawoman Creek
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City of Frederick, City of Rockville
Completion Year:	2027
Total Cost:	\$5,620,000

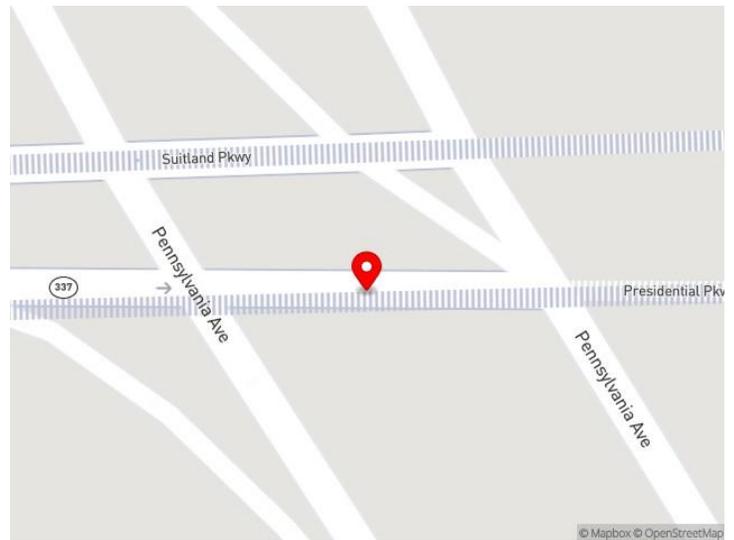


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$31,000	\$0	\$0	\$0	\$31,000
Preliminary Engineering	STBG	\$580,000	\$0	\$0	\$0	\$580,000
Construction	DC/STATE	\$28,000	\$77,000	\$43,000	\$0	\$148,000
Construction	STBG	\$541,000	\$1,458,000	\$812,000	\$0	\$2,811,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	STBG	\$0	\$0	\$0	\$0	\$0
<b>TIP Total</b>		<b>\$1,180,000</b>	<b>\$1,535,000</b>	<b>\$855,000</b>	<b>\$0</b>	<b>\$3,570,000</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,050,000
Total Programmed		\$1,180,000	\$1,535,000	\$855,000	\$0	\$5,620,000

## T3547 - MD 4 at Suitland Parkway Interchange Construction

Construction of a new full diamond interchange with a 2-lane flyover from NB MD 4 to WB Suitland Parkway. The project also includes a realignment of the MD 4 service road and Armstrong Lane, a side path connection on N side of Presidential Parkway, a new signalized intersection at Presidential Pkwy & Central Park Drive, and realignment of ramps at the Joint Base Andrews North Gate.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Interchange improvements
Agency Project ID:	PG6181
Facility:	Pennsylvania Ave
From:	Pennsylvania Ave
To:	Suitland Parkway
County:	Prince Georges
Municipality:	-
Completion Year:	2029
Total Cost:	\$268,826,000

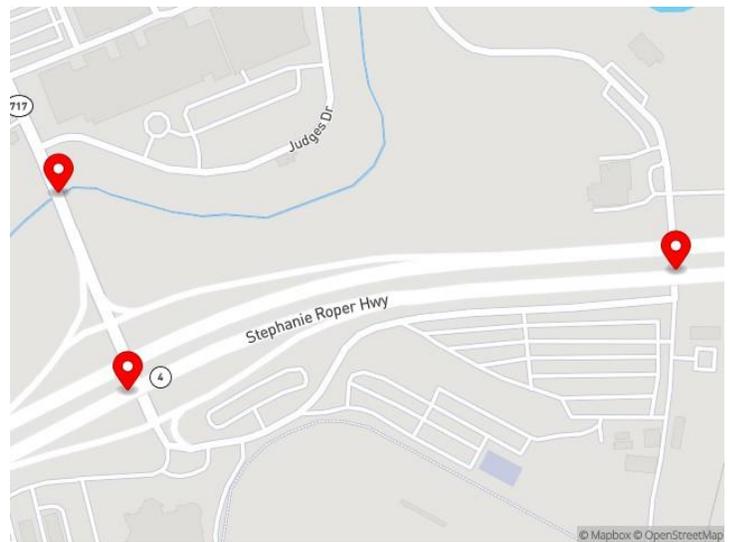


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$74,000	\$42,000	\$0	\$0	\$116,000
Right of Way	NHPP	\$203,000	\$92,000	\$0	\$0	\$295,000
Construction	DC/STATE	\$1,973,000	\$2,051,000	\$2,030,000	\$1,410,000	\$7,464,000
Construction	NHPP	\$37,484,000	\$38,978,000	\$38,573,000	\$26,795,000	\$141,830,000
Utility	DC/STATE	\$34,000	\$34,000	\$23,000	\$0	\$91,000
-	NHPP	\$0	\$0	\$0	\$0	\$0
TIP Total		\$39,768,000	\$41,197,000	\$40,626,000	\$28,205,000	\$149,796,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$119,030,000
Total Programmed		\$39,768,000	\$41,197,000	\$40,626,000	\$28,205,000	\$268,826,000

# T6653 - MD 4 Bridges over MD 717 and Marlboro Race Track Road Replacement and MD 717 Western Branch Bridge Replacement

Replacement of MD 4 bridges 1609903 and 1609904 over MD 717, MD 4 bridges 1610803 and 1610804 over Marlboro Race Track Road, and MD 717 bridge 1610900 Western Branch.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	PG2582
Facility:	Pennsylvania Ave at Water St
From:	Water Street
To:	Race Track Road
County:	Prince Georges
Municipality:	City of Frederick, City of Rockville
Completion Year:	2027
Total Cost:	\$52,532,000

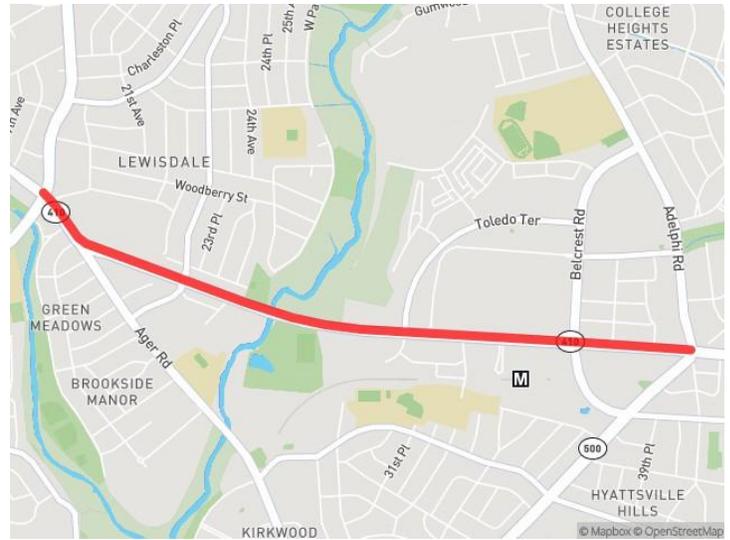


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$21,000	\$16,000	\$0	\$0	\$37,000
Preliminary Engineering	NHPP	\$1,037,000	\$777,000	\$0	\$0	\$1,814,000
Right of Way	DC/STATE	\$7,000	\$7,000	\$7,000	\$7,000	\$28,000
Right of Way	NHPP	\$26,000	\$25,000	\$25,000	\$25,000	\$101,000
Construction	DC/STATE	\$0	\$132,000	\$524,000	\$607,000	\$1,263,000
Construction	NHPP	\$0	\$2,513,000	\$9,952,000	\$11,527,000	\$23,992,000
Utility	DC/STATE	\$6,000	\$0	\$0	\$0	\$6,000
Utility	NHPP	\$21,000	\$0	\$0	\$0	\$21,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	NHPP	\$0	\$0	\$0	\$0	\$0
<b>TIP Total</b>		<b>\$1,118,000</b>	<b>\$3,470,000</b>	<b>\$10,508,000</b>	<b>\$12,166,000</b>	<b>\$27,262,000</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$5,525,000
Total Future Costs		\$0	\$0	\$0	\$0	\$19,745,000
Total Programmed		\$1,118,000	\$3,470,000	\$10,508,000	\$12,166,000	\$52,532,000

# T13880 - MD 410 Highway Reconstruction

Safety and accessibility improvements in the MD 410 corridor from Adelphi Road/ MD 500 to MD 212. Improvements include the elimination of channelized right-turn lanes, sidewalks, bicycle lanes, ADA ramps, bus lanes, pedestrian refuge areas, and curb extensions.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PGA441
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Hyattsville
Completion Year:	2030
Total Cost:	\$18,221,000

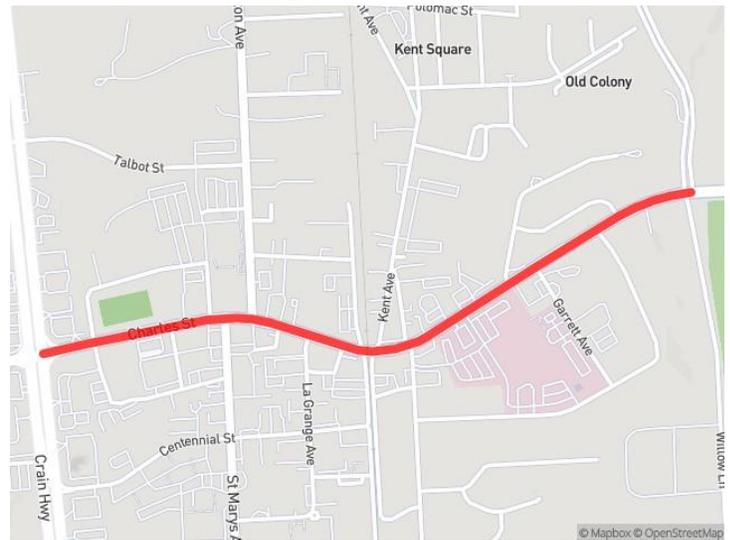


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	HSIP	\$736,000	\$0	\$0	\$0	\$736,000
Right of Way	DC/STATE	\$17,000	\$20,000	\$20,000	\$20,000	\$77,000
Right of Way	HSIP	\$155,000	\$184,000	\$185,000	\$184,000	\$708,000
Construction	DC/STATE	\$0	\$82,000	\$320,000	\$278,000	\$680,000
Construction	HSIP	\$0	\$1,566,000	\$6,081,000	\$5,274,000	\$12,921,000
Total Construction		\$0	\$1,648,000	\$6,401,000	\$5,552,000	\$13,601,000
TIP Total		\$908,000	\$1,852,000	\$6,606,000	\$5,756,000	\$15,122,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,394,000
Total Future Costs		\$0	\$0	\$0	\$0	\$1,705,000
Total Programmed		\$908,000	\$1,852,000	\$6,606,000	\$5,756,000	\$18,221,000

# T11615 - MD 6 La Plata Safety and Accessibility Improvements Project

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

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	CH2481
Facility:	Charles St
From:	Crain Highway
To:	Willow Lane
County:	Charles
Municipality:	Town of La Plata
Completion Year:	2029
Total Cost:	\$7,203,000

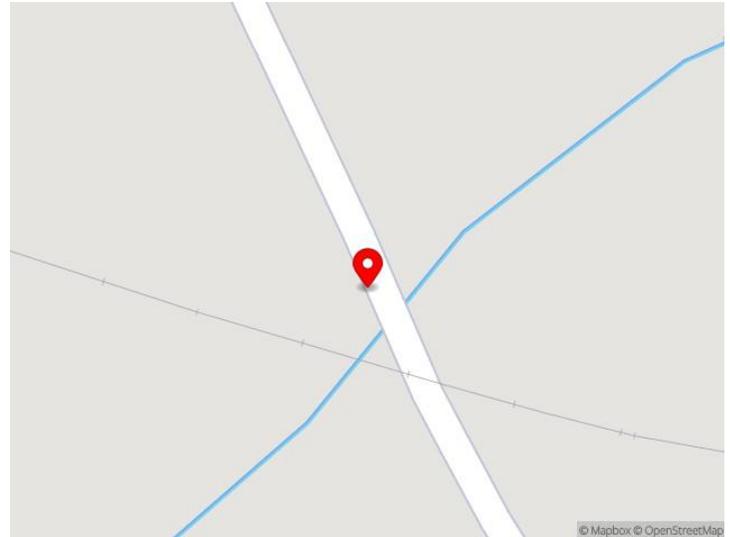


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$45,000	\$45,000	\$209,000	\$0	\$299,000
Preliminary Engineering	HSIP	\$335,000	\$335,000	\$256,000	\$0	\$926,000
Preliminary Engineering	STBG	\$339,000	\$339,000	\$255,000	\$0	\$933,000
Right of Way	DC/STATE	\$11,000	\$10,000	\$16,000	\$18,000	\$55,000
Right of Way	HSIP	\$145,000	\$138,000	\$132,000	\$130,000	\$545,000
Utility	DC/STATE	\$48,000	\$48,000	\$75,000	\$54,000	\$225,000
Utility	HSIP	\$634,000	\$634,000	\$607,000	\$400,000	\$2,275,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	HSIP	\$0	\$0	\$0	\$0	\$0
<b>TIP Total</b>		<b>\$1,557,000</b>	<b>\$1,549,000</b>	<b>\$1,550,000</b>	<b>\$602,000</b>	<b>\$5,258,000</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,945,000
<b>Total Programmed</b>		<b>\$1,557,000</b>	<b>\$1,549,000</b>	<b>\$1,550,000</b>	<b>\$602,000</b>	<b>\$7,203,000</b>

# T6648 - MD 77 Beaver Branch Bridge Replacement

Replacement of MD 77 bridge 10054 over Beaver Branch.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	FR1541
Facility:	Rocky Ridge Rd at Beaver Branch
From:	-
To:	-
County:	Frederick
Municipality:	-
Completion Year:	2028
Total Cost:	\$6,975,000

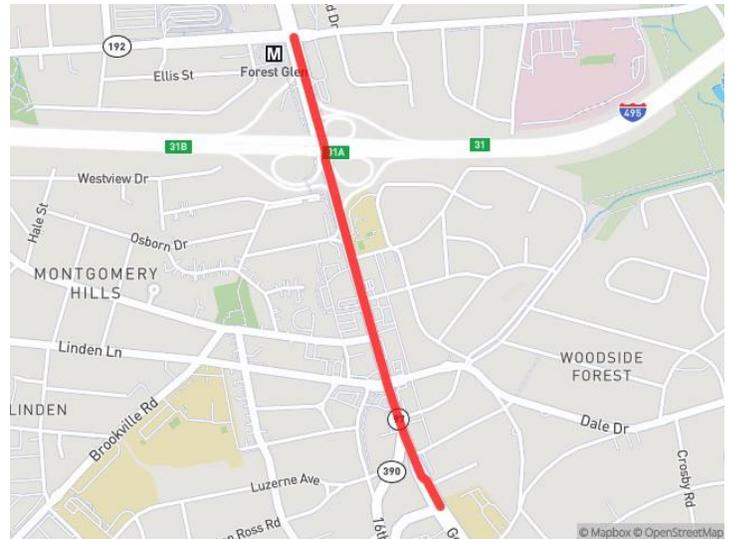


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$8,000	\$0	\$0	\$0	\$8,000
Construction	DC/STATE	\$162,000	\$124,000	\$35,000	\$0	\$321,000
Construction	STBG	\$1,503,000	\$1,421,000	\$654,000	\$0	\$3,578,000
Utility	STBG	\$318,000	\$212,000	\$0	\$0	\$530,000
Total Utility		\$318,000	\$212,000	\$0	\$0	\$530,000
TIP Total		\$1,991,000	\$1,757,000	\$689,000	\$0	\$4,437,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,538,000
Total Programmed		\$1,991,000	\$1,757,000	\$689,000	\$0	\$6,975,000

# T5420 - MD 97 at Montgomery Hills Highway Reconstruction

A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	MO2241
Facility:	MD 97
From:	MD 192
To:	MD 390
County:	Montgomery
Municipality:	-
Completion Year:	2029
Total Cost:	\$50,799,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$160,000	\$173,000	\$100,000	\$0	\$433,000
Preliminary Engineering	HSIP	\$640,000	\$695,000	\$400,000	\$0	\$1,735,000
Right of Way	DC/STATE	\$82,000	\$39,000	\$0	\$0	\$121,000
Right of Way	HSIP	\$1,568,000	\$737,000	\$0	\$0	\$2,305,000
Construction	DC/STATE	\$0	\$0	\$94,000	\$226,000	\$320,000
Construction	HSIP	\$0	\$0	\$1,793,000	\$4,299,000	\$6,092,000
Utility	DC/STATE	\$157,000	\$157,000	\$157,000	\$0	\$471,000
Utility	HSIP	\$1,569,000	\$1,569,000	\$1,569,000	\$0	\$4,707,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	NHPP	\$0	\$0	\$0	\$0	\$0
<b>TIP Total</b>		<b>\$4,176,000</b>	<b>\$3,370,000</b>	<b>\$4,113,000</b>	<b>\$4,525,000</b>	<b>\$16,184,000</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$24,959,000
Total Future Costs		\$0	\$0	\$0	\$0	\$9,656,000
<b>Total Programmed</b>		<b>\$4,176,000</b>	<b>\$3,370,000</b>	<b>\$4,113,000</b>	<b>\$4,525,000</b>	<b>\$50,799,000</b>

# T6647 - Riverdale Road Anacostia River Branch Bridge Replacement

Replacement of Riverdale Road bridge 16069 over the Northeast Branch of the Anacostia River.

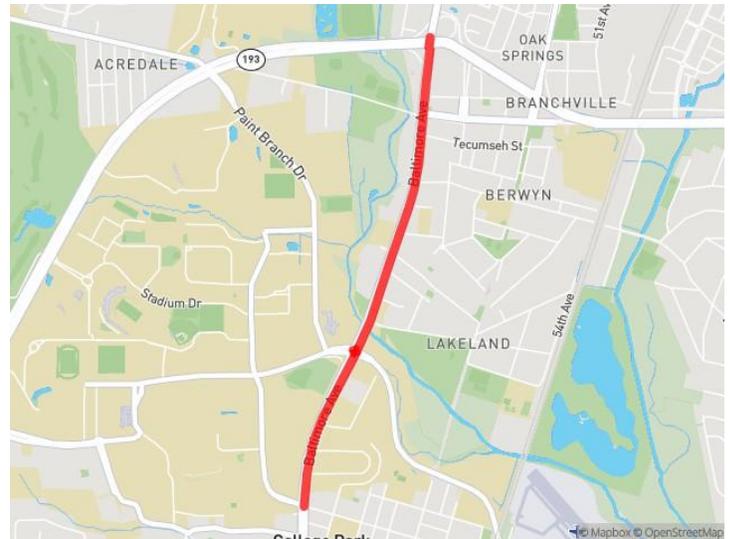
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	PG9671
Facility:	Riverdale Road at Anacostia River Branch
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City of Frederick, City of Rockville
Completion Year:	2027
Total Cost:	\$11,242,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$63,000	\$94,000	\$79,000	\$0	\$236,000
Preliminary Engineering	STBG	\$248,000	\$316,000	\$263,000	\$0	\$827,000
Construction	DC/STATE	\$0	\$0	\$58,000	\$215,000	\$273,000
Construction	STBG	\$0	\$0	\$1,096,000	\$4,101,000	\$5,197,000
Total Construction		\$0	\$0	\$1,154,000	\$4,316,000	\$5,470,000
TIP Total		\$311,000	\$410,000	\$1,496,000	\$4,316,000	\$6,533,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,904,000
Total Future Costs		\$0	\$0	\$0	\$0	\$2,805,000
Total Programmed		\$311,000	\$410,000	\$1,496,000	\$4,316,000	\$11,242,000

# T3108 - US 1 Highway Reconstruction

Reconstruction of US 1 between College Avenue and MD 193.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PG6241
Facility:	Baltimore Avenue
From:	College Avenue
To:	MD 193
County:	Prince Georges
Municipality:	College Park
Completion Year:	2026
Total Cost:	\$65,422,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$223,000	\$0	\$0	\$0	\$223,000
Utility	NHPP	\$953,000	\$0	\$0	\$0	\$953,000
Total Utility		\$953,000	\$0	\$0	\$0	\$953,000
TIP Total		\$1,176,000	\$0	\$0	\$0	\$1,176,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$64,246,000
Total Programmed		\$1,176,000	\$0	\$0	\$0	\$65,422,000

## T6528 - US 1 Phases 2-3 Highway Reconstruction

Planning and design for the reconstruction of US 1 from MD 193 to I-95/I-495 (Segment 1- US 1 between MD 193 to Hollywood Road and Segment 2 - Hollywood Road to I-95/I-495). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles.

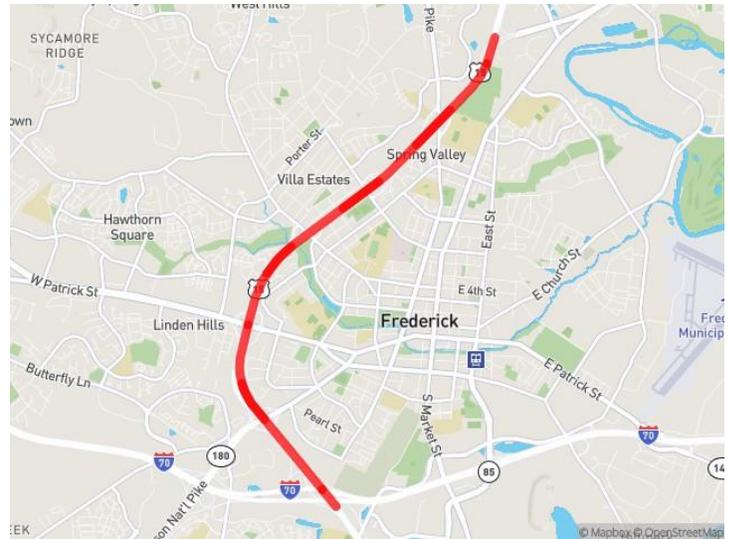
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PG2531
Facility:	Baltimore Ave
From:	University Blvd
To:	I 95 / I 495
County:	Prince Georges
Municipality:	-
Completion Year:	2032
Total Cost:	\$10,387,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$264,000	\$264,000	\$265,000	\$252,000	\$1,045,000
Preliminary Engineering	NHPP	\$1,056,000	\$1,056,000	\$1,059,000	\$1,007,000	\$4,178,000
Total Preliminary Engineering		\$1,320,000	\$1,320,000	\$1,324,000	\$1,259,000	\$5,223,000
TIP Total		\$1,320,000	\$1,320,000	\$1,324,000	\$1,259,000	\$5,223,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,387,000
Total Future Costs		\$0	\$0	\$0	\$0	\$3,777,000
Total Programmed		\$1,320,000	\$1,320,000	\$1,324,000	\$1,259,000	\$10,387,000

# T6431 - US 15/US 40 Frederick Freeway Highway Reconstruction

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

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	FR1881
Facility:	US 15 /US 40 Frederick Freeway
From:	I-270 Dwight D. Eisenhower Highway
To:	MD 26
County:	Frederick
Municipality:	City of Frederick
Completion Year:	2030
Total Cost:	\$179,156,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$610,000	\$540,000	\$270,000	\$0	\$1,420,000
Preliminary Engineering	NHPP	\$2,440,000	\$2,160,000	\$1,080,000	\$0	\$5,680,000
Right of Way	DC/STATE	\$385,000	\$250,000	\$100,000	\$33,000	\$768,000
Right of Way	NHPP	\$1,540,000	\$1,000,000	\$400,000	\$131,000	\$3,071,000
Construction	DC/STATE	\$0	\$0	\$0	\$11,252,000	\$11,252,000
Construction	NHPP	\$0	\$0	\$0	\$45,010,000	\$45,010,000
Utility	DC/STATE	\$202,000	\$403,000	\$0	\$0	\$605,000
Utility	NHPP	\$806,000	\$1,613,000	\$0	\$0	\$2,419,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	NHPP	\$0	\$0	\$0	\$0	\$0
<b>TIP Total</b>		<b>\$5,983,000</b>	<b>\$5,966,000</b>	<b>\$1,850,000</b>	<b>\$56,426,000</b>	<b>\$70,225,000</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$9,447,000
Total Future Costs		\$0	\$0	\$0	\$0	\$99,484,000
<b>Total Programmed</b>		<b>\$5,983,000</b>	<b>\$5,966,000</b>	<b>\$1,850,000</b>	<b>\$56,426,000</b>	<b>\$179,156,000</b>

# T13665 - US 340 Ramp Modifications

Extending acceleration ramps along US 340 at MD 17, MD 180 and US 15 NB

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Interchange improvements
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	-
Completion Year:	2027
Total Cost:	\$17,079,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$21,000	\$0	\$0	\$0	\$21,000
Preliminary Engineering	HSIP	\$392,000	\$0	\$0	\$0	\$392,000
Construction	DC/STATE	\$286,000	\$286,000	\$144,000	\$0	\$716,000
Construction	HSIP	\$5,442,000	\$5,442,000	\$2,728,000	\$0	\$13,612,000
Total Construction		\$5,728,000	\$5,728,000	\$2,872,000	\$0	\$14,328,000
TIP Total		\$6,141,000	\$5,728,000	\$2,872,000	\$0	\$14,741,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,338,000
Total Programmed		\$6,141,000	\$5,728,000	\$2,872,000	\$0	\$17,079,000

## T3081 - Areawide Bridge Replacement and Rehabilitation

Ongoing program to provide major upgrades to and maintenance of structures on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Rehab
Agency Project ID:	AWBR
Facility:	Areawide
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	Bowie, City of Frederick, City of Gaithersburg, City of Rockville, City of Seat Pleasant, College Park, Forest Heights, Greenbelt, Hyattsville, Landover Hills, Laurel, Morningside, Riverdale Park, Suburban MD, Town of Capitol Heights, Town of La Plata
Completion Year:	2029
Total Cost:	\$359,200,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Planning	NHPP	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
Planning	STBG	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
Preliminary Engineering	DC/STATE	\$6,400,000	\$6,400,000	\$6,400,000	\$6,400,000	\$25,600,000
Preliminary Engineering	NHPP	\$10,400,000	\$10,400,000	\$10,400,000	\$10,400,000	\$41,600,000
Preliminary Engineering	STBG	\$15,200,000	\$15,200,000	\$15,200,000	\$15,200,000	\$60,800,000
Right of Way	DC/STATE	\$160,000	\$160,000	\$160,000	\$160,000	\$640,000
Right of Way	NHPP	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000
Right of Way	STBG	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000
Construction	DC/STATE	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$44,000,000
Construction	NHPP	\$24,000,000	\$24,000,000	\$24,000,000	\$24,000,000	\$96,000,000
Construction	STBG	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$80,000,000
Utility	DC/STATE	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Utility	NHPP	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
Utility	STBG	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
Total Utility		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
TIP Total		\$89,800,000	\$89,800,000	\$89,800,000	\$89,800,000	\$359,200,000
Total Programmed		\$89,800,000	\$89,800,000	\$89,800,000	\$89,800,000	\$359,200,000

# T13620 - Areawide Carbon Reduction Program

Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Completion Year:	2029
Total Cost:	\$59,800,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	CRP	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
Planning	DC/STATE	\$60,000	\$60,000	\$60,000	\$60,000	\$240,000
Preliminary Engineering	CRP	\$6,400,000	\$5,600,000	\$5,600,000	\$5,600,000	\$23,200,000
Preliminary Engineering	DC/STATE	\$1,600,000	\$1,400,000	\$1,400,000	\$1,400,000	\$5,800,000
Right of Way	CRP	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000
Right of Way	DC/STATE	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
Construction	CRP	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$22,400,000
Construction	DC/STATE	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$5,600,000
Total Construction		\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$28,000,000
TIP Total		\$15,700,000	\$14,700,000	\$14,700,000	\$14,700,000	\$59,800,000
Total Programmed		\$15,700,000	\$14,700,000	\$14,700,000	\$14,700,000	\$59,800,000

## T3084 - Areawide Safety and Spot Improvements

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

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	AWSS
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City of Frederick, City of Gaithersburg, City of Rockville, City of Seat Pleasant, College Park, Forest Heights, Greenbelt, Hyattsville, Landover Hills, Morningside, Riverdale Park, Suburban MD, Town of Capitol Heights, Town of La Plata, Upper Marlboro
Completion Year:	2026
Total Cost:	\$473,640,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	CMAQ	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
Planning	DC/STATE	\$160,000	\$160,000	\$160,000	\$160,000	\$640,000
Planning	HSIP	\$360,000	\$360,000	\$360,000	\$360,000	\$1,440,000
Planning	NHPP	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Planning	STBG	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Preliminary Engineering	CMAQ	\$560,000	\$560,000	\$560,000	\$560,000	\$2,240,000
Preliminary Engineering	DC/STATE	\$7,540,000	\$7,540,000	\$7,540,000	\$7,540,000	\$30,160,000
Preliminary Engineering	HSIP	\$16,200,000	\$16,200,000	\$16,200,000	\$16,200,000	\$64,800,000
Preliminary Engineering	NHPP	\$11,200,000	\$11,200,000	\$11,200,000	\$11,200,000	\$44,800,000
Preliminary Engineering	STBG	\$11,200,000	\$11,200,000	\$11,200,000	\$11,200,000	\$44,800,000
Right of Way	CMAQ	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000
Right of Way	DC/STATE	\$172,000	\$172,000	\$172,000	\$172,000	\$688,000
Right of Way	HSIP	\$630,000	\$630,000	\$630,000	\$630,000	\$2,520,000
Right of Way	NHPP	\$160,000	\$160,000	\$160,000	\$160,000	\$640,000
Right of Way	STBG	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
Construction	CMAQ	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$4,800,000
Construction	DC/STATE	\$11,200,000	\$11,200,000	\$11,200,000	\$11,200,000	\$44,800,000
Construction	HSIP	\$22,500,000	\$22,500,000	\$22,500,000	\$22,500,000	\$90,000,000
Construction	NHPP	\$16,000,000	\$16,000,000	\$16,000,000	\$16,000,000	\$64,000,000
Construction	STBG	\$17,600,000	\$17,600,000	\$17,600,000	\$17,600,000	\$70,400,000
Utility	CMAQ	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
Utility	DC/STATE	\$160,000	\$160,000	\$160,000	\$160,000	\$640,000
Utility	HSIP	\$360,000	\$360,000	\$360,000	\$360,000	\$1,440,000
Utility	NHPP	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Utility	STBG	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
<b>Total Utility</b>		<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$4,000,000</b>
<b>TIP Total</b>		<b>\$118,410,000</b>	<b>\$118,410,000</b>	<b>\$118,410,000</b>	<b>\$118,410,000</b>	<b>\$473,640,000</b>

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Programmed		\$118,410,000	\$118,410,000	\$118,410,000	\$118,410,000	\$473,640,000

## T2710 - Areawide Transportation Alternatives

Ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of Maryland's transportation infrastructure. These projects may include but are not limited to pedestrian and/or bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archaeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program includes also Safe Routes to School and National Recreational Trails projects. Projects include: La Plata Bikeway, Mill Hill Road Pedestrian Improvements, Greenbelt Station/WMATA Hiker-Biker Trail, MD 650 Bicycle and Pedestrian Route - Metzert Road Pedestrian Safety, North Branch Hiker Biker Trail, Fleet and Monroe Complete Streets, and Frederick and Pennsylvania Line Railroad Trail, etc.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	AWTA
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	Bowie, City of Frederick, City of Gaithersburg, City of Rockville, City of Seat Pleasant, College Park, Forest Heights, Greenbelt, Hyattsville, Landover Hills, Morningside, Riverdale Park, Suburban MD, Town of Capitol Heights, Town of La Plata
Completion Year:	2029
Total Cost:	\$92,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	\$60,000	\$60,000	\$60,000	\$60,000	\$240,000
Planning	STBG	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
Preliminary Engineering	DC/STATE	\$2,000,000	\$1,400,000	\$1,000,000	\$1,000,000	\$5,400,000
Preliminary Engineering	STBG	\$8,000,000	\$5,600,000	\$4,000,000	\$4,000,000	\$21,600,000
Right of Way	DC/STATE	\$10,000	\$40,000	\$40,000	\$40,000	\$130,000
Right of Way	STBG	\$190,000	\$160,000	\$160,000	\$160,000	\$670,000
Construction	DC/STATE	\$4,800,000	\$4,000,000	\$2,000,000	\$1,800,000	\$12,600,000
Construction	STBG	\$19,200,000	\$16,000,000	\$8,000,000	\$7,200,000	\$50,400,000
Total Construction		\$24,000,000	\$20,000,000	\$10,000,000	\$9,000,000	\$63,000,000
TIP Total		\$34,500,000	\$27,500,000	\$15,500,000	\$14,500,000	\$92,000,000
Total Programmed		\$34,500,000	\$27,500,000	\$15,500,000	\$14,500,000	\$92,000,000

## T3083 - Areawide Urban Reconstruction

Ongoing program to provide roadway rehabilitation on MDOT SHA highways in municipalities and urban areas. These are non-capacity improvements that may include but are not limited to drainage improvements, curbs and gutters, pavement milling and resurfacing, sidewalks, streetscaping, signage, and marking and lighting improvements.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	AWUR
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	Bowie, City of Frederick, City of Rockville, City of Seat Pleasant, College Park, Forest Heights, Greenbelt, Hyattsville, Landover Hills, Laurel, Morningside, Riverdale Park, Suburban MD, Town of Capitol Heights, Town of La Plata, Town of Mount Airy, Upper Marlboro
Completion Year:	2029
Total Cost:	\$31,500,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Planning	NHPP	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
Planning	STBG	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
Preliminary Engineering	DC/STATE	\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
Preliminary Engineering	NHPP	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
Preliminary Engineering	STBG	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
Right of Way	DC/STATE	\$20,000	\$20,000	\$10,000	\$10,000	\$60,000
Right of Way	NHPP	\$40,000	\$40,000	\$20,000	\$20,000	\$120,000
Right of Way	STBG	\$40,000	\$40,000	\$20,000	\$20,000	\$120,000
Construction	DC/STATE	\$1,360,000	\$1,360,000	\$1,360,000	\$1,360,000	\$5,440,000
Construction	NHPP	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$10,880,000
Construction	STBG	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$10,880,000
Utility	DC/STATE	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Utility	NHPP	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
Utility	STBG	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
Total Utility		\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
TIP Total		\$7,900,000	\$7,900,000	\$7,850,000	\$7,850,000	\$31,500,000
Total Programmed		\$7,900,000	\$7,900,000	\$7,850,000	\$7,850,000	\$31,500,000

## T5838 - Congressional Earmark Projects

Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Out of 27 projects that have received funding in Maryland 10 of these are within the TPB Planning Area. The first one to be programmed in the TPB's TIP is the Frederick-Pennsylvania Rail Trail, located in Frederick County. This project received \$280,000 in CPF-Earmark funding in the FY2023 appropriations. These funds are being matched with \$70,000 in local funding. This record will be amended at a later time to include the remaining 9 projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, MDOT-SHA is the recipient of and administers these funds on behalf of the local governments.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other
Agency Project ID:	AWCE
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Completion Year:	2026
Total Cost:	\$263,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	Earmark - CPF	\$210,000	\$0	\$0	\$0	\$210,000
Preliminary Engineering	LOCAL	\$53,000	\$0	\$0	\$0	\$53,000
Total Preliminary Engineering		\$263,000	\$0	\$0	\$0	\$263,000
TIP Total		\$263,000	\$0	\$0	\$0	\$263,000
Total Programmed		\$263,000	\$0	\$0	\$0	\$263,000

## T3085 - Areawide Congestion Management

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

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - ITS/Technology
Agency Project ID:	AWCM
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City of Frederick, City of Rockville
Completion Year:	2029
Total Cost:	\$206,840,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	CMAQ	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
Planning	DC/STATE	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Planning	NHPP	\$280,000	\$280,000	\$280,000	\$280,000	\$1,120,000
Planning	STBG	\$280,000	\$280,000	\$280,000	\$280,000	\$1,120,000
<b>Total Planning</b>		<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$4,000,000</b>
Preliminary Engineering	CMAQ	\$800,000	\$800,000	\$800,000	\$800,000	\$3,200,000
Preliminary Engineering	DC/STATE	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000	\$10,400,000
Preliminary Engineering	NHPP	\$3,200,000	\$3,200,000	\$3,200,000	\$3,200,000	\$12,800,000
Preliminary Engineering	STBG	\$6,400,000	\$6,400,000	\$6,400,000	\$6,400,000	\$25,600,000
<b>Total Preliminary Engineering</b>		<b>\$13,000,000</b>	<b>\$13,000,000</b>	<b>\$13,000,000</b>	<b>\$13,000,000</b>	<b>\$52,000,000</b>
Right of Way	CMAQ	\$56,000	\$56,000	\$56,000	\$56,000	\$224,000
Right of Way	DC/STATE	\$42,000	\$42,000	\$42,000	\$42,000	\$168,000
Right of Way	NHPP	\$56,000	\$56,000	\$56,000	\$56,000	\$224,000
Right of Way	STBG	\$56,000	\$56,000	\$56,000	\$56,000	\$224,000
<b>Total Right of Way</b>		<b>\$210,000</b>	<b>\$210,000</b>	<b>\$210,000</b>	<b>\$210,000</b>	<b>\$840,000</b>
Construction	CMAQ	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$6,400,000
Construction	DC/STATE	\$9,600,000	\$6,800,000	\$6,800,000	\$6,800,000	\$30,000,000
Construction	NHPP	\$12,800,000	\$12,800,000	\$12,800,000	\$12,800,000	\$51,200,000
Construction	STBG	\$24,000,000	\$12,800,000	\$12,800,000	\$12,800,000	\$62,400,000
<b>Total Construction</b>		<b>\$48,000,000</b>	<b>\$34,000,000</b>	<b>\$34,000,000</b>	<b>\$34,000,000</b>	<b>\$150,000,000</b>
<b>TIP Total</b>		<b>\$62,210,000</b>	<b>\$48,210,000</b>	<b>\$48,210,000</b>	<b>\$48,210,000</b>	<b>\$206,840,000</b>
<b>Total Programmed</b>		<b>\$62,210,000</b>	<b>\$48,210,000</b>	<b>\$48,210,000</b>	<b>\$48,210,000</b>	<b>\$206,840,000</b>

## T3038 - Areawide Environmental Projects

Ongoing program to provide environmental and aesthetic improvements on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to noise abatement, wetlands, reforestation, landscaping, scenic beautification, and pedestrian or bicycle facilities.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	AWEN
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City of Frederick, City of Gaithersburg, City of Rockville, City of Seat Pleasant, College Park, Forest Heights, Greenbelt, Hyattsville, Landover Hills, Laurel, Morningside, Suburban MD, Town of Capitol Heights, Town of La Plata, Town of Mount Airy
Completion Year:	2029
Total Cost:	\$246,794,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	\$170,000	\$170,000	\$170,000	\$170,000	\$680,000
Planning	HSIP	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000
Planning	NHPP	\$280,000	\$280,000	\$280,000	\$280,000	\$1,120,000
Planning	STBG	\$280,000	\$280,000	\$280,000	\$280,000	\$1,120,000
Preliminary Engineering	DC/STATE	\$3,250,000	\$3,250,000	\$3,250,000	\$3,250,000	\$13,000,000
Preliminary Engineering	HSIP	\$1,524,000	\$2,250,000	\$2,250,000	\$2,250,000	\$8,274,000
Preliminary Engineering	NHPP	\$4,800,000	\$4,800,000	\$4,800,000	\$4,800,000	\$19,200,000
Preliminary Engineering	STBG	\$7,200,000	\$7,200,000	\$7,200,000	\$7,200,000	\$28,800,000
Right of Way	DC/STATE	\$94,000	\$94,000	\$94,000	\$94,000	\$376,000
Right of Way	HSIP	\$18,000	\$18,000	\$18,000	\$18,000	\$72,000
Right of Way	NHPP	\$48,000	\$48,000	\$48,000	\$48,000	\$192,000
Right of Way	STBG	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000
Construction	DC/STATE	\$8,330,000	\$8,330,000	\$8,330,000	\$8,330,000	\$33,320,000
Construction	HSIP	\$450,000	\$450,000	\$450,000	\$450,000	\$1,800,000
Construction	NHPP	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$10,880,000
Construction	STBG	\$30,400,000	\$30,400,000	\$30,400,000	\$30,400,000	\$121,600,000
Utility	DC/STATE	\$170,000	\$170,000	\$170,000	\$170,000	\$680,000
Utility	HSIP	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000
Utility	NHPP	\$280,000	\$280,000	\$280,000	\$280,000	\$1,120,000
Utility	STBG	\$280,000	\$280,000	\$280,000	\$280,000	\$1,120,000
Total Utility		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
TIP Total		\$61,154,000	\$61,880,000	\$61,880,000	\$61,880,000	\$246,794,000
Total Programmed		\$61,154,000	\$61,880,000	\$61,880,000	\$61,880,000	\$246,794,000

## T3082 - Areawide Resurfacing and Rehabilitation

Ongoing program to provide periodic resurfacing and upgrading or auxiliary features on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated MDOT SHA roadways. Other improvements, including ADA improvements and guardrails, may be included where incidental to other resurfacing improvements.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	AWRR
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	Bowie, City of Frederick, City of Gaithersburg, City of Rockville, City of Seat Pleasant, College Park, Forest Heights, Greenbelt, Hyattsville, Landover Hills, Laurel, Morningside, Riverdale Park, Suburban MD, Town of Capitol Heights, Town of La Plata
Completion Year:	2029
Total Cost:	\$830,460,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	\$170,000	\$170,000	\$170,000	\$170,000	\$680,000
Planning	HSIP	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000
Planning	NHPP	\$280,000	\$280,000	\$280,000	\$280,000	\$1,120,000
Planning	STBG	\$280,000	\$280,000	\$280,000	\$280,000	\$1,120,000
Preliminary Engineering	DC/STATE	\$2,230,000	\$2,230,000	\$2,230,000	\$2,230,000	\$8,920,000
Preliminary Engineering	HSIP	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000
Preliminary Engineering	NHPP	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$16,000,000
Preliminary Engineering	STBG	\$4,800,000	\$4,800,000	\$4,800,000	\$4,800,000	\$19,200,000
Right of Way	DC/STATE	\$82,000	\$82,000	\$41,000	\$41,000	\$246,000
Right of Way	HSIP	\$18,000	\$18,000	\$9,000	\$9,000	\$54,000
Right of Way	NHPP	\$160,000	\$160,000	\$80,000	\$80,000	\$480,000
Right of Way	STBG	\$160,000	\$160,000	\$80,000	\$80,000	\$480,000
Construction	DC/STATE	\$37,000,000	\$37,000,000	\$37,000,000	\$37,000,000	\$148,000,000
Construction	HSIP	\$18,000,000	\$18,000,000	\$18,000,000	\$18,000,000	\$72,000,000
Construction	NHPP	\$80,000,000	\$80,000,000	\$80,000,000	\$80,000,000	\$320,000,000
Construction	STBG	\$60,000,000	\$60,000,000	\$60,000,000	\$60,000,000	\$240,000,000
Total Construction		\$195,000,000	\$195,000,000	\$195,000,000	\$195,000,000	\$780,000,000
TIP Total		\$207,720,000	\$207,720,000	\$207,510,000	\$207,510,000	\$830,460,000
Total Programmed		\$207,720,000	\$207,720,000	\$207,510,000	\$207,510,000	\$830,460,000

## T3566 - Commuter Connections Program

The Commuter Connections Program works to reduce the number of vehicle miles traveled, vehicle trips, and emissions. This program provides funding to TPB's Commuter Connections program for the following projects: Commuter Operations Center, Guaranteed Ride Home, marketing, monitoring and evaluation, employer outreach, and the telecommute project.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	AWCC
Facility:	Areawide
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Completion Year:	2050
Total Cost:	\$17,370,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$3,474,000	\$3,474,000	\$3,474,000	\$3,474,000	\$13,896,000
Other	DC/STATE	\$868,500	\$868,500	\$868,500	\$868,500	\$3,474,000
Total Other		\$4,342,500	\$4,342,500	\$4,342,500	\$4,342,500	\$17,370,000
TIP Total		\$4,342,500	\$4,342,500	\$4,342,500	\$4,342,500	\$17,370,000
Total Programmed		\$4,342,500	\$4,342,500	\$4,342,500	\$4,342,500	\$17,370,000

## T13601 - National Electric Vehicle Infrastructure (NEVI) Program

Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	AZ3401
Facility:	-
From:	-
To:	-
County:	Calvert, Charles, Frederick, Montgomery, Prince Georges
Municipality:	Bowie, City of Brunswick, City of Frederick, City of Gaithersburg, City of Rockville, City of Seat Pleasant, College Park, Forest Heights, Greenbelt, Hyattsville, Landover Hills, Laurel, Morningside, Riverdale Park, Town of Capitol Heights, Town of Clifton, Town of La Plata, Town of Mount Airy, Upper Marlboro
Completion Year:	2032
Total Cost:	\$27,699,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$28,000	\$0	\$0	\$0	\$28,000
Preliminary Engineering	NEVI	\$436,000	\$0	\$0	\$0	\$436,000
Preliminary Engineering	STBG	\$82,000	\$0	\$0	\$0	\$82,000
Construction	NEVI	\$4,290,000	\$5,856,000	\$3,378,000	\$507,000	\$14,031,000
Construction	Private	\$1,073,000	\$1,464,000	\$844,000	\$126,000	\$3,507,000
Total Construction		\$5,363,000	\$7,320,000	\$4,222,000	\$633,000	\$17,538,000
TIP Total		\$5,909,000	\$7,320,000	\$4,222,000	\$633,000	\$18,084,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$7,975,000
Total Future Costs		\$0	\$0	\$0	\$0	\$1,640,000
Total Programmed		\$5,909,000	\$7,320,000	\$4,222,000	\$633,000	\$27,699,000

# MDOT - STATE HIGHWAY ADMINISTRATION

## Records Pending Financial Close-Out

Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



## T13613 - Maryland Equitable Charging Infrastructure Partnership (MECIP)

will install 87 sites in communities across the State of Maryland. This project will provide density to the existing Alternative Fuel Corridors and giving rural, urban LMI and Justice40 areas access to EV Charging technology.

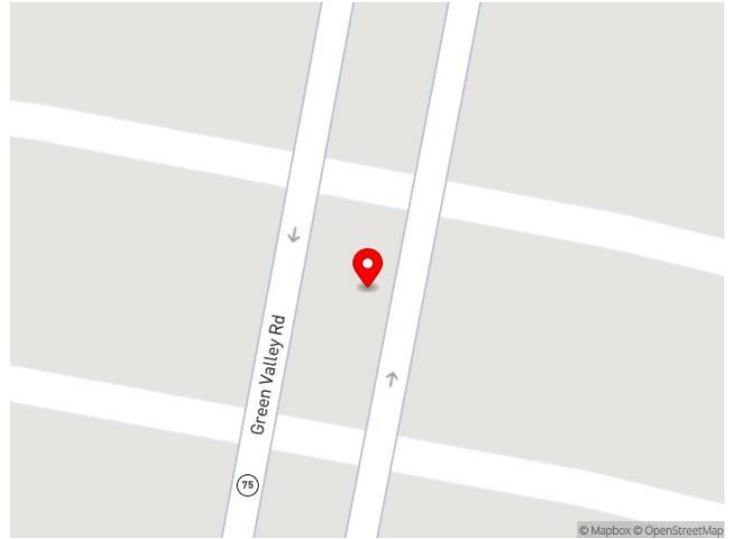
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Completion Year:	2031
Total Cost:	\$13,824,273

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$13,824,273
Total Programmed		\$0	\$0	\$0	\$0	\$13,824,273

# T6690 - MD 75 over I-70 Bridge Rehabilitation

Rehabilitation of MD 75 bridge 105600 over I-70

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Rehab
Agency Project ID:	FR1951
Facility:	Green Valley Road
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City of Frederick, City of Rockville
Completion Year:	2025
Total Cost:	\$5,149,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$5,149,000
Total Programmed		\$0	\$0	\$0	\$0	\$5,149,000

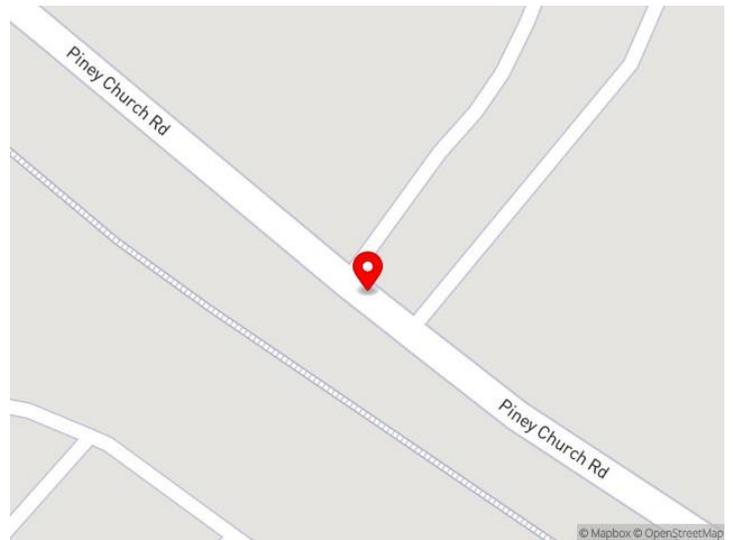
APPENDIX A  
Maryland Department  
Of Transportation  
Maryland Transit Administration  
FY 2026-2029 TIP Tables



## T13606 - New Charles County Bus Operations and Maintenance Facility

Construct a new bus operations and maintenance facility for Charles County to support its VanGo transit service. The new facility will be roughly 6.6 acres and include space for approximately fifty-six buses and fifty-one parking spaces for employees and visitors, as well as administrative offices, a maintenance shop, vehicle wash, bus fueling and fare collection structures. Property will not be acquired as part of this project.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Bus/BRT - Capital/SGR
Agency Project ID:	-
Facility:	11730 VanGO Way, Waldorf, MD 21602
From:	-
To:	-
County:	Charles
Municipality:	-
Completion Year:	2027
Total Cost:	\$13,375,000

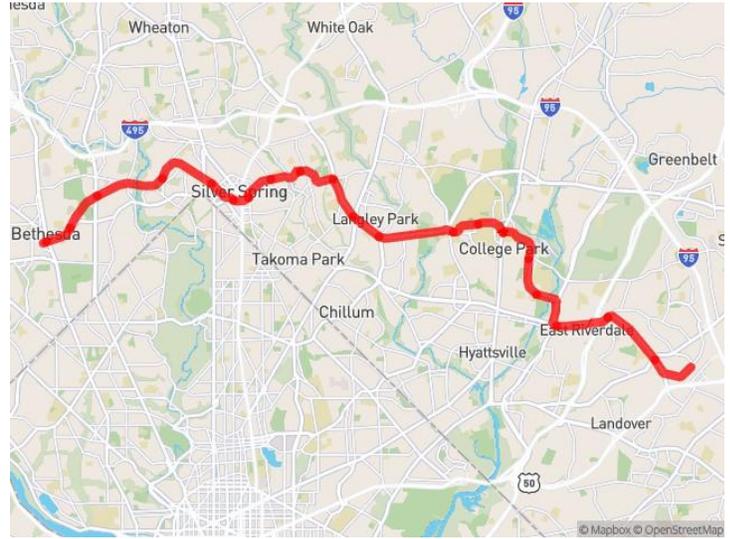


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$925,000	\$0	\$0	\$0	\$925,000
Construction	LOCAL	\$925,000	\$0	\$0	\$0	\$925,000
Construction	S. 5307	\$7,400,000	\$0	\$0	\$0	\$7,400,000
Total Construction		\$9,250,000	\$0	\$0	\$0	\$9,250,000
TIP Total		\$9,250,000	\$0	\$0	\$0	\$9,250,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$4,125,000
Total Programmed		\$9,250,000	\$0	\$0	\$0	\$13,375,000

## T2795 - Purple Line

Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. A TIFIA loan of \$890 million was obligated in 2016 and utilized by the P3 concessionaire from 2016-2022.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Rail/Fixed Guideways - Streetcar/Light Rail
Agency Project ID:	-
Facility:	Purple Line
From:	Bethesda
To:	New Carrollton
County:	Montgomery, Prince Georges
Municipality:	-
Completion Year:	2027
Total Cost:	\$3,775,426,039

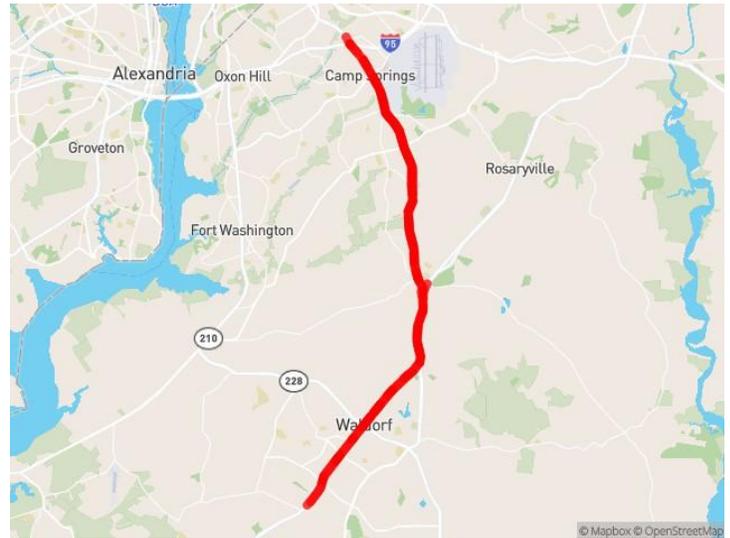


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$168,779,000	\$212,932,000	\$188,220,000	\$0	\$569,931,000
Total Construction		\$168,779,000	\$212,932,000	\$188,220,000	\$0	\$569,931,000
TIP Total		\$168,779,000	\$212,932,000	\$188,220,000	\$0	\$569,931,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,205,495,039
Total Programmed		\$168,779,000	\$212,932,000	\$188,220,000	\$0	\$3,775,426,039

## T11620 - Southern Maryland Rapid Transit (SMRT)

The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Department of Transportation, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT project.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	Route 5/US Route 301 corridor
From:	Branch Avenue Metrorail Station
To:	Waldorf and White Plains
County:	Charles, Prince Georges
Municipality:	-
Completion Year:	2032
Total Cost:	\$29,684,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$2,500,000	\$737,000	\$1,998,000	\$1,950,000	\$7,185,000
Total Preliminary Engineering		\$2,500,000	\$737,000	\$1,998,000	\$1,950,000	\$7,185,000
TIP Total		\$2,500,000	\$737,000	\$1,998,000	\$1,950,000	\$7,185,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$12,815,000
Total Future Costs		\$0	\$0	\$0	\$0	\$9,684,000
Total Programmed		\$2,500,000	\$737,000	\$1,998,000	\$1,950,000	\$29,684,000

# T6146 - Large Urban Systems - Operating

Operating Assistance for Prince Georges County.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Bus/BRT - Operating
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$55,279,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	S. 5307	\$13,615,000	\$13,888,000	\$13,888,000	\$13,888,000	\$55,279,000
Total Other		\$13,615,000	\$13,888,000	\$13,888,000	\$13,888,000	\$55,279,000
TIP Total		\$13,615,000	\$13,888,000	\$13,888,000	\$13,888,000	\$55,279,000
Total Programmed		\$13,615,000	\$13,888,000	\$13,888,000	\$13,888,000	\$55,279,000

## T6147 - Large Urban Systems - Preventive Maintenance

Large Urban Preventative Maintenance for Montgomery County. The transit system able to finance their services with this funding is Montgomery County's Ride On.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Bus/BRT - Maintenance
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2029
Total Cost:	\$22,550,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$1,111,000	\$1,133,000	\$1,133,000	\$1,133,000	\$4,510,000
Other	S. 5307	\$4,444,000	\$4,532,000	\$4,532,000	\$4,532,000	\$18,040,000
Total Other		\$5,555,000	\$5,665,000	\$5,665,000	\$5,665,000	\$22,550,000
TIP Total		\$5,555,000	\$5,665,000	\$5,665,000	\$5,665,000	\$22,550,000
Total Programmed		\$5,555,000	\$5,665,000	\$5,665,000	\$5,665,000	\$22,550,000

## T2713 - Large Urban Systems: Capital

Capital assistance for large urban transit service in Prince George's and Montgomery Counties. Transit systems able to finance the operation of their services with this funding are Prince Georges and Montgomery Counties transportation systems. Capital investments include 35ft bus replacements at both Prince Georges and Montgomery County transportation systems.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Bus/BRT - Capital/SGR
Agency Project ID:	0892/0893
Facility:	-
From:	-
To:	-
County:	Montgomery, Prince Georges
Municipality:	-
Completion Year:	2029
Total Cost:	\$10,150,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$500,000	\$510,000	\$510,000	\$510,000	\$2,030,000
Other	S. 5307	\$2,000,000	\$2,040,000	\$2,040,000	\$2,040,000	\$8,120,000
Total Other		\$2,500,000	\$2,550,000	\$2,550,000	\$2,550,000	\$10,150,000
TIP Total		\$2,500,000	\$2,550,000	\$2,550,000	\$2,550,000	\$10,150,000
Total Programmed		\$2,500,000	\$2,550,000	\$2,550,000	\$2,550,000	\$10,150,000

## T11584 - MARC Facilities

Through annual inspection, platform structures throughout the MARC system, have been projected to reach the end of their useful life, requiring replacement to maintain State of Good Repair (SGR). Anticipated projects include removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound).

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$354,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$43,000	\$48,000	\$0	\$0	\$91,000
Other	S. 5307	\$0	\$91,000	\$0	\$0	\$91,000
Other	S. 5337-SGR	\$172,000	\$0	\$0	\$0	\$172,000
Total Other		\$215,000	\$139,000	\$0	\$0	\$354,000
TIP Total		\$215,000	\$139,000	\$0	\$0	\$354,000
Total Programmed		\$215,000	\$139,000	\$0	\$0	\$354,000

## T6400 - MARC Improvements

Ongoing improvement program of the MARC Camden, Brunswick, and Penn Lines to ensure safety and quality of service. This program is implemented through CSX and Amtrak construction agreements. CSX efforts include projects such as interlocking replacements and other track improvements. Amtrak efforts include projects such as passenger upgrades at Washington Union Station, interlocking work, and other track improvements.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$73,612,105

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$3,133,421	\$3,863,000	\$3,863,000	\$3,863,000	\$14,722,421
Other	S. 5307	\$2,400,000	\$2,452,000	\$2,452,000	\$2,452,000	\$9,756,000
Other	S. 5337-SGR	\$10,133,684	\$13,000,000	\$13,000,000	\$13,000,000	\$49,133,684
Total Other		\$15,667,105	\$19,315,000	\$19,315,000	\$19,315,000	\$73,612,105
TIP Total		\$15,667,105	\$19,315,000	\$19,315,000	\$19,315,000	\$73,612,105
Total Programmed		\$15,667,105	\$19,315,000	\$19,315,000	\$19,315,000	\$73,612,105

## T6401 - MARC Rolling Stock Overhauls and Replacements

This is an ongoing project for the overhaul and replacement of MARC rolling stock. Overhaul of MARC coaches and locomotives are performed in accordance with "10-year Minor" and "20-year Midlife" schedules, and/or the manufacturer's schedule. Upgrade MARC vehicles with federally-mandated Positive Train Control safety features. The project also includes funding for multi-level coaches that will be used to replace coaches that have reached the end of their useful life and provide additional capacity for the MARC system.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$51,630,535

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$2,889,107	\$2,479,000	\$2,479,000	\$2,479,000	\$10,326,107
Other	S. 5307	\$1,820,428	\$1,432,000	\$1,432,000	\$1,432,000	\$6,116,428
Other	S. 5337-SGR	\$9,736,000	\$8,484,000	\$8,484,000	\$8,484,000	\$35,188,000
Total Other		\$14,445,535	\$12,395,000	\$12,395,000	\$12,395,000	\$51,630,535
TIP Total		\$14,445,535	\$12,395,000	\$12,395,000	\$12,395,000	\$51,630,535
Total Programmed		\$14,445,535	\$12,395,000	\$12,395,000	\$12,395,000	\$51,630,535

## T3760 - Ridesharing: Statewide Program

To promote and encourage the establishment of carpools and vanpools. The ridesharing project covers the activities of the ridesharing unit of the Statewide Transportation Program with coordinators in Frederick, Prince George's, Montgomery Counties, and the Tri-County Council of Southern Maryland. The project funds these jurisdictions separately from Commuter Connections.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Calvert, Charles, Frederick, Montgomery, Prince Georges
Municipality:	Statewide MD
Completion Year:	2029
Total Cost:	\$4,747,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$1,747,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,747,000
Total Other		\$1,747,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,747,000
TIP Total		\$1,747,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,747,000
Total Programmed		\$1,747,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,747,000

## T2602 - Rural Transit - Capital Assistance

Capital assistance for rural transit service in Frederick and Charles counties for bus preventative maintenance on the County's transit system.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Bus/BRT - Maintenance
Agency Project ID:	Part of 0218
Facility:	-
From:	-
To:	-
County:	Charles, Frederick
Municipality:	-
Completion Year:	2029
Total Cost:	\$310,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$7,000	\$8,000	\$8,000	\$8,000	\$31,000
Other	LOCAL	\$7,000	\$8,000	\$8,000	\$8,000	\$31,000
Other	S. 5311	\$56,000	\$64,000	\$64,000	\$64,000	\$248,000
Total Other		\$70,000	\$80,000	\$80,000	\$80,000	\$310,000
TIP Total		\$70,000	\$80,000	\$80,000	\$80,000	\$310,000
Total Programmed		\$70,000	\$80,000	\$80,000	\$80,000	\$310,000

## T2853 - Rural Transit - Operating Assistance

Operating assistance for rural service in Charles, Frederick, Montgomery, and Prince George's counties. These services include VanGo in Charles County and Frederick County's Transit.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Bus/BRT - Operating
Agency Project ID:	Part of 0218
Facility:	-
From:	-
To:	-
County:	Charles, Frederick
Municipality:	-
Completion Year:	2029
Total Cost:	\$6,774,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$343,500	\$450,000	\$450,000	\$450,000	\$1,693,500
Other	LOCAL	\$343,500	\$450,000	\$450,000	\$450,000	\$1,693,500
Other	S. 5311	\$687,000	\$900,000	\$900,000	\$900,000	\$3,387,000
Total Other		\$1,374,000	\$1,800,000	\$1,800,000	\$1,800,000	\$6,774,000
TIP Total		\$1,374,000	\$1,800,000	\$1,800,000	\$1,800,000	\$6,774,000
Total Programmed		\$1,374,000	\$1,800,000	\$1,800,000	\$1,800,000	\$6,774,000

## T6440 - Seniors and Individuals with Disabilities

This funding enhances mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services in Frederick and Charles counties.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Completion Year:	2029
Total Cost:	\$1,349,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$174,200	\$0	\$200,000	\$0	\$374,200
Other	S. 5310	\$474,800	\$0	\$500,000	\$0	\$974,800
Total Other		\$649,000	\$0	\$700,000	\$0	\$1,349,000
TIP Total		\$649,000	\$0	\$700,000	\$0	\$1,349,000
Total Programmed		\$649,000	\$0	\$700,000	\$0	\$1,349,000

## T3012 - Small Urban Systems - Capital

Capital Assistance for Small Urban Transit services in Charles and Frederick counties. This project funds preventative maintenance and bus replacements for both VanGo in Charles County and Frederick County's Transit.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Bus/BRT - Maintenance
Agency Project ID:	Part of 0217
Facility:	-
From:	-
To:	-
County:	Charles, Frederick
Municipality:	-
Completion Year:	2029
Total Cost:	\$16,282,750

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$407,875	\$403,000	\$403,000	\$403,000	\$1,616,875
Other	LOCAL	\$407,875	\$403,000	\$520,000	\$403,000	\$1,733,875
Other	S. 5307	\$3,051,000	\$3,120,000	\$3,120,000	\$3,120,000	\$12,411,000
Other	S. 5339	\$209,000	\$104,000	\$104,000	\$104,000	\$521,000
Total Other		\$4,075,750	\$4,030,000	\$4,147,000	\$4,030,000	\$16,282,750
TIP Total		\$4,075,750	\$4,030,000	\$4,147,000	\$4,030,000	\$16,282,750
Total Programmed		\$4,075,750	\$4,030,000	\$4,147,000	\$4,030,000	\$16,282,750

## 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.

Cycle-Revision ID:	26-00
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:	\$43,247,250

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$2,240,750	\$2,857,000	\$2,857,000	\$2,857,000	\$10,811,750
Other	LOCAL	\$2,240,750	\$2,857,000	\$2,857,000	\$2,857,000	\$10,811,750
Other	S. 5307	\$4,481,750	\$5,714,000	\$5,714,000	\$5,714,000	\$21,623,750
Total Other		\$8,963,250	\$11,428,000	\$11,428,000	\$11,428,000	\$43,247,250
TIP Total		\$8,963,250	\$11,428,000	\$11,428,000	\$11,428,000	\$43,247,250
Total Programmed		\$8,963,250	\$11,428,000	\$11,428,000	\$11,428,000	\$43,247,250

# MDOT – MARYLAND TRANSIT ADMINISTRATION

## Records Pending Financial Close-Out

Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



## T13565 - Area of Persistent Poverty Prince George's County

The Prince George's County Department of Public Works will receive funding to study ways to improve traffic safety, stormwater management, and streetscapes to discourage crime and improve transit access. The study will also assess how to extend its bus rapid transit corridor to Prince George's County Community College. These improvements will connect people who live in an area that experiences persistent poverty to jobs, schools, healthcare, and other services and improve their health by reducing greenhouse-gas emissions.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2026
Total Cost:	\$666,666

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$666,666
Total Programmed		\$0	\$0	\$0	\$0	\$666,666

## T6711 - Baltimore-Washington SCMAGLEV

Baltimore-Washington Rapid Rail (BWRR), a private company based in Maryland, is proposing to construct an SCMAGLEV train system between Baltimore, Maryland and Washington, DC with an intermediate stop at BWI Marshal Airport. An Environmental Impact Statement (EIS) is being prepared to evaluate the potential impacts of the construction and operation of such a system. This phase of the project is being funded by a grant from the Federal Railroad Administration with matching funds provided by BWRR.

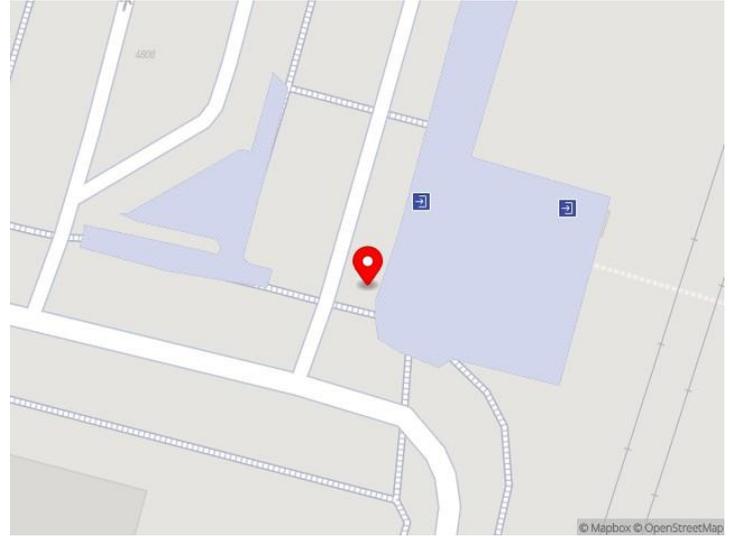
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Study/Planning/Research
Agency Project ID:	MTA 0220
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Statewide MD
Completion Year:	2029
Total Cost:	\$17,376,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$17,376,000
Total Programmed		\$0	\$0	\$0	\$0	\$17,376,000

## T13634 - MARC College Park Accessible Station

The College Park MARC Station 30% Design and NEPA Project (The Project) proposes completion of preliminary (30%) design plans and NEPA documentation for a fully accessible College Park Station on the MARC systems Camden Line. When built, the College Park MARC Station will become an ADA accessible multimodal hub. Resulting improvements will allow users of all abilities to easily board and depart MARC trains from new 600-foot, low-level platforms on the northbound and southbound sides, and will also add safety protections in and around the station that will directly meet the needs of passengers with disabilities. Subsequent phasing will be determined after the completion of preliminary design.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	College Park MARC Station
From:	-
To:	-
County:	Prince Georges
Municipality:	College Park
Completion Year:	2027
Total Cost:	\$1,745,330

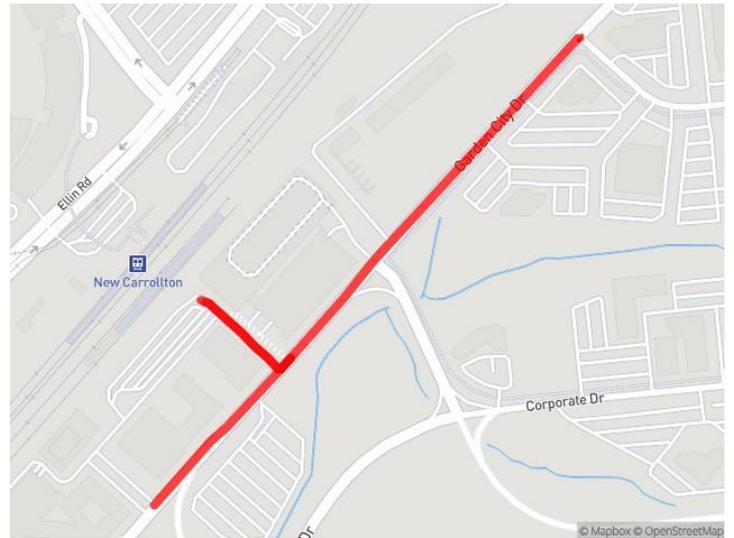


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,745,330
Total Programmed		\$0	\$0	\$0	\$0	\$1,745,330

## T13654 - New Carrollton Multi-modal Transportation Station

The project will fund construction of multi-modal transit station improvements for the New Carrollton Station. The project includes an upgraded train hall for the existing MARC, Metrorail, and Amtrak service, incorporating connections to Metrobus, TheBus, and Greyhound bus services and the future Maryland Purple Line light rail. It will also make new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements on Garden City Drive to access the station and improve the train hall plaza space to be more welcoming to users.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Other - Intermodal Facilities
Agency Project ID:	-
Facility:	New Carrollton Station
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2031
Total Cost:	\$47,000,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$47,000,000
Total Programmed		\$0	\$0	\$0	\$0	\$47,000,000

# T13566 - Prince George's County Bus and Bus Facilities Competitive Low-No

Prince George's County Government will receive funding to purchase 20 zero-emission, battery electric buses, upgrade the electrical system at their transit depot, add additional electric chargers at multiple transit hubs and install a microgrid.

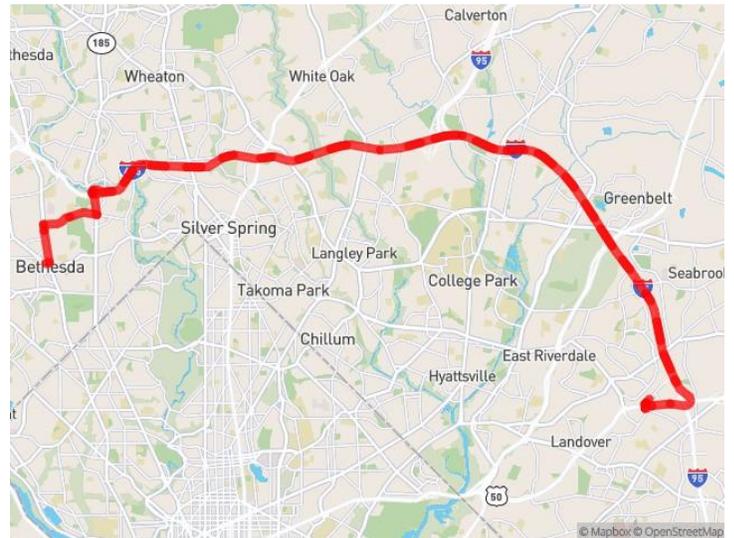
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2026
Total Cost:	\$76,539,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$76,539,000
Total Programmed		\$0	\$0	\$0	\$0	\$76,539,000

## T11624 - Transit Oriented Development (TOD) Purple Line Corridor

Building an equitable transit-oriented purple line corridor will further planning and coordination to catalyze affordable housing, preserve affordable small business lease space in mixed-use development, and increase bicycle and pedestrian access to the line. The project will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The effort builds on a previous FTA TOD planning pilot grant, utilizing extensive analysis to pinpoint opportunities and challenges, and involves the Purple Line Corridor Coalition (PLCC), a public-private-community collaborative. Equity, community engagement, placemaking and economic development are central to the process. Matching funds are being provided by the University of Maryland's National Center for Smart Growth, Montgomery County, and the Maryland National Capital Park and Planning Commission (Montgomery County).

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery, Prince Georges
Municipality:	-
Completion Year:	2027
Total Cost:	\$3,537,546



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,537,546
Total Programmed		\$0	\$0	\$0	\$0	\$3,537,546

## T13600 - University of Maryland Low- and No-Emission Grant Award

The University of Maryland, College Park will receive funding to buy battery-electric buses and associated charging equipment to replace older vehicles for their public transportation fleet. The project will ensure continued service reliability, maintain a state of good repair and, by improving air quality, advance environmental justice in the College Park community. 35 Battery Electric Transit Buses, Infrastructure, and Charging Stations for the University of Maryland

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	College Park
Completion Year:	2027
Total Cost:	\$47,729,697

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$47,729,697
Total Programmed		\$0	\$0	\$0	\$0	\$47,729,697

APPENDIX A  
Maryland Department  
of Transportation  
Maryland Transportation Authority  
FY 2026-2029 TIP Tables



# MDOT – MARYLAND TRANSPORTATION AUTHORITY

## Records Pending Financial Close-Out

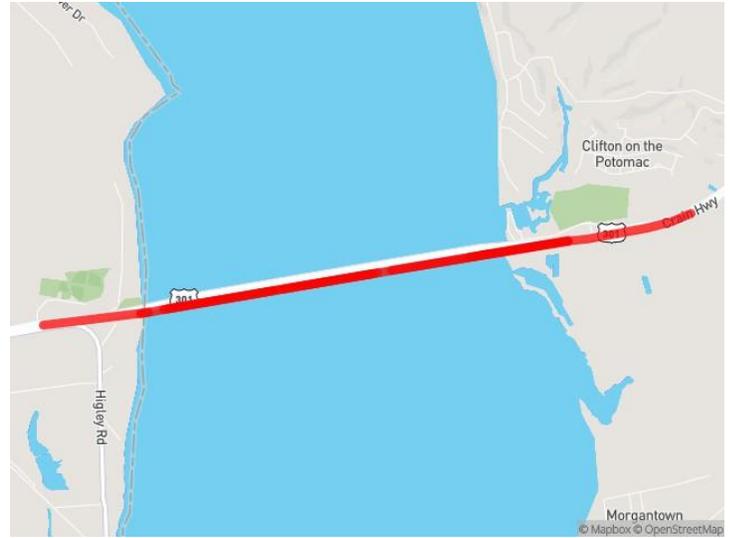
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



# T5527 - Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project

Construct a new four-lane bridge north of the existing bridge, with a barrier-separated, two-way bicycle/pedestrian path on the south side of the bridge. Included in the project is preventative maintenance of the existing bridge until the construction phase is programmed.

Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transportation Authority
Project Type:	Bridge - Replace + Add Capacity
Agency Project ID:	1024
Facility:	US 301 Bridge over Potomac
From:	Charles County, MD
To:	King George County, VA
County:	Charles
Municipality:	-
Completion Year:	2025
Total Cost:	\$615,673,539



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	TF	\$10,429	\$0	\$0	\$0	\$10,429
Total Construction		\$10,429	\$0	\$0	\$0	\$10,429
TIP Total		\$10,429	\$0	\$0	\$0	\$10,429
Total Prior Costs		\$0	\$0	\$0	\$0	\$615,663,110
Total Programmed		\$10,429	\$0	\$0	\$0	\$615,673,539

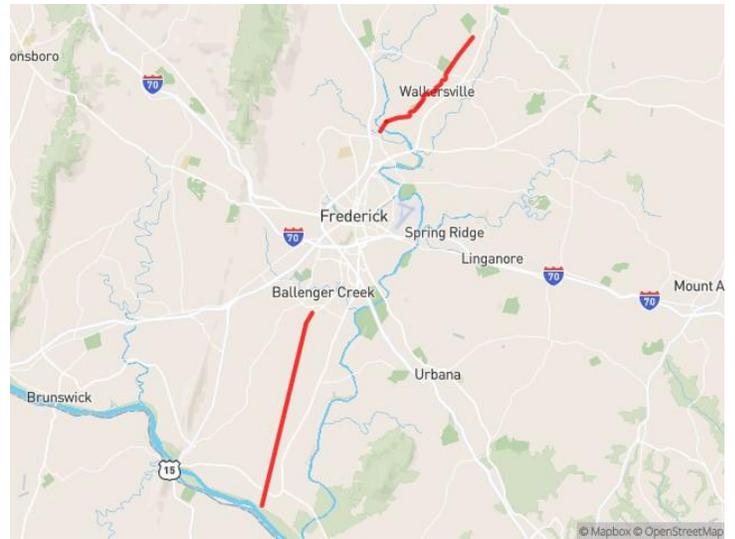
APPENDIX A  
Frederick County and  
City of Frederick, Maryland  
FY 2026-2029 TIP Tables



# T5495 - Planning, Design & Construction

Various County Trails and shared use paths including the Ballenger Creek Trail, Frederick and Pennsylvania Trails in Rails, New Design Road Side Path, and H&F Trail.

Cycle-Revision ID:	26-00
Lead Agency:	Frederick County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	F3
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	-
Completion Year:	2024
Total Cost:	\$20,899,542



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$766,487	\$948,400	\$478,100	\$0	\$2,192,987
Construction	LOCAL	\$1,284,169	\$2,495,100	\$2,949,900	\$2,853,800	\$9,582,969
Other	LOCAL	\$0	\$0	\$0	\$142,500	\$142,500
Total Other		\$0	\$0	\$0	\$142,500	\$142,500
TIP Total		\$2,050,656	\$3,443,500	\$3,428,000	\$2,996,300	\$11,918,456
Total Prior Costs		\$0	\$0	\$0	\$0	\$8,981,086
Total Programmed		\$2,050,656	\$3,443,500	\$3,428,000	\$2,996,300	\$20,899,542

# T5494 - Study, Design, ROW, & Construction

Upgrade and improvements to Boyers Mill Road; Christopher's Crossing; Gas House Pike; Reichs Ford Road; White Rock subdivision; Yeagertown Rd. and Braddock Heights Improvements

Cycle-Revision ID:	26-00
Lead Agency:	Frederick County
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	-
Completion Year:	2029
Total Cost:	\$4,797,200

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	\$4,797,200	\$0	\$0	\$0	\$4,797,200
Total Construction		\$4,797,200	\$0	\$0	\$0	\$4,797,200
TIP Total		\$4,797,200	\$0	\$0	\$0	\$4,797,200
Total Programmed		\$4,797,200	\$0	\$0	\$0	\$4,797,200

## T3173 - Bridge Inspection, Rehabilitation and Replacements

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

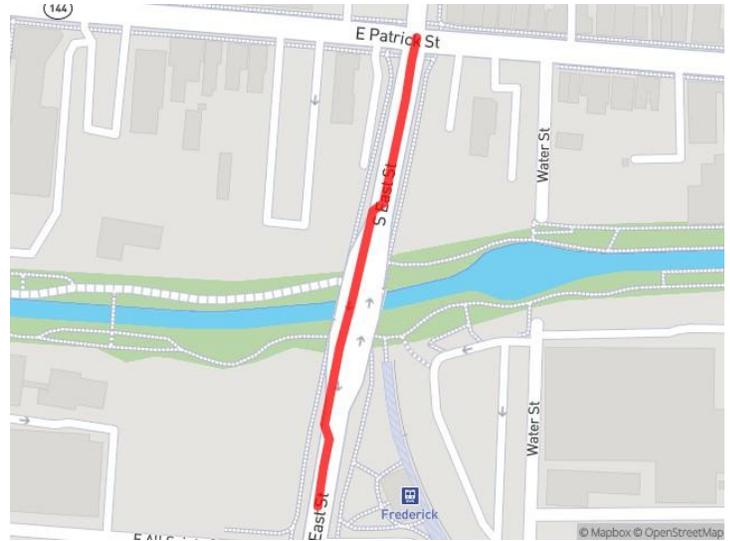
Cycle-Revision ID:	26-00
Lead Agency:	Frederick County
Project Type:	Bridge - Rehab
Agency Project ID:	F3
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	-
Completion Year:	2029
Total Cost:	\$10,944,892

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$0	\$0	\$618,100	\$0	\$618,100
Preliminary Engineering	LOCAL	\$1,072,760	\$593,320	\$808,248	\$1,004,480	\$3,478,808
Construction	BFP	\$858,500	\$2,411,000	\$1,418,640	\$0	\$4,688,140
Construction	LOCAL	\$277,908	\$781,488	\$1,100,448	\$0	\$2,159,844
Total Construction		\$1,136,408	\$3,192,488	\$2,519,088	\$0	\$6,847,984
TIP Total		\$2,209,168	\$3,785,808	\$3,945,436	\$1,004,480	\$10,944,892
Total Programmed		\$2,209,168	\$3,785,808	\$3,945,436	\$1,004,480	\$10,944,892

# T6669 - Various Trails - City of Frederick

Design and constructions for priority trails including: East Street Rails with Trails, Golden Mile Trail, and Rock Creek Trail

Cycle-Revision ID:	26-00
Lead Agency:	City of Frederick
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	-
Facility:	City of Frederick Trail System
From:	-
To:	-
County:	Frederick
Municipality:	City of Frederick
Completion Year:	2030
Total Cost:	\$350,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$200,000	\$0	\$0	\$0	\$200,000
Preliminary Engineering	LOCAL	\$0	\$150,000	\$0	\$0	\$150,000
Total Preliminary Engineering		\$200,000	\$150,000	\$0	\$0	\$350,000
TIP Total		\$200,000	\$150,000	\$0	\$0	\$350,000
Total Programmed		\$200,000	\$150,000	\$0	\$0	\$350,000

# FREDERICK COUNTY & CITY OF FREDERICK, MARYLAND

## Records Pending Financial Close-Out

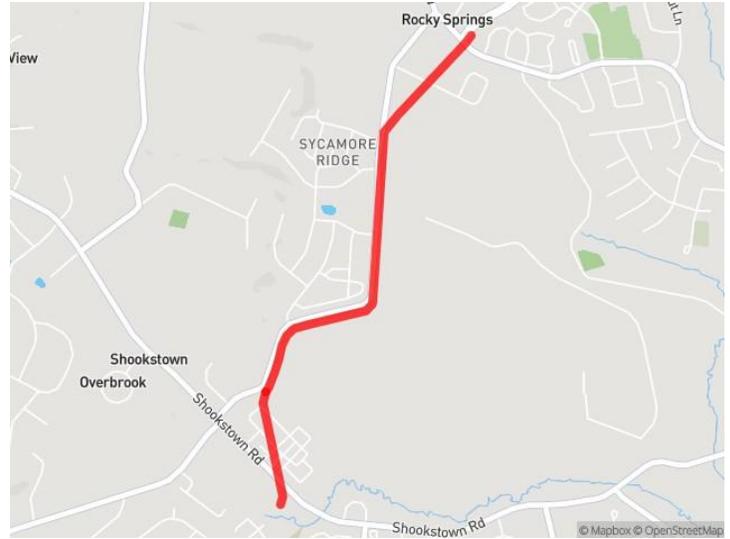
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



# T6615 - Christopher's Crossing

Christophers Crossing through Fort Detricks Area B, which ultimately extends from US 15 in the north around the City to US 40 in the west.

Cycle-Revision ID:	26-00
Lead Agency:	Frederick County
Project Type:	Road - New Construction
Agency Project ID:	-
Facility:	Christopher's Crossing
From:	Shookstown Road
To:	Rocky Springs Road
County:	Frederick
Municipality:	City of Frederick
Completion Year:	2026
Total Cost:	\$17,000,000

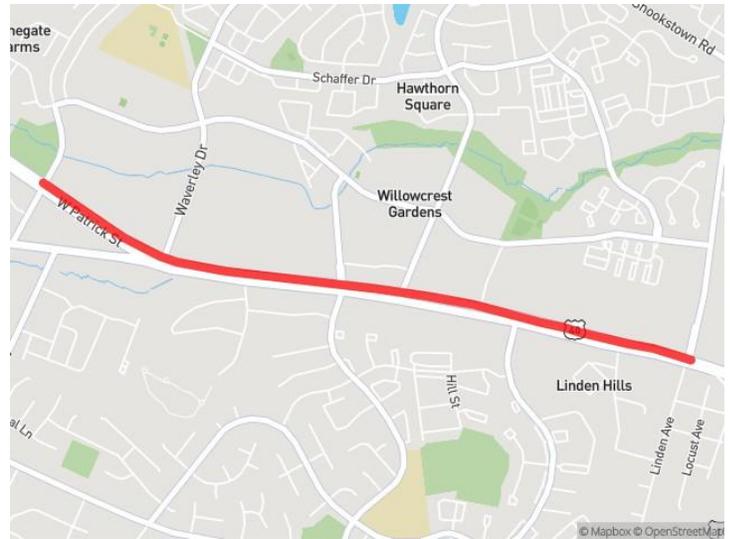


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$17,000,000
Total Programmed		\$0	\$0	\$0	\$0	\$17,000,000

# T13664 - Golden Mile Multimodal Connection Planning Project

Provide safe pedestrian and bicyclist connections between residential and commercial areas divided by West Patrick Street in Fredrick's Golden Mile Corridor.

Cycle-Revision ID:	26-00
Lead Agency:	City of Frederick
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	City of Frederick
Completion Year:	2026
Total Cost:	\$500,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$500,000
Total Programmed		\$0	\$0	\$0	\$0	\$500,000

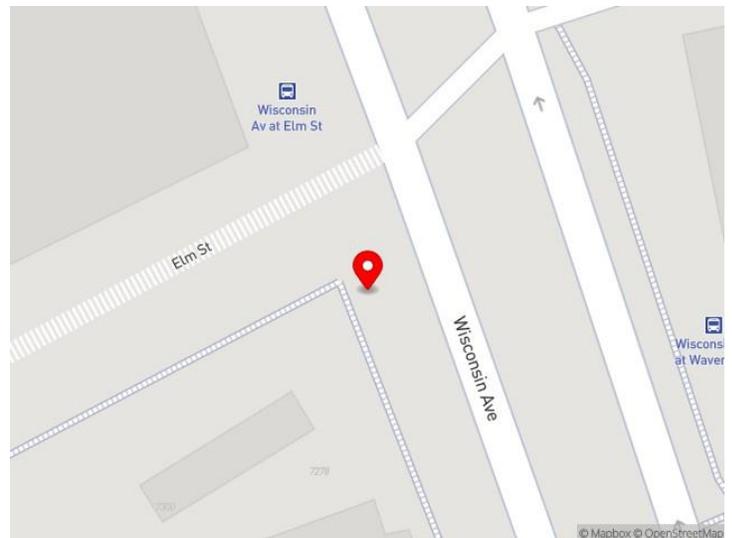
APPENDIX A  
Montgomery County and  
City of Rockville, Maryland  
FY 2026-2029 TIP Tables



## T5560 - Bethesda Metro South Entrance

This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail Station has one entrance, near East West Highway. The station was built with accommodations for a future southern entrance. The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch ROW. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street ROW, which would require narrowing the street and extending the sidewalk. The station would include a new south entrance to the Metrorail Station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built, in anticipation of the future construction of a south entrance. Specific dollar amounts and flows will be based on final design estimate and MOU between MTA and County.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bus/BRT - Passenger Facilities
Agency Project ID:	P500929
Facility:	Bethesda Metrorail Station
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2030
Total Cost:	\$106,664,000

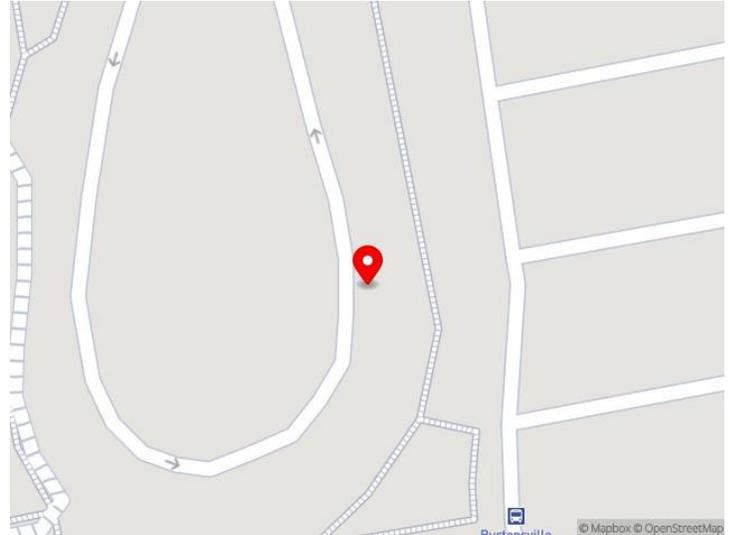


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$140,000	\$140,000	\$0	\$0	\$280,000
Construction	LOCAL	\$2,021,000	\$3,800,000	\$7,300,000	\$0	\$13,121,000
Total Construction		\$2,021,000	\$3,800,000	\$7,300,000	\$0	\$13,121,000
TIP Total		\$2,161,000	\$3,940,000	\$7,300,000	\$0	\$13,401,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$93,263,000
Total Programmed		\$2,161,000	\$3,940,000	\$7,300,000	\$0	\$106,664,000

## T13898 - Burtonsville Park and Ride Improvements

Project for planning, design, and construction of a parking garage and other improvements at the Burtonsville Park and Ride Lot in support of US 29 Flash BRT. The County is partnering with a private developer who will design and construct a shared parking garage. The shared garage will include approximately 250 parking spaces for the park and ride which will be funded by the County. The Burtonsville Station is the northernmost FLASH station in Montgomery County and is well-situated for park-and-ride access with direct ramps to US 29 and strong east-west connections via MD 198. With this strategic location, the park-and-ride can serve residents of Montgomery, Prince George's and Howard Counties, increasing transit ridership and lowering traffic demands on US 29 through Montgomery County. Expansion of this park-and-ride is needed to accommodate future ridership at this station and is part of longer-term plans to extend Flash service into Howard County and to provide all-day service in Burtonsville. The location can also serve as a hub for interconnecting local services to nearby communities like Cloverly, Ashton, Laurel and Maple Lawn. Expansion of public parking capacity at this location may also facilitate a more compelling development vision for County, State and privately owned properties in this part of Burtonsville. The redevelopment will reserve space for an additional parking garage to be constructed by the County at a later date.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bus/BRT - Passenger Facilities
Agency Project ID:	-
Facility:	Burtonsville Park and Ride
From:	US 29
To:	MD 198
County:	Montgomery
Municipality:	-
Completion Year:	2030
Total Cost:	\$7,054,000

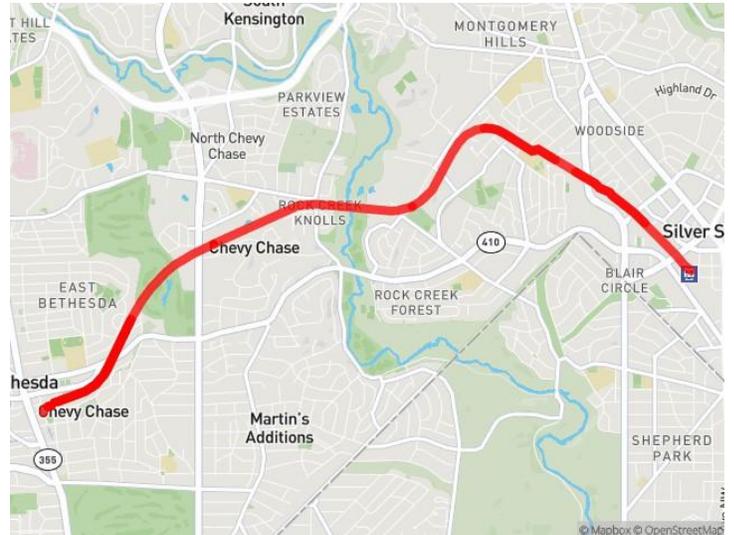


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$280,000	\$41,000	\$0	\$0	\$321,000
Preliminary Engineering	Earmark - CPF	\$0	\$200,000	\$0	\$0	\$200,000
Preliminary Engineering	LOCAL	\$0	\$70,000	\$0	\$0	\$70,000
<b>Total Preliminary Engineering</b>		<b>\$280,000</b>	<b>\$311,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$591,000</b>
Construction	DC/STATE	\$4,500,000	\$600,000	\$0	\$0	\$5,100,000
Construction	Earmark - CPF	\$0	\$650,000	\$0	\$0	\$650,000
Construction	LOCAL	\$0	\$142,000	\$0	\$0	\$142,000
<b>Total Construction</b>		<b>\$4,500,000</b>	<b>\$1,392,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,892,000</b>
<b>TIP Total</b>		<b>\$4,780,000</b>	<b>\$1,703,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,483,000</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$571,000
<b>Total Programmed</b>		<b>\$4,780,000</b>	<b>\$1,703,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,054,000</b>

## T6015 - Capital Crescent Trail

This project provides for the funding of the Capital Crescent trail, including the main trail from Elm Street Park in Bethesda to Silver Spring, as a largely 12-foot wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting at trail junctions, underpasses and other critical locations. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. This trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan. Schedule: 1) The interim trail along the Georgetown Branch right-of-way between Bethesda and Lyttonsville will be upgraded to a permanent trail to be opened by 2027, concurrent with the Purple Line construction schedule in that segment; 2) the new extension of the trail on the northeast side of the Metropolitan Branch Trail, between Lyttonsville and the Silver Spring Transit Center will be completed in FY 2027 3) the Metropolitan Branch segment will be opened concurrently with the planned opening of the Purple Line in 2027. Final funding flows and costs subject to final design cost and completion of MOU between MTA and County.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P501316
Facility:	Capital Crescent Trail
From:	Elm Street Park in Bethesda
To:	Silver Spring
County:	Montgomery
Municipality:	-
Completion Year:	2027
Total Cost:	\$91,322,000

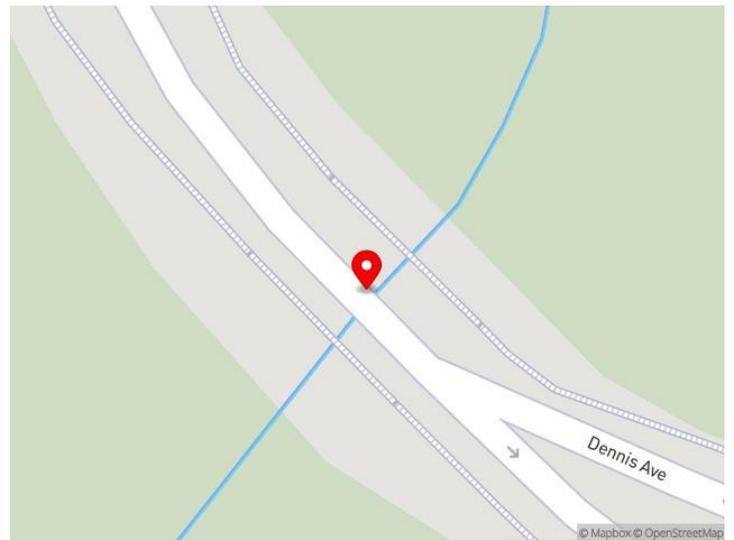


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	\$1,040,000	\$940,000	\$0	\$0	\$1,980,000
Total Construction		\$1,040,000	\$940,000	\$0	\$0	\$1,980,000
TIP Total		\$1,040,000	\$940,000	\$0	\$0	\$1,980,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$89,342,000
Total Programmed		\$1,040,000	\$940,000	\$0	\$0	\$91,322,000

## T6608 - Dennis Avenue Bridge Replacement M-0194

This project provides for the replacement of Dennis Ave. Bridge (M-0194) over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure. The proposed replacement bridge will be a single 75-foot span structure. The wider opening will mitigate the frequent flooding of five residential properties and local streets upstream of the bridge; mitigate occasional roadway flooding on Dennis Avenue that causes significant traffic delays; and eliminate annual maintenance repairs required for this deteriorating structure.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bridge - Rehab
Agency Project ID:	501701
Facility:	Dennis Avenue Bridge
From:	Tributary to Sligo creek
To:	-
County:	-
Municipality:	-
Completion Year:	2026
Total Cost:	\$12,220,000

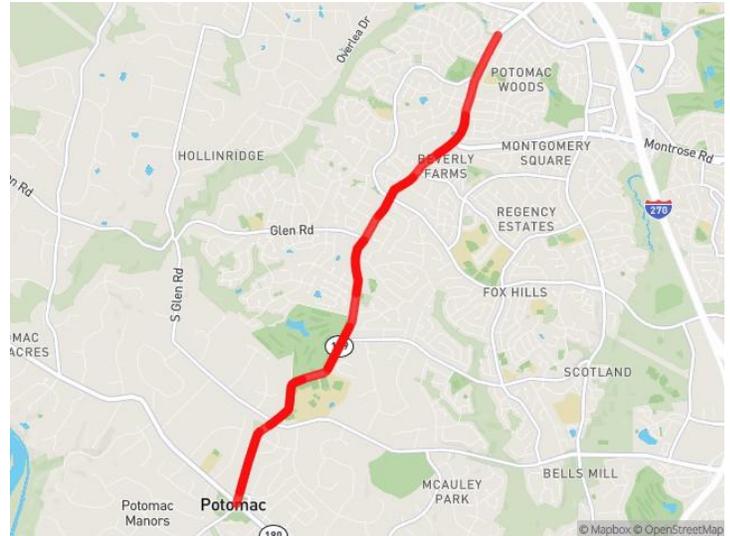


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$551,000	\$0	\$0	\$0	\$551,000
Construction	HBRRP	\$3,038,000	\$0	\$0	\$0	\$3,038,000
Construction	LOCAL	\$504,000	\$0	\$0	\$0	\$504,000
Total Construction		\$3,542,000	\$0	\$0	\$0	\$3,542,000
TIP Total		\$4,093,000	\$0	\$0	\$0	\$4,093,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$8,127,000
Total Programmed		\$4,093,000	\$0	\$0	\$0	\$12,220,000

## T3429 - Falls Road East Side Hiker/Biker Path

This project provides funds to develop final design plans and to acquire right-of-way, and construct approximately 4 miles of an 8-foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. The path will provide pedestrian and cyclist access to communities along the project corridor and will provide connection to existing pedestrian facilities to the north (Rockville), and to the south (Potomac). The path is a missing link between existing bicycle facilities within the City of Rockville and the existing path along Falls Road south of River Road. The path provides much needed access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road. This is funded through County CIP P500905.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P500905
Facility:	Falls Road Bikeway
From:	River Road
To:	Dunster Road
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$3,751,000

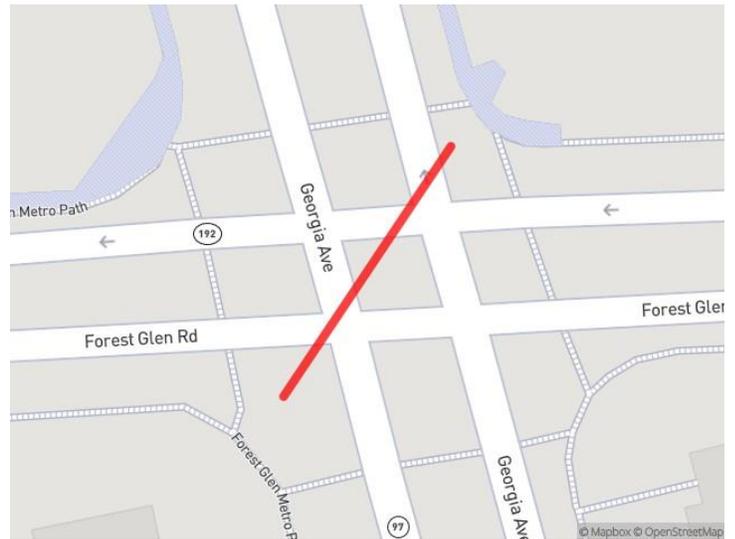


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$356,000	\$0	\$0	\$0	\$356,000
Total Preliminary Engineering		\$356,000	\$0	\$0	\$0	\$356,000
TIP Total		\$356,000	\$0	\$0	\$0	\$356,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,395,000
Total Programmed		\$356,000	\$0	\$0	\$0	\$3,751,000

## T5949 - Forest Glen Passageway

This project provides for design, right-of-way acquisition, utility relocations, and construction of a new grade separated connection under Georgia Avenue to improve access to the Forest Glen Metro Station from neighborhoods and institutions located on the east side of Georgia Avenue. There is currently an underground walkway from the parking and bus area on the northwest quadrant of the intersection to the southwest quadrant. A new connection would be made to this passageway connecting the southwest quadrant to the northeast quadrant. A ramp connection and elevators bring the underground connection to grade on the northeast corner of the intersection. At concept design stage, a design build delivery method was selected.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	500722-12
Facility:	Forest Glen Passageway
From:	Georgia Ave/Forest Glen Rd @ Forest Glen Metrorail Station
To:	Georgia Ave/Forest Glen Rd @ Forest Glen Metrorail Station
County:	Montgomery
Municipality:	-
Completion Year:	2030
Total Cost:	\$46,301,000

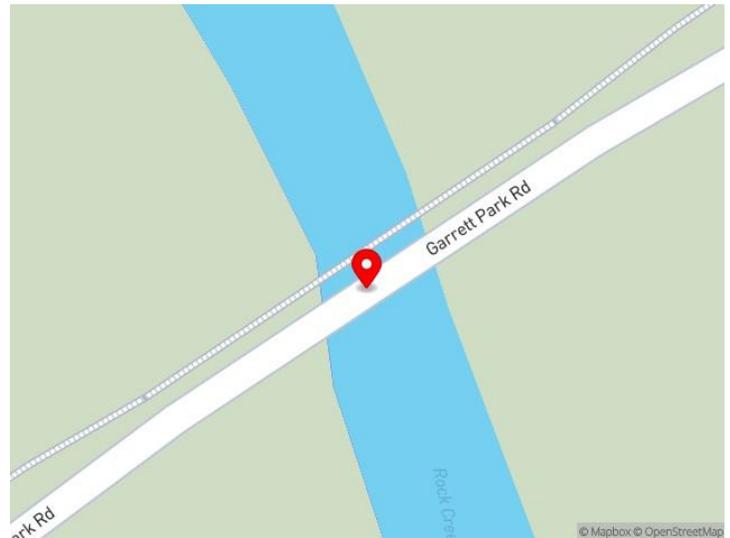


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$0	\$638,000	\$1,931,000	\$1,744,000	\$4,313,000
Construction	LOCAL	\$0	\$0	\$11,146,000	\$11,146,000	\$22,292,000
Utility	LOCAL	\$0	\$0	\$1,625,000	\$0	\$1,625,000
Total Utility		\$0	\$0	\$1,625,000	\$0	\$1,625,000
TIP Total		\$0	\$638,000	\$14,702,000	\$12,890,000	\$28,230,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$18,071,000
Total Programmed		\$0	\$638,000	\$14,702,000	\$12,890,000	\$46,301,000

## T5916 - Garrett Park Road Bridge M-0352

This project provides for the replacement of the existing Garrett Park Road Bridge over Rock Creek. The existing bridge, built in 1965, is a three span (39'-75.5'-34') steel beam with concrete deck structure carrying a 24'-0" clear roadway with a 5'-0" sidewalk. The proposed replacement includes the removal and replacement of the concrete piers, abutments, and the replacement of the superstructure with prestressed NEXT beams. The proposed work includes new street lighting along Garrett Park Road, new approach slabs, and less than 100' of approach roadway work at each end of the bridge with modifications made to the intersection with Beach Drive. The road and bridge will be completely closed to vehicular traffic during construction and a temporary pedestrian bridge will be constructed over Rock Creek to maintain the high volume of pedestrian/bicycle traffic that use the bridge.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bridge - Rehab
Agency Project ID:	P509132
Facility:	Garrett Park Road
From:	Over Rock Creek
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2027
Total Cost:	\$9,635,000

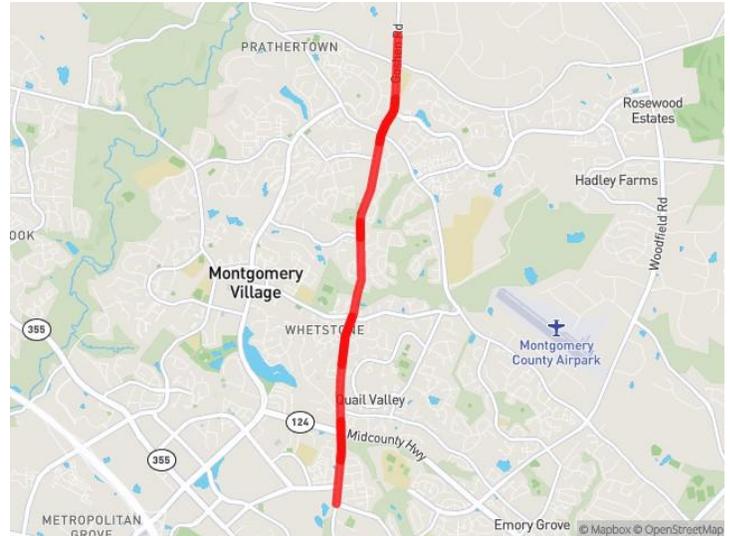


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$485,000	\$0	\$0	\$0	\$485,000
Construction	BIP	\$3,616,000	\$0	\$0	\$0	\$3,616,000
Construction	LOCAL	\$378,000	\$0	\$0	\$0	\$378,000
Construction	State (NM)	\$150,000	\$0	\$0	\$0	\$150,000
Total Construction		\$4,144,000	\$0	\$0	\$0	\$4,144,000
TIP Total		\$4,629,000	\$0	\$0	\$0	\$4,629,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$5,006,000
Total Programmed		\$4,629,000	\$0	\$0	\$0	\$9,635,000

## T3049 - Goshen Road South

This project provides for the design and implementation of spot improvements to address safety and capacity issues along Goshen Road. The project as originally planned provided for the design, land acquisition, utility relocations, and construction of roadway improvements along Goshen Road from south of Girard Street to 1,000 feet north of Warfield Road, a distance of approximately 3.5 miles. The improvements would have widened Goshen Road from the existing two-lane open section road to a four-lane divided, closed section road, and included sidewalks, shared use paths, bike lanes, storm drain improvements, street lighting and landscaping. Due to project costs and fiscal capacity outlook, the County Executive and County Council directed the Montgomery County Department of Transportation to explore spot roadway, pedestrian and bicycle improvements that would provide the safety and capacity needs of the corridor. Final decisions for identifying specific site improvements into a series of standalone projects will occur prior to the development of preliminary engineering.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Road - Intersection improvements
Agency Project ID:	P501107
Facility:	Goshen Road South
From:	Girard Street
To:	1000 feet north of Warfield Road
County:	Montgomery
Municipality:	-
Completion Year:	2040
Total Cost:	\$13,198,000

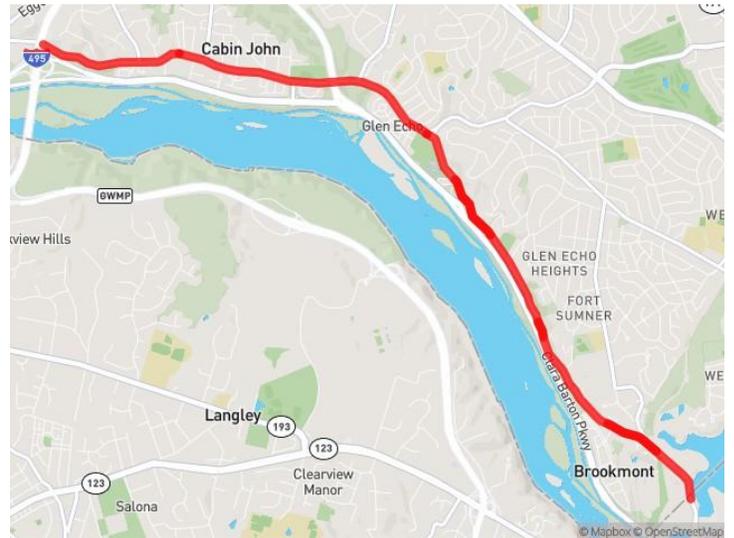


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	Earmark - CPF	\$0	\$0	\$250,000	\$250,000	\$500,000
Preliminary Engineering	LOCAL	\$0	\$0	\$172,000	\$173,000	\$345,000
Total Preliminary Engineering		\$0	\$0	\$422,000	\$423,000	\$845,000
TIP Total		\$0	\$0	\$422,000	\$423,000	\$845,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$7,763,000
Total Future Costs		\$0	\$0	\$0	\$0	\$4,590,000
Total Programmed		\$0	\$0	\$422,000	\$423,000	\$13,198,000

## T5729 - MacArthur Boulevard Bikeway Improvements

This project provides shared use path improvements along 4.7 miles of MacArthur Boulevard from I-495 to the District of Columbia. To increase capacity and enhance safety for users, the existing shared-use path along the south side of MacArthur Boulevard will be widened, wherever feasible, to an eight-foot paved width with a five-foot wide grass buffer provided between the path and the roadway. In addition, to encourage alternate modes of travel and to accommodate the needs of on-road commuters and experienced bicyclists, the roadway itself will be widened, wherever feasible, to a consistent 26-foot pavement width, essentially adding a three-foot wide shoulder to each side of the existing 20-foot pavement width. The project will also provide safety improvements along MacArthur Boulevard to enhance overall safety for pedestrians, cyclists and motorists alike. See CIP P500718.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P500718
Facility:	MacArthur Boulevard
From:	I-495 Capital Beltway
To:	DC Line
County:	Montgomery
Municipality:	-
Completion Year:	2027
Total Cost:	\$30,843,000

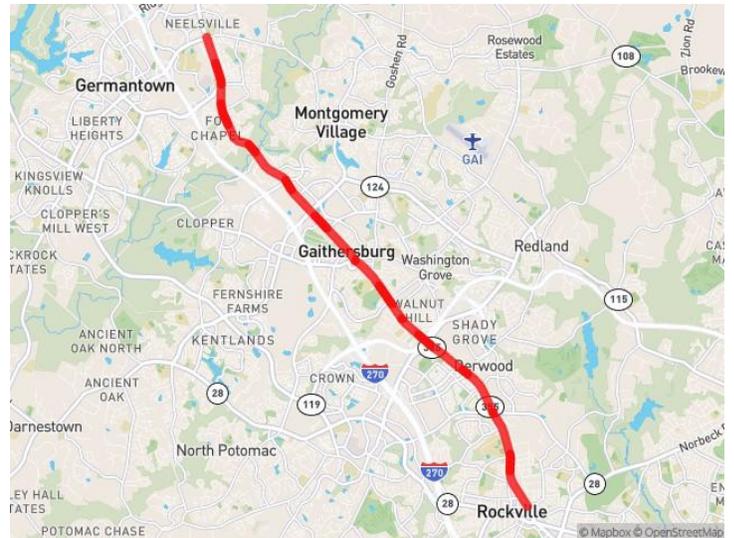


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$730,000	\$0	\$0	\$0	\$730,000
Construction	LOCAL	\$5,298,000	\$0	\$0	\$0	\$5,298,000
Total Construction		\$5,298,000	\$0	\$0	\$0	\$5,298,000
TIP Total		\$6,028,000	\$0	\$0	\$0	\$6,028,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$24,815,000
Total Programmed		\$6,028,000	\$0	\$0	\$0	\$30,843,000

## T6396 - MD 355 Bus Rapid Transit Central

This project will design and construct a new Bus Rapid Transit (BRT) line on MD 355 between Rockville and Germantown. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), the purchase of new zero-emission BRT buses, and associated pedestrian and bicycle improvements along the corridor. In addition, the project encompasses the planning and design of a new transit center near Montgomery College-Rockville and a relocated and expanded Lakeforest Transit Center to support the BRT system. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) in 2017 identified several alternatives for detailed study for BRT along MD 355 from Bethesda to Clarksburg. Montgomery County Department of Transportation (MCDOT) completed the planning phase in 2019 and has since been advancing preliminary engineering and project phasing of the median busway alternative. Preliminary engineering for the full corridor from Bethesda to Clarksburg is currently underway. Final design and construction will begin with the Central segment, while the North and South segments will proceed as separate projects. The MD 355 FLASH will transform mobility options by implementing a 22-mile, premium, branded, limited-stop BRT service along MD 355 between Clarksburg and Bethesda. This new service will significantly improve transit travel times and expand access for a wide range of users along this highly congested corridor. It will enhance passenger mobility by connecting riders to high-density housing and major employment centers. To accelerate delivery, the MD 355 FLASH is being implemented in phases. The current phase will establish BRT service between Rockville and Germantown, with future extensions planned to Bethesda and Clarksburg. A new transit center near Montgomery College-Rockville will provide expanded space to accommodate both the MD 355 BRT and Veirs Mill Road BRT operations, improving overall transit access and efficiency at this location. The existing Lakeforest Transit Center is undersized for current operations. Relocating it closer to MD 355 will facilitate critical connections between the MD 355 BRT and numerous local bus routes, reduce route diversions, and save passengers valuable travel time. Furthermore, the redevelopment of the former Lakeforest Mall presents an opportunity for joint development initiatives that should be explored in the near term.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	MO4621
Facility:	MD355
From:	Rockville Metro
To:	Milestone
County:	Montgomery
Municipality:	City of Gaithersburg, City of Rockville
Completion Year:	2030
Total Cost:	\$423,581,000

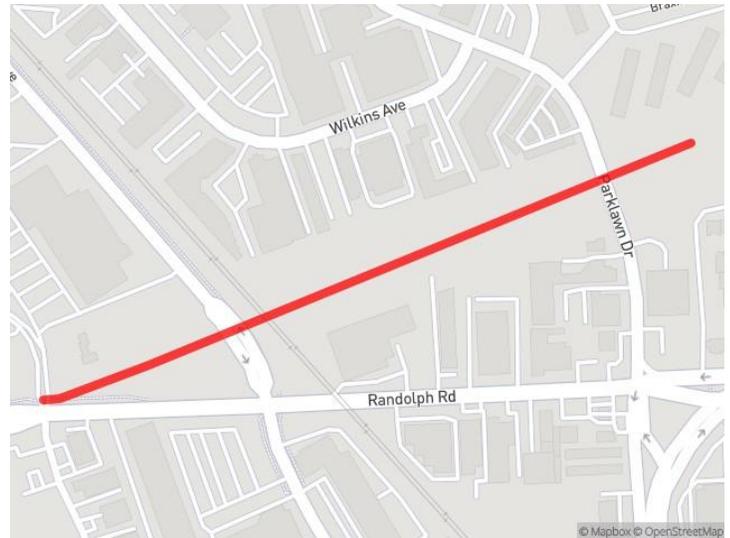


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$8,089,000	\$8,089,000	\$8,089,000	\$0	\$24,267,000
Right of Way	DC/STATE	\$26,548,000	\$19,598,000	\$6,950,000	\$0	\$53,096,000
Construction	S. 5309	\$74,492,000	\$74,974,000	\$37,487,000	\$4,242,000	\$191,195,000
Utility	DC/STATE	\$18,498,000	\$4,625,000	\$0	\$0	\$23,123,000
Other	DC/STATE	\$0	\$28,947,000	\$28,947,000	\$0	\$57,894,000
Total Other		\$0	\$28,947,000	\$28,947,000	\$0	\$57,894,000
TIP Total		\$127,627,000	\$136,233,000	\$81,473,000	\$4,242,000	\$349,575,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$74,006,000
Total Programmed		\$127,627,000	\$136,233,000	\$81,473,000	\$4,242,000	\$423,581,000

## T3542 - MD 355 Phase 2 Highway Reconstruction/Rail Grade Separation

This project is to provide grade separation between Montrose Parkway/Randolph Road and the mainline CSX/AMTRAK/MARC tracks. Project was originally part of the MD355/Montrose Parkway interchange. This project previously provided for a new four-lane divided arterial road as recommended in the 1992 North Bethesda/Garrett Park and 1994 Aspen Hill Master Plans. Planning funds are included to evaluate alternatives that address safety concerns regarding the railroad crossing and general traffic flow in a smaller, less costly manner. The Montrose Road - Randolph Road railroad crossing is used by pedestrians, students, motorcycles, cars, trucks, buses and emergency personnel. It is ranked as the most dangerous railroad crossing in the entire state of Maryland. This grade separation project would eliminate the Randolph Road crossing. Project is in alternatives analysis phase. Current study is being conducted as part of the Bridge Design program. This is planned to be transitioned to this TIP program for full design study by 2029. Current alternatives study is funded within County Bridge Design CIP P509132.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bridge - New Construction
Agency Project ID:	P500717
Facility:	Randolph
From:	MD355
To:	Parklawn
County:	Montgomery
Municipality:	-
Completion Year:	2045
Total Cost:	\$11,441,000

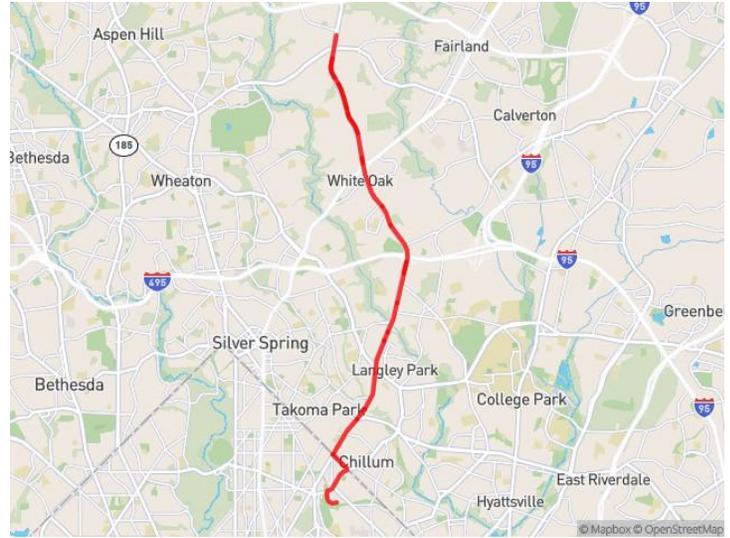


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Study	LOCAL	\$0	\$0	\$0	\$100,000	\$100,000
Total Study		\$0	\$0	\$0	\$100,000	\$100,000
TIP Total		\$0	\$0	\$0	\$100,000	\$100,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$11,341,000
Total Programmed		\$0	\$0	\$0	\$100,000	\$11,441,000

# T12004 - MD 650 New Hampshire Avenue BRT

The Montgomery County Department of Transportation (MCDOT) is studying BRT for the New Hampshire Avenue corridor consistent with the 2013 Countywide Transit Corridors Functional Master Plan. BRT will provide high quality transit service that improves the speed and reliability of bus service in the corridor.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	New Hampshire Avenue, MD650
From:	Fort Totten Metrorail
To:	Colesville Park and Ride
County:	Montgomery
Municipality:	-
Completion Year:	2040
Total Cost:	\$1,000,000

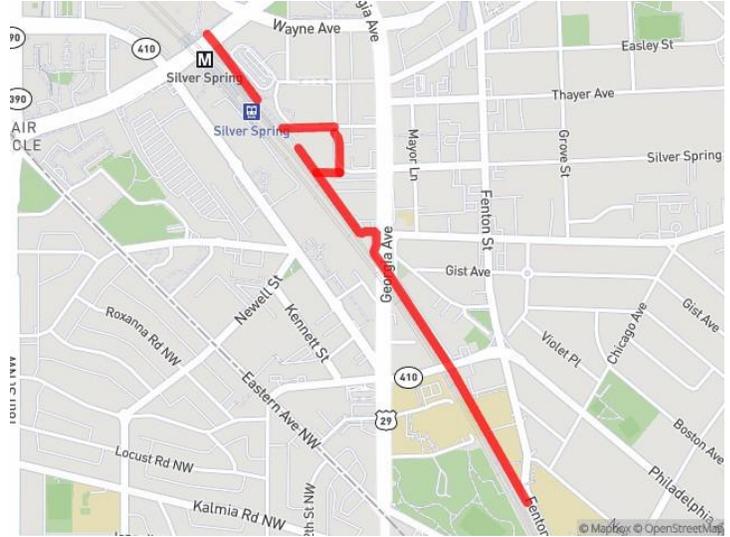


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	LOCAL	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total Planning		\$1,000,000	\$0	\$0	\$0	\$1,000,000
TIP Total		\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total Programmed		\$1,000,000	\$0	\$0	\$0	\$1,000,000

## T5942 - Metropolitan Branch Trail

This project provides for the design, land acquisition, utility relocations, and construction of the 0.6 mile segment of the trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 12 feet in width. The construction will be performed in three phases: the initial phase will construct the trail segment along Fenton Street and King Street; the second phase will extend the trail to Georgia Avenue; the final phase will construct a new bridge over Georgia Avenue and extend the trail to Ripley Street. Two sections of the trail north of the B&O train station will be constructed by a developer during the development of the new Progress Place and the redevelopment of the existing Progress Place sites. This project's scope of work includes connecting the two developer installed trail segments and widening the existing section at Ripley Street. Construction of Phase II-A will be from Ripley Street to Burlington Avenue, including the bridge over Georgia Avenue. A sidepath along Burlington Avenue from Selim Road to Fenton Street will be designed under CIP 501532, Bicycle-Pedestrian Priority Area Improvements (BiPPA). This is done to preserve continuity in design and construction of the Burlington Avenue/13th Street BiPPA project.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P501110
Facility:	Metropolitan Branch Trail
From:	End of existing trail in Takoma Park
To:	Silver Spring Transit Center
County:	Montgomery
Municipality:	-
Completion Year:	2035
Total Cost:	\$41,676,000

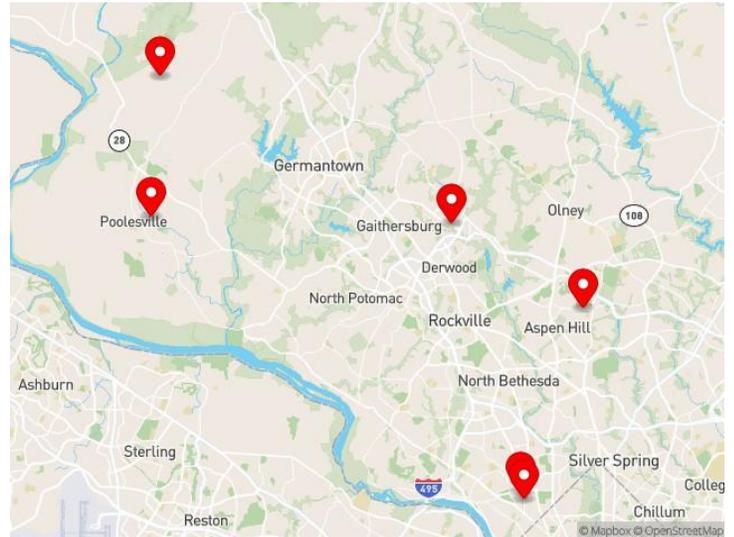


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	\$4,844,000	\$0	\$0	\$0	\$4,844,000
Total Construction		\$4,844,000	\$0	\$0	\$0	\$4,844,000
TIP Total		\$4,844,000	\$0	\$0	\$0	\$4,844,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$36,832,000
Total Programmed		\$4,844,000	\$0	\$0	\$0	\$41,676,000

## T6710 - Montgomery County Bridge Preliminary Engineering Projects

Funding for preliminary engineering, renovation and rehabilitation for small to medium sized Countywide bridge projects. This is primarily funded through CIP projects P509132 (Bridge Design), P500313 (Bridge Preservation), and P509753, (Bridge Rehabilitation). This includes: Rehabilitation of Beach Drive Bridge No. MPK-05 over Rock Creek Tributary - Rehabilitation of Beach Drive Bridge No.Mpk-08 over Rock Creek -Rehabilitation of Bel Pre Road Bridge No. M-0092 over Bel Pre Creek -Rehabilitation of Little Falls Parkway (SB) Bridge No. MPK-01-2 over Willet Branch -Rehabilitation of Cattail Road Bridge No.M-0155 over Dry Seneca Creek -Replacement of Harris Road West Bridge No. M-0046 over Little Monocacy River -Rehabilitation of Valleywood Drive Bridge No. M-0354 over Joseph's Branch -Rehabilitation of Midcounty Highway & Miller Fall Road Bridge No. M-0219 over Mill Creek -Replacement of Glen Road Bridge No. M-0015 over Piney Branch -Replacement of Schaeffer Road Bridge No. M-0137 over Little Seneca Creek -Replacement of Parklawn Entrance Bridge No. MPK-17 over Rock Creek -Replacement of Baltimore Road Bridge No. M-0201 over Rock Creek -Replacement of Brighton Dam Road Bridge No. M-0108 over Hawlings River -Rehabilitation of Brookville Road Bridge No M-0083 over CSXT Railroad -Replacement of Greentree Road Bridge No. M-0180 over Bulls Run - Replacement of Whites Ferry Road Bridge No. M-0186 over Broad Run -Replacement of Glen Road Bridge No. M-0013 over Kilgour Branch -Replacement of Barnes Road Bridge No. M-0008 over Bennett Creek -Replacement of Barnesville Road Bridge No. M-0045 over Little Monocacy River -Rehabilitation of Randolph Road (EB) Bridge No. M-0080-3 over Rock Creek - Rehabilitation of Shady Grove Road (EB) Bridge No. M-0191-3 over CSXT Railroad -Replacement of Hurley Avenue No. MR03 over Watts Branch Tributary -Replacement of Martinsburg Road Bridge M0042 over Potomac River Tributary Replacement of Southlawn Lane Bridge No. M0050 over Rock Creek. See County CIP P509132.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$5,300,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	HBRRP	\$2,184,000	\$1,112,000	\$304,000	\$500,000	\$4,100,000
Preliminary Engineering	LOCAL	\$546,000	\$278,000	\$76,000	\$300,000	\$1,200,000
Total Preliminary Engineering		\$2,730,000	\$1,390,000	\$380,000	\$800,000	\$5,300,000
TIP Total		\$2,730,000	\$1,390,000	\$380,000	\$800,000	\$5,300,000
Total Programmed		\$2,730,000	\$1,390,000	\$380,000	\$800,000	\$5,300,000

## T13666 - North Bethesda Metro Station Improvements

This project proposes a comprehensive suite of investments that facilitate safer, more direct access to the North Bethesda Metrorail station and surrounding destinations. The keystone of this project is a new entrance to the North Bethesda Metro Station, which will improve travel time and safety for station users. A new transit plaza will safely and directly connect the station to two future Bus Rapid Transit ("BRT") lines. The project will leverage a public-private partnership to supplement public funding which will enable significant long term private investment around the station entrance, including an estimated 1.9M square feet of mixed-use development with a life sciences focus. Together, these investments will support the growth and economy of North Bethesda, one of the fastest growing areas of the Washington Metropolitan region. This project is linked to Montgomery County CIP project P501914 (North Bethesda Metro Station Northern Entrance).

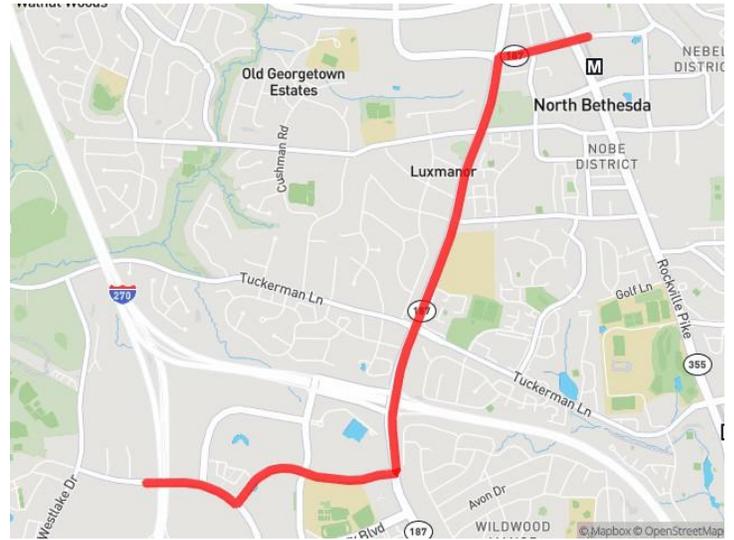
Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2030
Total Cost:	\$37,915,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	Earmark - CPF	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Construction	LOCAL	\$0	\$0	\$0	\$7,854,000	\$7,854,000
Total Construction		\$5,000,000	\$0	\$0	\$7,854,000	\$12,854,000
TIP Total		\$5,000,000	\$0	\$0	\$7,854,000	\$12,854,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$24,800,000
Total Future Costs		\$0	\$0	\$0	\$0	\$261,000
Total Programmed		\$5,000,000	\$0	\$0	\$7,854,000	\$37,915,000

## T3663 - North Bethesda Transitway Bus Rapid Transit (BRT) Project

The North Bethesda Bus Rapid Transit (BRT) corridor was identified in the 2013 Countywide Transit Corridors Functional Master Plan. The 1992 North Bethesda/Garrett Park Master Plan first recommended the creation of a high capacity and high-quality transit connection from the Westfield Montgomery Mall Transit Center through the Rock Spring office park to the Metrorail Red Line. At its eastern end, the BRT would terminate at either the Grosvenor or White Flint Metrorail Station. At its western end, it would terminate at the transit center at Montgomery Mall. This planning study will refine the Master Plan recommendation and determine station locations, BRT configuration and corridor termini.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Study/Planning/Research
Agency Project ID:	CIP 501318
Facility:	North Bethesda Transitway
From:	North Bethesda or Grosvenor Metro
To:	Westfield Montgomery Mall
County:	Montgomery
Municipality:	-
Completion Year:	2025
Total Cost:	\$3,000,000

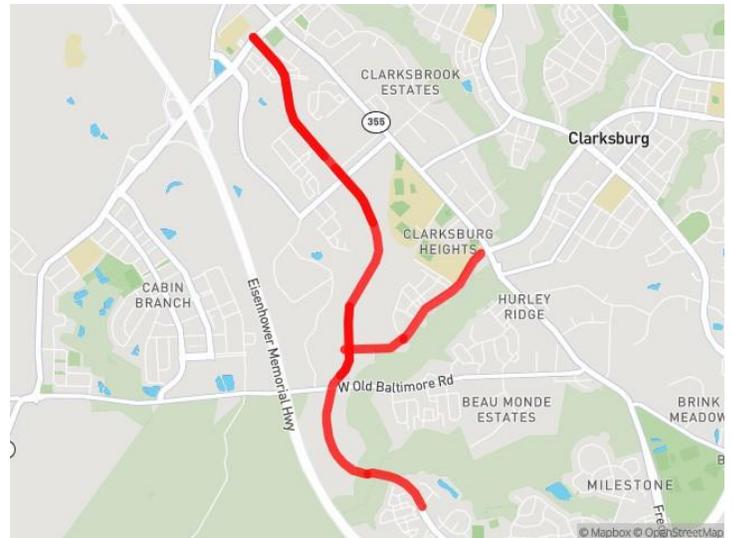


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
Total Preliminary Engineering		\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
TIP Total		\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,000,000
Total Programmed		\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000

## T7503 - Observation Dr Extended

The project provides for the design and construction of a 2.2 mile long roadway within a minimum 150 foot right-of-way. The work will be conducted in 2 main phases, with Phase 1 occurring in two simultaneous sub-phases (1A & 1B). Phase 1A includes a 4 lane divided roadway (2 lanes in each direction) starting at existing Observation Drive near Waters Discovery Lane and continuing to West Old Baltimore Road along with a shared use path on the west side and a bike path on the east side to provide Greenway connectivity. A bridge approximately 550 feet long will be constructed near Waters Discovery Lane ending near West Old Baltimore Road. A traffic signal will be provided at the West Old Baltimore Road intersection. Phase 1B includes 4 lanes of Observation Drive from West Old Baltimore Road to the point where it meets the extension of Little Seneca Parkway, with a shared use path on the west side and bikepath on the east side. Phase 1B also includes the widening of Little Seneca Parkway to four lanes from MD 355 and the extension of Observation Drive north of West Old Baltimore Road. The feasibility of Little Seneca Parkway cross section has not been validated with regulatory agencies and will be refined during preliminary design. In Phase 2, between Little Seneca Parkway and existing Observation Drive near Stringtown Road, the scope includes a two-lane roadway, along with a shared-use path on the west side, with space for the two additional master-planned lanes and a sidewalk on the east side to be built in the future. Traffic signals will be provided at the Shawnee Lane and Little Seneca Parkway intersections. This project is needed to provide a north-south corridor that links the existing Observation Drive to Stringtown Road, providing multi-modal access to a rapidly developing residential and business area between the I-270 and MD 355 corridors. The project improves mobility and safety for local travel and pedestrian, bicycle and vehicular access to residential, employment, commercial and recreational areas. It also provides a facility for implementation by Maryland Transit Administration (MTA) for the Corridor Cities Transitway (CCT) including two stations. The transitway will be Bus Rapid Transit (BRT) and will be located in the median area of Observation Drive.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Road - New Construction
Agency Project ID:	-
Facility:	Observation Drive
From:	Waters Discovery Lane
To:	West Old Baltimore
County:	Montgomery
Municipality:	-
Completion Year:	2045
Total Cost:	\$123,608,000

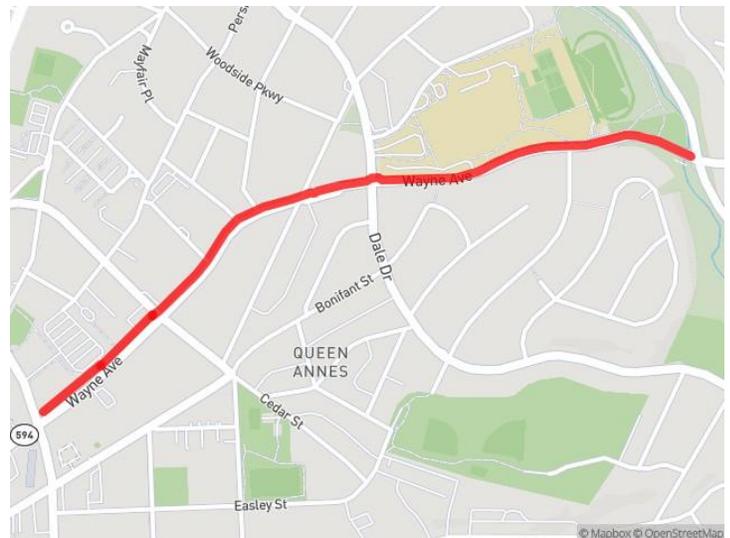


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	LOCAL	\$4,800,000	\$0	\$0	\$0	\$4,800,000
Planning	SBD	\$931,000	\$0	\$0	\$0	\$931,000
Total Planning		\$5,731,000	\$0	\$0	\$0	\$5,731,000
TIP Total		\$5,731,000	\$0	\$0	\$0	\$5,731,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$4,373,000
Total Future Costs		\$0	\$0	\$0	\$0	\$113,504,000
Total Programmed		\$5,731,000	\$0	\$0	\$0	\$123,608,000

## T3125 - Silver Spring Green Trail

This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring. A Memorandum of Understanding will be established between the County and the Maryland Transit Administration (MTA) to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the trail includes the design, property acquisition, and construction of the trail through the Silver Spring CBD, along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This trail is part of a transportation corridor and is not a recreation area of State or local significance. The trail will include an 8-10 foot wide bituminous shared use path, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station, via the Metropolitan Branch Trail, and the future Capital Crescent Trail. A pedestrian impact analysis has been completed for this project. Will be design and built at part of Purple Line project. Final cost and cash flows will be determined based on final design and MOU agreement between MTA and County.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P509975
Facility:	Silver Spring Green Trail
From:	Fenton Street
To:	Sligo Creek Hiker-Biker Trail
County:	Montgomery
Municipality:	-
Completion Year:	2027
Total Cost:	\$4,279,000

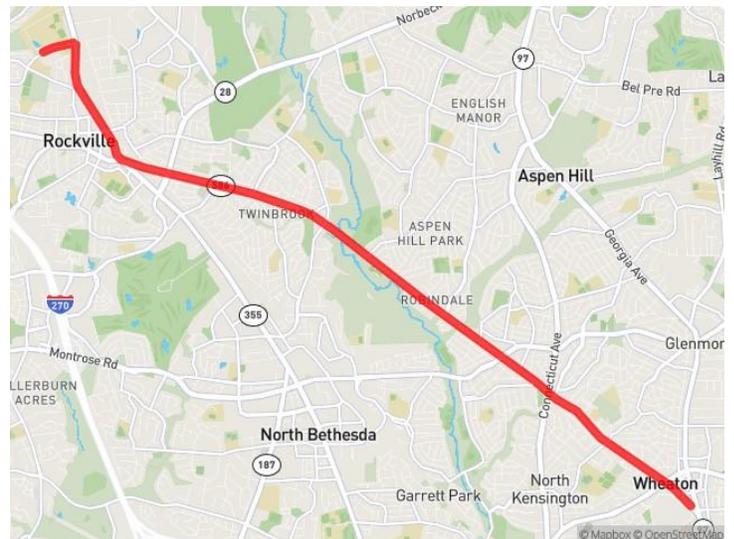


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	\$1	\$0	\$0	\$0	\$1
Other	LOCAL	\$0	\$2,120,999	\$0	\$0	\$2,120,999
Total Other		\$0	\$2,120,999	\$0	\$0	\$2,120,999
TIP Total		\$1	\$2,120,999	\$0	\$0	\$2,121,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,158,000
Total Programmed		\$1	\$2,120,999	\$0	\$0	\$4,279,000

## T12005.1 - Veirs Mill Bus Rapid Transit

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations. The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019).

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	Veirs Mill Road
From:	Wheaton Metrorail Station
To:	Rockville Metrorail Station
County:	Montgomery
Municipality:	-
Completion Year:	2030
Total Cost:	\$197,304,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$528,000	\$496,001	\$500,000	\$500,000	\$2,024,001
Preliminary Engineering	LOCAL	\$937,000	\$2,137,000	\$0	\$0	\$3,074,000
Preliminary Engineering	S. 5309	\$7,137,999	\$0	\$0	\$0	\$7,137,999
Right of Way	DC/STATE	\$0	\$3,503,999	\$500,000	\$0	\$4,003,999
Right of Way	S. 5309	\$14,829,001	\$0	\$0	\$0	\$14,829,001
Construction	DC/STATE	\$0	\$5,418,998	\$6,000,000	\$1,994,000	\$13,412,998
Construction	S. 5309	\$94,198,002	\$0	\$0	\$0	\$94,198,002
Utility	DC/STATE	\$0	\$2,000,000	\$4,000,000	\$1,000,000	\$7,000,000
Utility	S. 5309	\$33,830,000	\$0	\$0	\$0	\$33,830,000
Total Utility		\$33,830,000	\$2,000,000	\$4,000,000	\$1,000,000	\$40,830,000
TIP Total		\$151,460,002	\$13,555,998	\$11,000,000	\$3,494,000	\$179,510,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$17,794,000
Total Programmed		\$151,460,002	\$13,555,998	\$11,000,000	\$3,494,000	\$197,304,000

## T5987 - White Flint Traffic Analysis and Mitigation

This project is programmed in direct response to requirements of the Approved White Flint Sector Plan. It is composed of three components with the overall goal of mitigating the traffic impacts on communities and major intersections outside of, and surrounding, the White Flint Sector Plan area that will occur as a result of the redevelopment densities approved under the Approved White Flint Sector Plan. These components include: A. Cut-through traffic monitoring and mitigation B. Capacity improvements to address congested intersections C. A study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. The modal split study will identify specific infrastructure projects to create an improved transit, pedestrian, and biking infrastructure; and programs needed to accomplish the mode share goals; determine funding sources for these strategies; and determine the scope and cost of project components. Transit, pedestrian, bicycle access, safety studies, and TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment. Once specific improvements are identified and concepts developed, detailed design and construction will be programmed in a stand alone PDF. See CIP P501202.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Study/Planning/Research
Agency Project ID:	P501202
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2030
Total Cost:	\$324,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$81,000	\$81,000	\$81,000	\$81,000	\$324,000
Total Other		\$81,000	\$81,000	\$81,000	\$81,000	\$324,000
TIP Total		\$81,000	\$81,000	\$81,000	\$81,000	\$324,000
Total Programmed		\$81,000	\$81,000	\$81,000	\$81,000	\$324,000

## T6365 - Bicycle and Pedestrian Priority Area Improvements

The project provides for the design and construction of bicycle and pedestrian capital improvements in the 28 Bicycle-Pedestrian Priority Areas (BPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, streetlighting, and relocation of utility poles. A study has provided a list of sub-projects in the following BPPAs: Glenmont, Grosvenor, Silver Spring Central Business District, Purple Line corridor, Veirs Mill/Randolph Road, and Wheaton Central Business District. Design and construction of sub-projects will begin in FY16. This is primarily funded through local funds through 4 CIP programs: 501532 (Silver Spring CBD, Grosvenor, and Glenmont), 502004 (Purple Line), 502003 (Veirs Mill Road/Randolph Road), 502002 (Wheaton CBD).

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P501532
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$17,477,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	\$9,968,000	\$2,903,000	\$2,982,000	\$1,624,000	\$17,477,000
Total Construction		\$9,968,000	\$2,903,000	\$2,982,000	\$1,624,000	\$17,477,000
TIP Total		\$9,968,000	\$2,903,000	\$2,982,000	\$1,624,000	\$17,477,000
Total Programmed		\$9,968,000	\$2,903,000	\$2,982,000	\$1,624,000	\$17,477,000

## T3066 - Bikeway Program Minor Projects

This program provides funds to plan, design and construct bikeways, trails, and directional route signs throughout Montgomery County. The purpose of the program is to develop the bikeway network specified by master plans, and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. Bikeway types include shared-use paths, designated lanes, and signed shared routes along existing roads. There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles. This is primarily funded through County CIP P507596.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P507596
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$7,916,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$412,000	\$496,000	\$1,036,000	\$550,000	\$2,494,000
Right of Way	LOCAL	\$0	\$0	\$0	\$103,000	\$103,000
Construction	LOCAL	\$1,571,000	\$1,255,000	\$1,024,000	\$1,469,000	\$5,319,000
Total Construction		\$1,571,000	\$1,255,000	\$1,024,000	\$1,469,000	\$5,319,000
TIP Total		\$1,983,000	\$1,751,000	\$2,060,000	\$2,122,000	\$7,916,000
Total Programmed		\$1,983,000	\$1,751,000	\$2,060,000	\$2,122,000	\$7,916,000

## T3068 - ADA Compliance Transportation Access

This project provides both curb ramps for sidewalks and new transportation accessibility construction in compliance with the Americans with Disabilities Act (ADA). This improvement program provides for planning, design and reconstruction of existing infrastructure Countywide to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provide for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements, such as the reconstruction of median breaks and new curb ramps, crosswalks and, sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens; for the on-call transit program, Accessible Ride On and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance. See CIP P509325.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P509325
Facility:	ADA Compliance Transportation Access
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$4,328,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$185,000	\$185,000	\$185,000	\$185,000	\$740,000
Construction	LOCAL	\$872,000	\$872,000	\$872,000	\$872,000	\$3,488,000
Utility	LOCAL	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
Total Utility		\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
TIP Total		\$1,082,000	\$1,082,000	\$1,082,000	\$1,082,000	\$4,328,000
Total Programmed		\$1,082,000	\$1,082,000	\$1,082,000	\$1,082,000	\$4,328,000

## T3065 - Advanced Transportation Management System

This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan, dated February 2001, and revised July 2011. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring ADA compliance.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Road - ITS/Technology
Agency Project ID:	P509399
Facility:	Advanced Transportation Management System
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$6,032,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$177,000	\$177,000	\$177,000	\$177,000	\$708,000
Other	LOCAL	\$1,331,000	\$1,331,000	\$1,331,000	\$1,331,000	\$5,324,000
Total Other		\$1,331,000	\$1,331,000	\$1,331,000	\$1,331,000	\$5,324,000
TIP Total		\$1,508,000	\$1,508,000	\$1,508,000	\$1,508,000	\$6,032,000
Total Programmed		\$1,508,000	\$1,508,000	\$1,508,000	\$1,508,000	\$6,032,000

## T5971 - Bridge Preservation Program

This project includes actions or strategies that prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their useful lives. Preservation actions may be preventive or condition driven.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bridge - Preventative Maintenance
Agency Project ID:	P500313
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$2,224,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$143,000	\$143,000	\$143,000	\$143,000	\$572,000
Right of Way	LOCAL	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
Construction	LOCAL	\$411,000	\$411,000	\$411,000	\$411,000	\$1,644,000
Total Construction		\$411,000	\$411,000	\$411,000	\$411,000	\$1,644,000
TIP Total		\$556,000	\$556,000	\$556,000	\$556,000	\$2,224,000
Total Programmed		\$556,000	\$556,000	\$556,000	\$556,000	\$2,224,000

## T5972 - Bridge Renovation

This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning. See CIP P509753.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bridge - Rehab
Agency Project ID:	P509753
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$16,080,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$270,000	\$700,000	\$970,000	\$1,365,000	\$3,305,000
Construction	DC/STATE	\$227,000	\$227,000	\$227,000	\$227,000	\$908,000
Construction	LOCAL	\$3,523,000	\$3,093,000	\$2,823,000	\$2,428,000	\$11,867,000
Total Construction		\$3,750,000	\$3,320,000	\$3,050,000	\$2,655,000	\$12,775,000
TIP Total		\$4,020,000	\$4,020,000	\$4,020,000	\$4,020,000	\$16,080,000
Total Programmed		\$4,020,000	\$4,020,000	\$4,020,000	\$4,020,000	\$16,080,000

## T3063 - Bus Stop Improvement Program

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, and paved passenger standing areas. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now in the operating budget. See CIP P507658.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bus/BRT - Passenger Facilities
Agency Project ID:	P507658
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$3,953,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$381,000	\$571,000	\$196,000	\$196,000	\$1,344,000
Right of Way	LOCAL	\$70,000	\$100,000	\$100,000	\$100,000	\$370,000
Construction	LOCAL	\$496,000	\$541,000	\$581,000	\$621,000	\$2,239,000
Total Construction		\$496,000	\$541,000	\$581,000	\$621,000	\$2,239,000
TIP Total		\$947,000	\$1,212,000	\$877,000	\$917,000	\$3,953,000
Total Programmed		\$947,000	\$1,212,000	\$877,000	\$917,000	\$3,953,000

## T6616 - Electric and Hydrogen Fuel Cell Buses and Infrastructure Grants

For the procurement and installation of fourteen bus depot chargers, replacement of four 30' GILLIG diesel buses with four 35' Proterra E2 battery electric buses, and ten 40' GILLIG diesel buses with ten 40' battery electric buses. The buses are Montgomery County's first zero-emission buses and would be a component of green and sustainable initiatives underway in the county. Montgomery County, Maryland seeks to update its fleet with four Proterra 35 E2 battery electric buses to replace four GILLIG 30 diesel buses. Additionally, Montgomery County seeks to procure and install four depot chargers. The buses would be Montgomery County's first zero-emission buses and would be a component of green and sustainable initiatives underway in the county.

Montgomery County seeks to update the Ride On fleet with hydrogen fuel cell buses and fueling infrastructure. The purpose of this award is to provide funding for the procurement of 13 zero-emission hydrogen fuel cell electric buses (FCBs) and construct a hydrogen fuel production/dispensing station in support of bus transit service in Montgomery County.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bus/BRT - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2030
Total Cost:	\$21,300,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$4,260,000	\$0	\$0	\$0	\$4,260,000
Other	S. 5339 (C)	\$17,040,000	\$0	\$0	\$0	\$17,040,000
Total Other		\$21,300,000	\$0	\$0	\$0	\$21,300,000
TIP Total		\$21,300,000	\$0	\$0	\$0	\$21,300,000
Total Programmed		\$21,300,000	\$0	\$0	\$0	\$21,300,000

## T5980 - Intersection & Spot Improvements

This project provides for the planning and reconstruction of various existing intersections in Montgomery County, and for an annual congestion study to identify locations where there is a need for congestion mitigation. The project includes the identification and implementation of corridor modifications and traffic calming treatments to enhance pedestrian safety. At these identified locations either construction begins immediately or detailed design plans are prepared and developed into future projects. A pedestrian impact analysis will be performed during design or is in progress. See CIP P507017.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Road - Intersection improvements
Agency Project ID:	P507017
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2049
Total Cost:	\$10,128,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$580,000	\$580,000	\$580,000	\$580,000	\$2,320,000
Right of Way	LOCAL	\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
Construction	LOCAL	\$1,602,000	\$1,602,000	\$1,602,000	\$1,602,000	\$6,408,000
Utility	LOCAL	\$230,000	\$230,000	\$230,000	\$230,000	\$920,000
Total Utility		\$230,000	\$230,000	\$230,000	\$230,000	\$920,000
TIP Total		\$2,532,000	\$2,532,000	\$2,532,000	\$2,532,000	\$10,128,000
Total Programmed		\$2,532,000	\$2,532,000	\$2,532,000	\$2,532,000	\$10,128,000

## T5981 - Neighborhood Traffic Calming

This project provides for the planning, design, and construction of physical traffic control features in residential neighborhoods. traffic calming features such as traffic circles and islands, curb extensions, speed humps, physical and painted lane narrowing devices, etc., are used to maintain and improve the safety and livability of residential neighborhoods by addressing issues of aggressive driving and excessive speeds and volumes.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	P509523
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$2,940,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
Construction	LOCAL	\$585,000	\$585,000	\$585,000	\$585,000	\$2,340,000
Total Construction		\$585,000	\$585,000	\$585,000	\$585,000	\$2,340,000
TIP Total		\$735,000	\$735,000	\$735,000	\$735,000	\$2,940,000
Total Programmed		\$735,000	\$735,000	\$735,000	\$735,000	\$2,940,000

## T3642 - Pedestrian Safety Program

This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and the walking environment for pedestrians. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; Pedestrian Hybrid Beacons (PHB) and other related pedestrian signals; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes performing pedestrian safety audits at High Incidence Areas, and implementing identified physical improvements, education, and outreach.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P500333
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2029
Total Cost:	\$18,935,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	LOCAL	\$600,000	\$650,000	\$650,000	\$650,000	\$2,550,000
Preliminary Engineering	LOCAL	\$600,000	\$650,000	\$650,000	\$650,000	\$2,550,000
Construction	LOCAL	\$4,000,000	\$3,820,000	\$2,944,000	\$3,071,000	\$13,835,000
Total Construction		\$4,000,000	\$3,820,000	\$2,944,000	\$3,071,000	\$13,835,000
TIP Total		\$5,200,000	\$5,120,000	\$4,244,000	\$4,371,000	\$18,935,000
Total Programmed		\$5,200,000	\$5,120,000	\$4,244,000	\$4,371,000	\$18,935,000

## T5974 - Resurfacing: Primary / Arterial

Montgomery County maintains approximately 1,099 lane-miles of primary and arterial roadways. This project provides for the systematic milling, pavement repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project provides for a systematic, full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network and enhance safety and ease of use for all users. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration; this inventory is updated annually. One aspect of this project will focus on improving pedestrian mobility by creating a safer walking environment, utilizing selected engineering technologies, and ensuring compliance with the Americans with Disabilities Act (ADA). See CIP P508527.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	P508527
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$37,377,500

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	HSIP	\$0	\$877,500	\$0	\$0	\$877,500
Construction	LOCAL	\$7,300,000	\$7,300,000	\$7,300,000	\$7,300,000	\$29,200,000
Total Construction		\$7,300,000	\$8,177,500	\$7,300,000	\$7,300,000	\$30,077,500
TIP Total		\$7,300,000	\$8,177,500	\$7,300,000	\$7,300,000	\$30,077,500
Total Future Costs		\$0	\$0	\$0	\$0	\$7,300,000
Total Programmed		\$7,300,000	\$8,177,500	\$7,300,000	\$7,300,000	\$37,377,500

## T3072 - Ride On Bus Fleet

This project provides for the purchase of replacement buses and expansion buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan. This includes the purchase of 4 buses to expand service to Howard County. Project includes purchase new FLEX system buses for service expansion.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bus/BRT - Capital/SGR
Agency Project ID:	P500821
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2028
Total Cost:	\$167,645,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
Other	LOCAL	\$18,318,000	\$67,713,000	\$44,932,000	\$27,700,000	\$158,663,000
Other	S. 5307	\$2,582,000	\$1,600,000	\$1,600,000	\$1,600,000	\$7,382,000
Total Other		\$21,300,000	\$69,713,000	\$46,932,000	\$29,700,000	\$167,645,000
TIP Total		\$21,300,000	\$69,713,000	\$46,932,000	\$29,700,000	\$167,645,000
Total Programmed		\$21,300,000	\$69,713,000	\$46,932,000	\$29,700,000	\$167,645,000

## T5975 - Sidewalk & Curb Replacement

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. MCDOT currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. This project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. A significant aspect of this project has been and will be to provide safe pedestrian access and ensure compliance with the Americans with Disabilities Act (ADA).

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P508182
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$28,584,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$7,146,000	\$7,146,000	\$7,146,000	\$7,146,000	\$28,584,000
Total Other		\$7,146,000	\$7,146,000	\$7,146,000	\$7,146,000	\$28,584,000
TIP Total		\$7,146,000	\$7,146,000	\$7,146,000	\$7,146,000	\$28,584,000
Total Programmed		\$7,146,000	\$7,146,000	\$7,146,000	\$7,146,000	\$28,584,000

## T3067 - Sidewalk Program - Minor Projects

This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Montgomery County Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on this list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies and ensuring Americans with Disabilities Act (ADA) compliance. In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. The average rate of requests for sidewalks has been 80 to 100 per year over the last two years. This program also complements and augments the bikeways that are included in road projects.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P506747
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$16,033,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$840,000	\$840,000	\$840,000	\$840,000	\$3,360,000
Right of Way	LOCAL	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
Construction	LOCAL	\$3,756,000	\$2,808,000	\$2,919,000	\$3,034,000	\$12,517,000
Utility	LOCAL	\$14,000	\$14,000	\$14,000	\$14,000	\$56,000
Total Utility		\$14,000	\$14,000	\$14,000	\$14,000	\$56,000
TIP Total		\$4,635,000	\$3,687,000	\$3,798,000	\$3,913,000	\$16,033,000
Total Programmed		\$4,635,000	\$3,687,000	\$3,798,000	\$3,913,000	\$16,033,000

## T5982 - Streetlight Enhancements - CBD / Town Center

This project provides for the evaluation and enhancement of street lighting within and around the Central Business Districts (CBDs) and town centers where current lighting does not meet minimum Illuminating Engineering Society of North America (IESNA) standards. This project will fill in street lighting; standardize streetlight types; and replace sodium vapor lighting. This project is needed to provide visibility and safety improvements in areas where there is a high concentration of pedestrians, bicyclists, and vehicles.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	P500512
Facility:	Streetlight Enhancements - CBD / Town Center
From:	CBDs and Town Centers
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2049
Total Cost:	\$1,080,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000
Total Other		\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000
TIP Total		\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000
Total Programmed		\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000

## T3648 - Traffic Signal System Modernization

The Traffic Signal System Modernization (TSSM) program provides on-going, life-cycle replacement and maintenance of critical subsystems and equipment from the network communication paths throughout the County and is relayed to both Transportation Management Center (TMC) and traffic control equipment in the field. The life-cycle replacement plan ensures the transportation network system, communication network, and the hardware in the TMC (servers, workstations) remains up to date with industry and national standards and, new technologies employed by the Traffic Division. See CIP P500704

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Road - Signal/Signs
Agency Project ID:	P500704
Facility:	Traffic Signal System Modernization
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2049
Total Cost:	\$5,356,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Other	LOCAL	\$1,139,000	\$1,139,000	\$1,139,000	\$1,139,000	\$4,556,000
Total Other		\$1,139,000	\$1,139,000	\$1,139,000	\$1,139,000	\$4,556,000
TIP Total		\$1,339,000	\$1,339,000	\$1,339,000	\$1,339,000	\$5,356,000
Total Programmed		\$1,339,000	\$1,339,000	\$1,339,000	\$1,339,000	\$5,356,000

## T6065 - Traffic Signals

This project provides for the design, construction and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction / replacement of aged and obsolete signals and components; auxiliary signs; accessible pedestrian signals (APS); updates of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system. Increases in congestion levels and the number of accidents necessitate a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption and air pollution; and provide coordinated movement on arterial routs through effective traffic management and control, utilizing modern traffic signal technologies.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Road - Signal/Signs
Agency Project ID:	P507154
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$23,012,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$5,753,000	\$5,753,000	\$5,753,000	\$5,753,000	\$23,012,000
Total Other		\$5,753,000	\$5,753,000	\$5,753,000	\$5,753,000	\$23,012,000
TIP Total		\$5,753,000	\$5,753,000	\$5,753,000	\$5,753,000	\$23,012,000
Total Programmed		\$5,753,000	\$5,753,000	\$5,753,000	\$5,753,000	\$23,012,000

## T6364 - Transportation Improvements for Access to Schools and Neighborhoods

This project provides for transportation improvements such as initiate a pilot e-cargo bike program for improved mobility and access to schools in lieu of driving and drop-off students, intersection modifications, sidewalks, traffic signals, streetlights etc. for safe pedestrian and vehicular circulation identified in the Montgomery County Public Schools Capital Program. Schools include but are not limited to: Page Elementary, Sligo Middle School, Cloverly Elementary School and Glenhaven Elementary School. Specific Safe Routes to School studies and assessments are included separately in the MCDOT operating budget. Pilot e-cargo bike program is a Congressional Directed Spending award.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P509036
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2028
Total Cost:	\$904,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$226,000	\$226,000	\$226,000	\$226,000	\$904,000
Total Other		\$226,000	\$226,000	\$226,000	\$226,000	\$904,000
TIP Total		\$226,000	\$226,000	\$226,000	\$226,000	\$904,000
Total Programmed		\$226,000	\$226,000	\$226,000	\$226,000	\$904,000

## T13647 - Twinbrook Pedestrian and Bicycle Bridge (Study/ Preliminary Design)

This project supports the City of Rockville efforts to reconnect the Twinbrook Community which was separated by the Metrorail infrastructure in the 1980s. The scope of this phase of the project includes conducting comprehensive planning activities for four potential railroad crossing locations, including feasibility analysis, public engagement, a benefit-cost analysis for each crossing location, the selection of a preferred alternative, and 30 percent preliminary design for the preferred alternative.

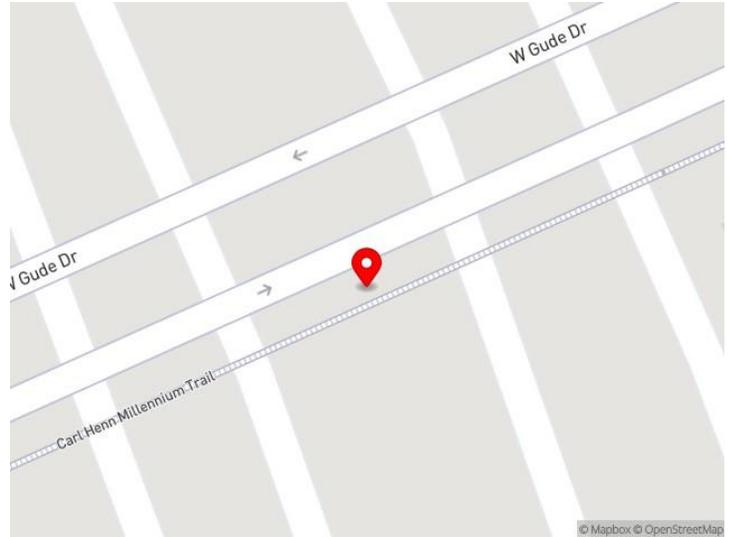
Cycle-Revision ID:	26-00
Lead Agency:	Rockville Public Works Department
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	Pedestrian and Bicycle Bridge over the existing CSX and WMATA rail tracks.
From:	Lewis Avenue
To:	Chapman Avenue and Rockville Pike (MD 355)
County:	Montgomery
Municipality:	City of Rockville
Completion Year:	2025
Total Cost:	\$710,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	LOCAL	\$20,000	\$0	\$0	\$0	\$20,000
Planning	NEVI	\$100,000	\$0	\$0	\$0	\$100,000
Preliminary Engineering	LOCAL	\$82,000	\$0	\$0	\$0	\$82,000
Preliminary Engineering	NEVI	\$268,000	\$0	\$0	\$0	\$268,000
Total Preliminary Engineering		\$350,000	\$0	\$0	\$0	\$350,000
TIP Total		\$470,000	\$0	\$0	\$0	\$470,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$240,000
Total Programmed		\$470,000	\$0	\$0	\$0	\$710,000

# T13877 - West Gude Drive Bridge Repair

This project repairs the West Gude Drive bridge over I-270. These improvements will restore carrying capacity and remove load restrictions that were posted in May 2024.

Cycle-Revision ID:	26-00
Lead Agency:	Rockville Public Works Department
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	West Gude Drive
From:	-
To:	-
County:	Montgomery
Municipality:	City of Rockville
Completion Year:	2027
Total Cost:	\$1,625,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	\$325,000	\$0	\$0	\$0	\$325,000
Construction	STBG	\$1,300,000	\$0	\$0	\$0	\$1,300,000
Total Construction		\$1,625,000	\$0	\$0	\$0	\$1,625,000
TIP Total		\$1,625,000	\$0	\$0	\$0	\$1,625,000
Total Programmed		\$1,625,000	\$0	\$0	\$0	\$1,625,000

# MONTGOMERY COUNTY, MARYLAND

## Records Pending Financial Close-Out

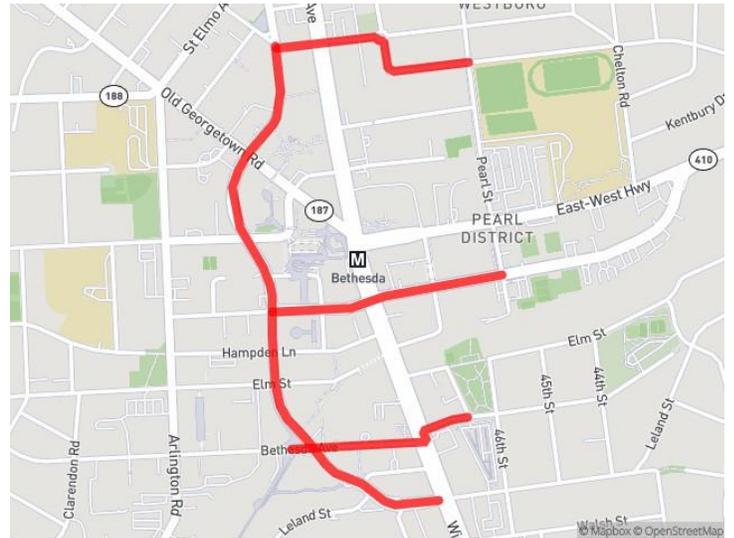
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



## T3680 - Bethesda Bikeway and Pedestrian Facilities

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda CBD Sector Plan to complete the requirements of Stage I development. This project includes construction of separated bike facilities on several roadways in downtown Bethesda as planned in the 2017 Bethesda Downtown Plan and the 2018 Bicycle Master Plan. Included is the Capital Crescent Surface Trail Phase 1; the Woodmont Avenue Cycletrack Phases 1, 2A, 2B, and 2C ; the Montgomery Lane/Montgomery Avenue Cycletrack Phases 1, 2A, 2B, and 2C; and the Norfolk/Cheltenham Bikeway.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P500119
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2050
Total Cost:	\$12,448,000

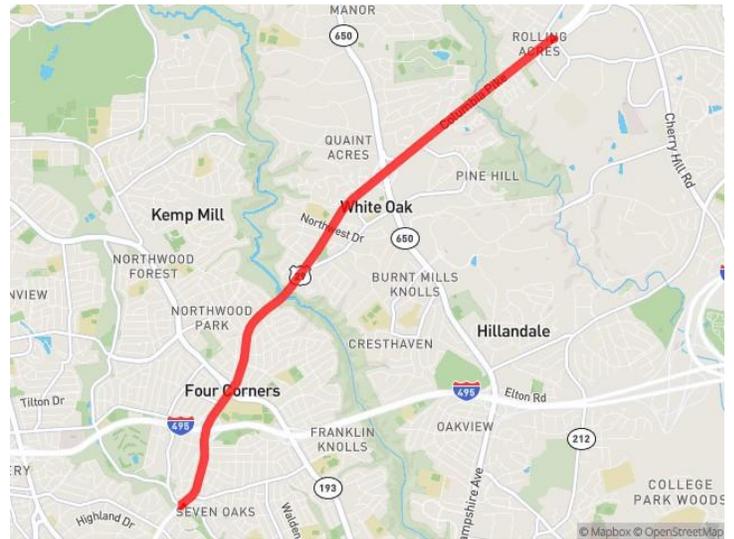


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$12,448,000
Total Programmed		\$0	\$0	\$0	\$0	\$12,448,000

## T11412 - Bus Rapid Transit: US 29 - Phase 2

This project will design and implement a dedicated lane for Bus Rapid Transit in the median of US 29 between Tech Road and Sligo Creek Parkway to improve travel time and service reliability. The project will also include an additional lane on the ramp from southbound US 29 to westbound I-495. This project will complement the investment in US 29 Flash and improve transit travel time, reliability, performance, and person throughput from MD 198 to the Silver Spring Transit Center. These efforts will support master plan non-auto-driver mode share (NADMS) goals. The project supports the following countywide vision goals: Easier Commutes and a Growing Economy. Approved land use plans in the corridor recommend the implementation of transit lanes along with US 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	US 29 Colesville Road
From:	Sligo Parkway
To:	Tech Road
County:	Montgomery
Municipality:	-
Completion Year:	2030
Total Cost:	\$9,750,001



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$0	\$0	\$0	\$1	\$1
Total Other		\$0	\$0	\$0	\$1	\$1
TIP Total		\$0	\$0	\$0	\$1	\$1
Total Prior Costs		\$0	\$0	\$0	\$0	\$9,750,000
Total Programmed		\$0	\$0	\$0	\$1	\$9,750,001

## T13616 - Security Improvements for Transportation Facilities

Funds will be used to purchase new and replacement security cameras and related security infrastructure for parking garages in Bethesda, Silver Spring and Wheaton to address ongoing crime and community concerns. The project will also install secure bike parking in downtown Bethesda and Silver Spring. The Secure Bike Parking program is expected to cost \$535,000, with a federal contribution up to \$428,000 in Community Project Funding. Up to \$4,350,000 in additional Community Project Funding may be awarded for security cameras and supporting infrastructure in FY2025.

Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	TDM/Micromobility - Park and Ride
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2027
Total Cost:	\$5,750,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$5,750,000
Total Programmed		\$0	\$0	\$0	\$0	\$5,750,000

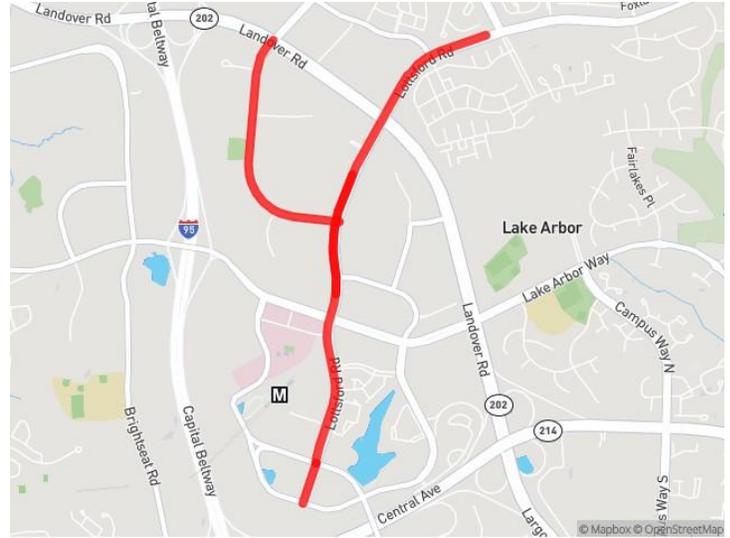
APPENDIX A  
Prince George's County,  
Maryland  
FY 2026-2029 TIP Tables



# T13605 - Blue Line Corridor Project

This project provides local and State funding to support infrastructure projects along the Blue Line Corridor including improvements around the Largo, Garrett Morgan Boulevard, Addison Road/Seat Pleasant and Capitol Heights Metro Stations.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Statewide MD
Completion Year:	2040
Total Cost:	\$45,600,000



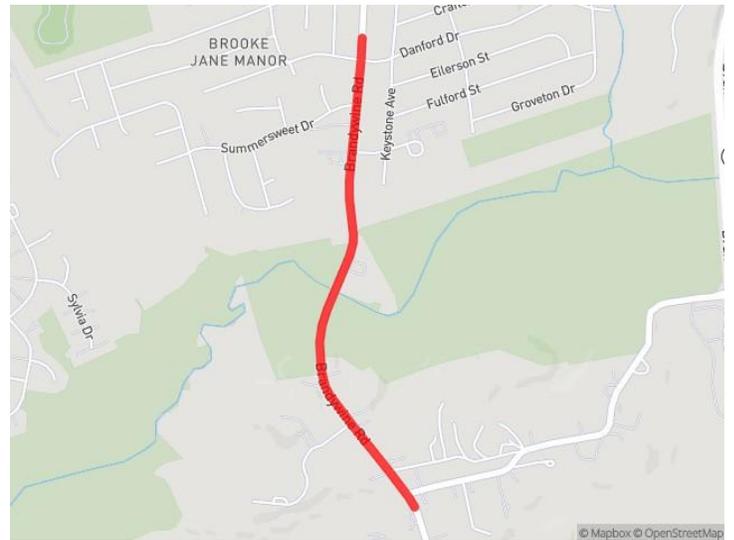
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$20,900,000	\$10,000,000	\$0	\$0	\$30,900,000
Total Construction		\$20,900,000	\$10,000,000	\$0	\$0	\$30,900,000
TIP Total		\$20,900,000	\$10,000,000	\$0	\$0	\$30,900,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$14,700,000
Total Programmed		\$20,900,000	\$10,000,000	\$0	\$0	\$45,600,000

## T5400 - Brandywine Road Bridge Replacement

This project replaces the existing structure over Piscataway Creek, constructs scour counter measures within the creek to protect the bridge substructure, and reconstructs the approach roadways. The existing bridge, constructed of concrete, is posted for 22,000 pounds and is in a deteriorated condition.

Funding is anticipated to be 80% Federal Aid eligible for design and construction

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	Brandywine Road Bridge over Piscataway Creek
From:	north side of Piscataway Creek
To:	south side of Piscataway Creek
County:	Prince Georges
Municipality:	-
Completion Year:	2032
Total Cost:	\$8,796,186

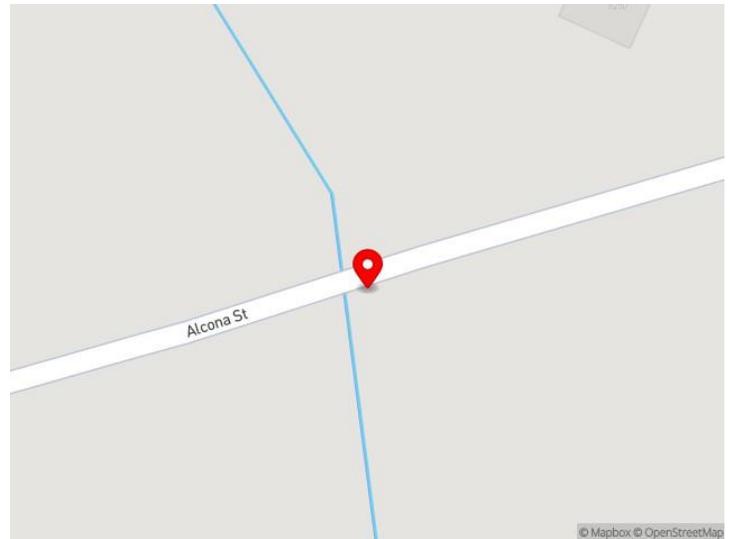


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	HBRRP	\$3,785,373	\$946,343	\$630,896	\$0	\$5,362,612
Construction	LOCAL	\$946,343	\$236,586	\$157,724	\$0	\$1,340,653
Total Construction		\$4,731,716	\$1,182,929	\$788,620	\$0	\$6,703,265
TIP Total		\$4,731,716	\$1,182,929	\$788,620	\$0	\$6,703,265
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,092,921
Total Programmed		\$4,731,716	\$1,182,929	\$788,620	\$0	\$8,796,186

# T13594 - Bridge Rehabilitation - Alcona Street

Alcona Street Bridge No. P-0295 Rehabilitation CIP project

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	Alcona Street Bridge
From:	Ellerbie Street
To:	Duchane Drive
County:	Prince Georges
Municipality:	-
Completion Year:	2036
Total Cost:	\$2,100,000

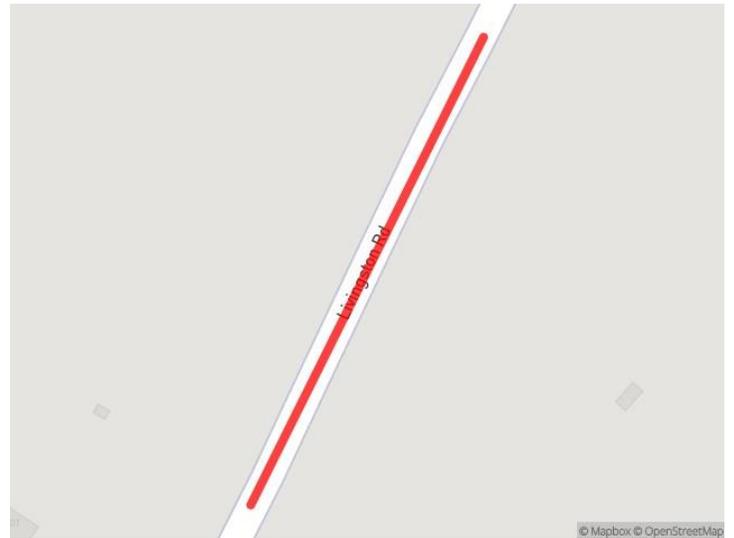


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	BFP	\$800,000	\$0	\$0	\$0	\$800,000
Construction	LOCAL	\$200,000	\$0	\$0	\$0	\$200,000
Utility	BFP	\$0	\$400,000	\$0	\$0	\$400,000
Utility	LOCAL	\$0	\$100,000	\$0	\$0	\$100,000
Total Utility		\$0	\$500,000	\$0	\$0	\$500,000
TIP Total		\$1,000,000	\$500,000	\$0	\$0	\$1,500,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$600,000
Total Programmed		\$1,000,000	\$500,000	\$0	\$0	\$2,100,000

## T5806 - Bridge Replacement - Livingston Road

This project will replace the existing Livingston Road Bridge over Piscataway Creek, reconstruct the approach roadways and install sidewalks, street lights, and landscaping. Funding for the bridge replacement is anticipated to be 80% Federal Aid for design and construction. Right of way, wetland, mitigation, and necessary roadway rehabilitation beyond the bridge and approach limits are anticipated to be County funded. the bridge is currently load restricted to 58,000 pounds and was originally constructed in 1932.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Replace + Add Capacity
Agency Project ID:	-
Facility:	Bridge Replacement - Livingston Road
From:	-
To:	Over Piscataway Creek
County:	Prince Georges
Municipality:	-
Completion Year:	2030
Total Cost:	\$14,414,942

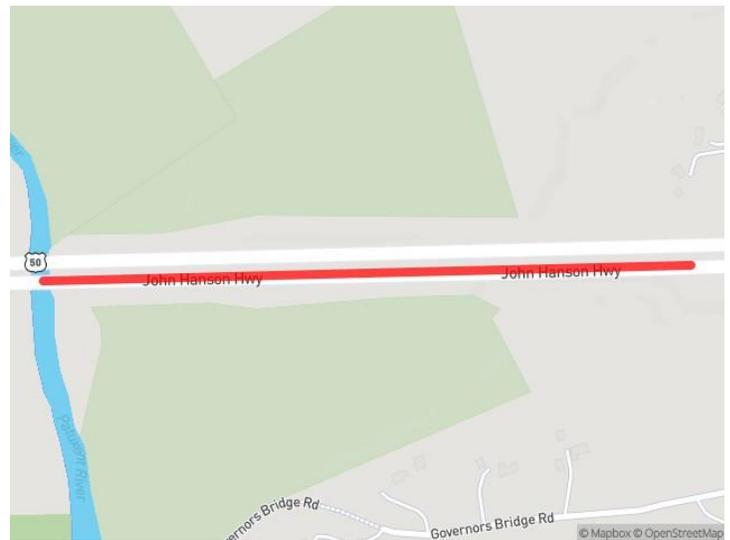


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	HBRRP	\$680,000	\$0	\$0	\$0	\$680,000
Preliminary Engineering	LOCAL	\$170,000	\$0	\$0	\$0	\$170,000
Construction	HBRRP	\$0	\$1,440,000	\$4,320,000	\$3,360,000	\$9,120,000
Construction	LOCAL	\$0	\$360,000	\$1,080,000	\$840,000	\$2,280,000
Total Construction		\$0	\$1,800,000	\$5,400,000	\$4,200,000	\$11,400,000
TIP Total		\$850,000	\$1,800,000	\$5,400,000	\$4,200,000	\$12,250,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,564,942
Total Future Costs		\$0	\$0	\$0	\$0	\$600,000
Total Programmed		\$850,000	\$1,800,000	\$5,400,000	\$4,200,000	\$14,414,942

## T6509 - Governor's Bridge Road Bridge Reconstruction

This project replaces the existing structure. It is a single lane Pratt through-truss bridge with steel stringers and steel beams with an open grid steel deck. The structure is load posted for 4,000 pounds and carries a sufficiency rating of 2. Federal funding will be utilized for design and construction of the project at a 80/20 federal/local funding ratio. This structure is jointly owned by Prince George's County and Anne Arundel County.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	Governors Bridge Road
From:	West side of Patuxent River
To:	East Side of Patuxent River
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2040
Total Cost:	\$8,571,000

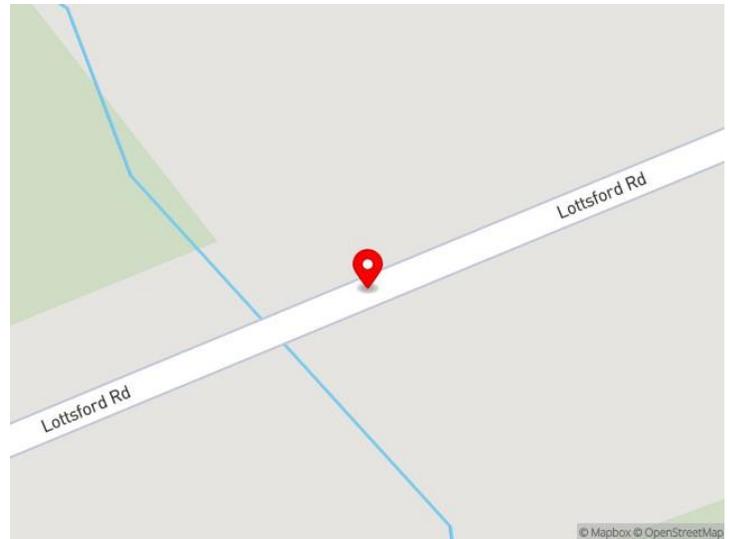


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$260,000	\$0	\$0	\$0	\$260,000
Construction	BFP	\$1,600,000	\$1,600,000	\$2,000,000	\$400,000	\$5,600,000
Construction	LBD	\$17,000	\$0	\$0	\$0	\$17,000
Construction	LOCAL	\$0	\$117,000	\$500,000	\$100,000	\$717,000
Total Construction		\$1,617,000	\$1,717,000	\$2,500,000	\$500,000	\$6,334,000
TIP Total		\$1,877,000	\$1,717,000	\$2,500,000	\$500,000	\$6,594,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,977,000
Total Programmed		\$1,877,000	\$1,717,000	\$2,500,000	\$500,000	\$8,571,000

# T13603 - Lottsford Rd., Bridge No. P-0283 Project

Major bridge project that consists of major repair and bridge preservation work.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Preventative Maintenance
Agency Project ID:	-
Facility:	Lottsford Rd. Bridge over the Western Branch
From:	500 Ft. East to Lottsford Vista Rd
To:	2000 Ft. West to Archer Ln.
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2032
Total Cost:	\$2,500,000

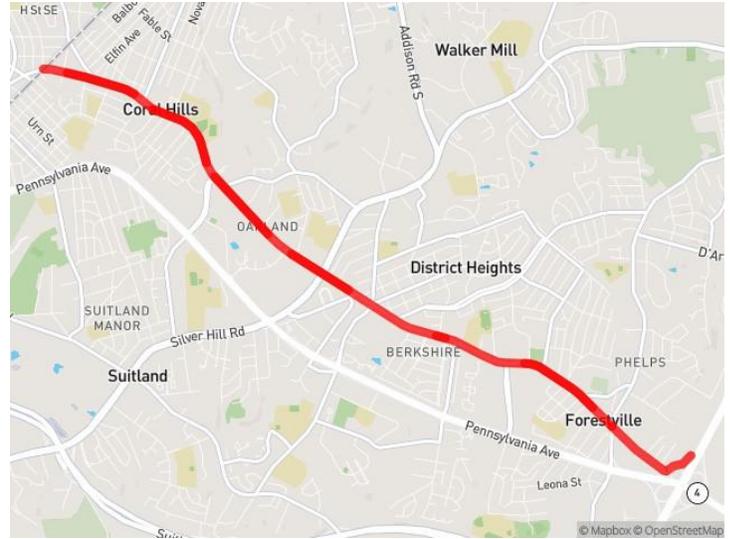


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$100,000	\$0	\$0	\$0	\$100,000
Preliminary Engineering	LOCAL	\$25,000	\$0	\$0	\$0	\$25,000
Construction	BFP	\$0	\$1,600,000	\$0	\$0	\$1,600,000
Construction	LOCAL	\$0	\$400,000	\$0	\$0	\$400,000
Total Construction		\$0	\$2,000,000	\$0	\$0	\$2,000,000
TIP Total		\$125,000	\$2,000,000	\$0	\$0	\$2,125,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$375,000
Total Programmed		\$125,000	\$2,000,000	\$0	\$0	\$2,500,000

# T13604 - Marlboro Pike

Pedestrian safety roadway improvement project

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	-
Facility:	Marlboro Pike
From:	Southern Ave
To:	Forest Edge Rd
County:	Prince Georges
Municipality:	-
Completion Year:	2035
Total Cost:	\$8,000,000

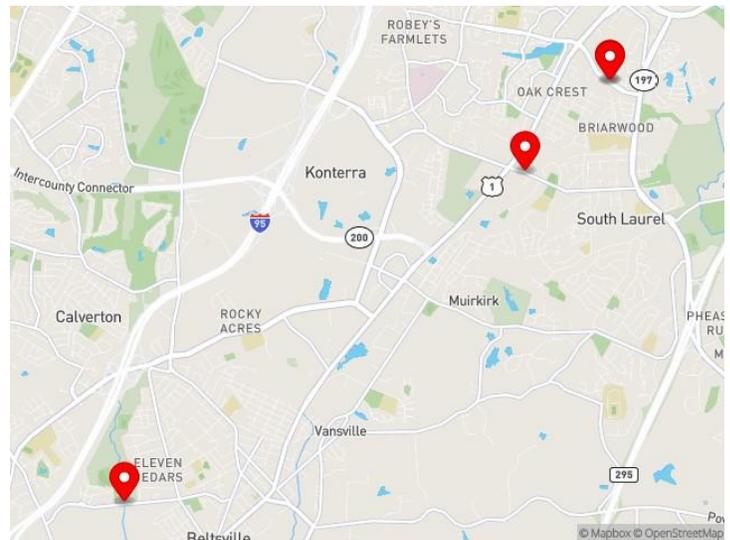


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	SP	\$2,500,000	\$0	\$0	\$0	\$2,500,000
Total Construction		\$2,500,000	\$0	\$0	\$0	\$2,500,000
TIP Total		\$2,500,000	\$0	\$0	\$0	\$2,500,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$5,500,000
Total Programmed		\$2,500,000	\$0	\$0	\$0	\$8,000,000

## T13607 - Bridge Preservation Program, Ph. 1

The project involves bridge Painting of four bridges, replacement of bridge joints, plating of steel beam ends, replacement of bearing, replacement of bridge deck wearing surface, and repair or replacement of traffic barriers and addressing safety issues related other roadway elements. The bridges that will be maintained in this phase are as follows: Contee Rd., Bridge No. P-0169, Sellman Rd., Bridge No. P-0190, Cherry Ln. EB, Bridge No. P-0198031, Cherry Ln. WB, Bridge No. P-0198041.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Preventative Maintenance
Agency Project ID:	-
Facility:	Contee Road, Sellman Road, Cherry Lane (EB), Cherry Lane (WB)
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2032
Total Cost:	\$7,750,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$200,000	\$0	\$0	\$0	\$200,000
Preliminary Engineering	LOCAL	\$50,000	\$0	\$0	\$0	\$50,000
Construction	BFP	\$4,800,000	\$800,000	\$0	\$0	\$5,600,000
Construction	LOCAL	\$1,200,000	\$200,000	\$0	\$0	\$1,400,000
Total Construction		\$6,000,000	\$1,000,000	\$0	\$0	\$7,000,000
TIP Total		\$6,250,000	\$1,000,000	\$0	\$0	\$7,250,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$500,000
Total Programmed		\$6,250,000	\$1,000,000	\$0	\$0	\$7,750,000

## T13643 - Bridge Program Manager

Bridge Program Manager is responsible for the National Bridge Inspection Standards (NBIS) Program, including bridge inspection, reporting, and inventory to maintain safe bridge operation and prevent structural and functional failures.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Preventative Maintenance
Agency Project ID:	-
Facility:	Programing for the County Bridge Program Manager
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2040
Total Cost:	\$120,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$12,000	\$12,000	\$0	\$0	\$24,000
Preliminary Engineering	STBG	\$48,000	\$48,000	\$0	\$0	\$96,000
Total Preliminary Engineering		\$60,000	\$60,000	\$0	\$0	\$120,000
TIP Total		\$60,000	\$60,000	\$0	\$0	\$120,000
Total Programmed		\$60,000	\$60,000	\$0	\$0	\$120,000

## T5402 - Bridge Repair and Replacement 2

This project provides for replacing and rehabilitating County bridges based on Maryland state Highway Administration sufficiency ratings. It also provides funding for small scale and emergency capital repairs to various bridges located throughout the county.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2050
Total Cost:	\$13,650,000

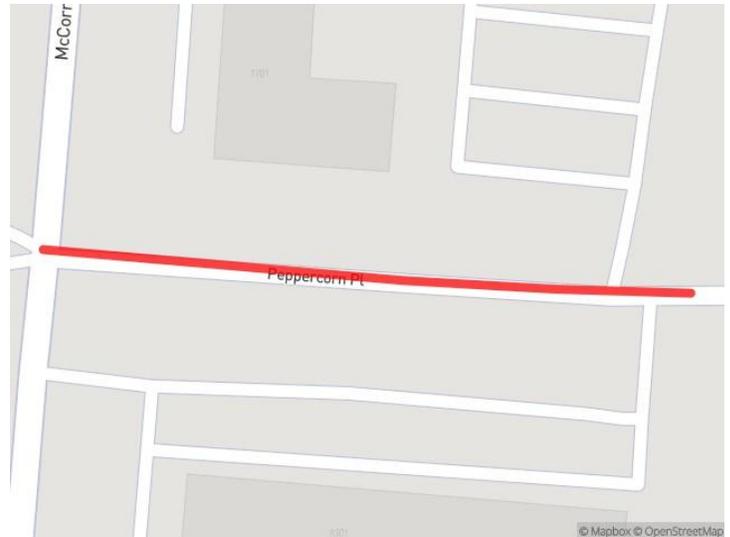


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	HBRRP	\$240,000	\$0	\$0	\$0	\$240,000
Preliminary Engineering	LOCAL	\$60,000	\$800,000	\$1,000,000	\$1,800,000	\$3,660,000
Right of Way	HBRRP	\$40,000	\$0	\$0	\$0	\$40,000
Right of Way	LOCAL	\$10,000	\$50,000	\$50,000	\$50,000	\$160,000
Construction	HBRRP	\$2,400,000	\$0	\$0	\$0	\$2,400,000
Construction	LOCAL	\$600,000	\$1,800,000	\$2,000,000	\$2,750,000	\$7,150,000
Total Construction		\$3,000,000	\$1,800,000	\$2,000,000	\$2,750,000	\$9,550,000
TIP Total		\$3,350,000	\$2,650,000	\$3,050,000	\$4,600,000	\$13,650,000
Total Programmed		\$3,350,000	\$2,650,000	\$3,050,000	\$4,600,000	\$13,650,000

## T5401 - Bridge Replacement, Federal Aid

This project will rehabilitate deteriorated bridges exceeding 20 feet in length where the current deteriorated condition of the bridges does not warrant replacement. Federal Aid funding will be utilized for design and construction of the projects at an 80/20 federal/local ratio.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2050
Total Cost:	\$28,446,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	HBRRP	\$80,000	\$544,000	\$640,000	\$80,000	\$1,344,000
Preliminary Engineering	LOCAL	\$20,000	\$136,000	\$160,000	\$20,000	\$336,000
Right of Way	HBRRP	\$0	\$96,000	\$0	\$0	\$96,000
Right of Way	LOCAL	\$0	\$24,000	\$0	\$0	\$24,000
Construction	HBRRP	\$7,600,000	\$7,516,800	\$1,800,000	\$4,400,000	\$21,316,800
Construction	LOCAL	\$1,900,000	\$1,879,200	\$450,000	\$1,100,000	\$5,329,200
Total Construction		\$9,500,000	\$9,396,000	\$2,250,000	\$5,500,000	\$26,646,000
TIP Total		\$9,600,000	\$10,196,000	\$3,050,000	\$5,600,000	\$28,446,000
Total Programmed		\$9,600,000	\$10,196,000	\$3,050,000	\$5,600,000	\$28,446,000

## T6375 - Bus Mass Transit/ Metro Access 2

Funds from this project may be used to purchase buses, construct related capital facilities for both bus and rail activities, roadway improvements and provide pedestrian and vehicular access improvement to metro stations and bus stops.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2040
Total Cost:	\$3,750,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$750,000	\$500,000	\$1,000,000	\$0	\$2,250,000
Construction	LOCAL	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Total Construction		\$0	\$0	\$0	\$1,500,000	\$1,500,000
TIP Total		\$750,000	\$500,000	\$1,000,000	\$1,500,000	\$3,750,000
Total Programmed		\$750,000	\$500,000	\$1,000,000	\$1,500,000	\$3,750,000

## T5609 - Curb and Road rehabilitation II

This Project provides funding for rehabilitating County streets, curbs and sidewalks, various safety improvements, installing new sidewalks, construction of sidewalk ramps in accordance with the Americans with Disabilities Act, landscaping, traffic calming improvements, revitalization improvements and the installation of guardrails. The project also includes funding to urbanize and revitalize older subdivisions. An ongoing resurfacing and safety program provides increased vehicular and pedestrian safety remedies to address hazardous conditions and upgrade the appearance of neighborhoods.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2050
Total Cost:	\$116,900,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Construction	LOCAL	\$31,900,000	\$18,500,000	\$21,100,000	\$18,500,000	\$90,000,000
Other	LOCAL	\$7,000,000	\$7,000,000	\$4,400,000	\$7,000,000	\$25,400,000
Total Other		\$7,000,000	\$7,000,000	\$4,400,000	\$7,000,000	\$25,400,000
TIP Total		\$40,400,000	\$25,500,000	\$25,500,000	\$25,500,000	\$116,900,000
Total Programmed		\$40,400,000	\$25,500,000	\$25,500,000	\$25,500,000	\$116,900,000

## T6024 - Developer Contribution Projects

This project provides funding for a variety of street improvements necessitated by new development. These improvements include, but are not limited to, traffic signals, intersection modifications, roadway widening, new construction, resurfacing, landscaping and contributions to a variety of State highway projects.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2040
Total Cost:	\$1,500,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	Private	\$50,000	\$0	\$0	\$0	\$50,000
Construction	Private	\$1,450,000	\$0	\$0	\$0	\$1,450,000
Total Construction		\$1,450,000	\$0	\$0	\$0	\$1,450,000
TIP Total		\$1,500,000	\$0	\$0	\$0	\$1,500,000
Total Programmed		\$1,500,000	\$0	\$0	\$0	\$1,500,000

## T6003 - Green/Complete Street Improvements

This project provides funding for a variety of street improvements along major roadways and at key intersections to improve their appearance, safety and functionality while addressing environmental issues. These improvements include but are not limited to roadway and intersection modifications, tree planting, bio retention facilities or stormwater management related water quality and quantity measures necessary to improve the environment, bicycle lane installation and the construction of sidewalks and paths.

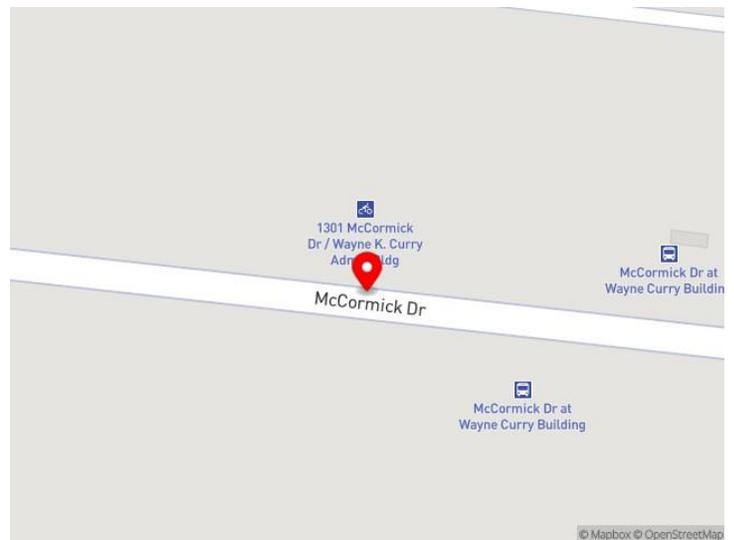
Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2040
Total Cost:	\$4,800,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$800,000	\$0	\$0	\$0	\$800,000
Construction	LOCAL	\$0	\$0	\$4,000,000	\$0	\$4,000,000
Total Construction		\$0	\$0	\$4,000,000	\$0	\$4,000,000
TIP Total		\$800,000	\$0	\$4,000,000	\$0	\$4,800,000
Total Programmed		\$800,000	\$0	\$4,000,000	\$0	\$4,800,000

# T11593 - Major Reconstruction Program (DPW&T)

This ongoing program by the Department of Public Works and Transportation will redesign, reconstruct and rehabilitate major drainage and flood control projects throughout the County

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2040
Total Cost:	\$40,842,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	LOCAL	\$2,250,000	\$2,916,000	\$1,450,000	\$1,496,000	\$8,112,000
Right of Way	LOCAL	\$75,000	\$475,000	\$150,000	\$300,000	\$1,000,000
Construction	LOCAL	\$13,067,000	\$14,013,000	\$2,400,000	\$2,250,000	\$31,730,000
Total Construction		\$13,067,000	\$14,013,000	\$2,400,000	\$2,250,000	\$31,730,000
TIP Total		\$15,392,000	\$17,404,000	\$4,000,000	\$4,046,000	\$40,842,000
Total Programmed		\$15,392,000	\$17,404,000	\$4,000,000	\$4,046,000	\$40,842,000

## T6012 - Modification of ADA Rights of Way County-Wide

This Prroject will modify existing curb, gutters and sidewalks throughtout the County to bring the existing infrastructure into compliance with current Americans with Disabilities Act (ADA) design standards.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2040
Total Cost:	\$400,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	\$400,000	\$0	\$0	\$0	\$400,000
Total Construction		\$400,000	\$0	\$0	\$0	\$400,000
TIP Total		\$400,000	\$0	\$0	\$0	\$400,000
Total Programmed		\$400,000	\$0	\$0	\$0	\$400,000

## T6370 - Pedestrian Safety Improvements

This project will involve the creation of multiple projects to provide for roadway improvements that are oriented toward the enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of crashes. Priority will be given to the correction of problems where there is a high incidence of pedestrian related crashes.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2040
Total Cost:	\$74,388,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$700,000	\$0	\$0	\$0	\$700,000
Construction	LOCAL	\$17,072,000	\$13,788,000	\$6,375,000	\$1,717,000	\$38,952,000
Construction	TAP	\$7,653,000	\$9,261,000	\$9,822,000	\$8,000,000	\$34,736,000
Total Construction		\$25,425,000	\$23,049,000	\$16,197,000	\$9,717,000	\$74,388,000
TIP Total		\$25,425,000	\$23,049,000	\$16,197,000	\$9,717,000	\$74,388,000
Total Programmed		\$25,425,000	\$23,049,000	\$16,197,000	\$9,717,000	\$74,388,000

## T6371 - Planning and Site Acquisition

This project provides funding for acquiring land for road rights-of-way, reforestation mitigation and wetland banking in developing areas of the County. The demolition of structures on acquired land is also included. It also provides funding for future project planning studies in order to verify need, determine scope and develop preliminary cost estimates.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	Various locations County-wide
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2024
Total Cost:	\$2,295,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$500,000	\$500,000	\$795,000	\$500,000	\$2,295,000
Total Preliminary Engineering		\$500,000	\$500,000	\$795,000	\$500,000	\$2,295,000
TIP Total		\$500,000	\$500,000	\$795,000	\$500,000	\$2,295,000
Total Programmed		\$500,000	\$500,000	\$795,000	\$500,000	\$2,295,000

## T6372 - Street Lights and Traffic Signals 2

This project consists of installing traffic control signals and new street lights at various locations throughout the county. The program includes installing new signals, upgrading of existing signals, replacement of aging signals, the Energy Abatement program, installation of traffic surveillance cameras and communications equipment, and the upgrade of existing street lighting on County roadways. This project also provides some funding for the TRIP (traffci Response and Information Partnership) Center.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Road - Signal/Signs
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2050
Total Cost:	\$12,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Construction	LOCAL	\$2,900,000	\$2,900,000	\$2,900,000	\$2,900,000	\$11,600,000
Total Construction		\$2,900,000	\$2,900,000	\$2,900,000	\$2,900,000	\$11,600,000
TIP Total		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
Total Programmed		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000

## T6381 - Transit Oriented Development Infrastructure

This project provides funding for roadway improvements in proximity to the County's Metro Stations. Street, bridge and intersection improvements are included to increase the capacity of the roadway network and to facilitate and improve safety of all modes of transportation.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2050
Total Cost:	\$59,600,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$0	\$13,000,000	\$6,800,000	\$0	\$19,800,000
Construction	INFRA	\$0	\$12,000,000	\$5,000,000	\$0	\$17,000,000
Construction	LOCAL	\$5,000,000	\$7,800,000	\$0	\$0	\$12,800,000
Construction	Private	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Construction	SP	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Total Construction		\$15,000,000	\$32,800,000	\$11,800,000	\$0	\$59,600,000
TIP Total		\$15,000,000	\$32,800,000	\$11,800,000	\$0	\$59,600,000
Total Programmed		\$15,000,000	\$32,800,000	\$11,800,000	\$0	\$59,600,000

# PRINCE GEORGE'S COUNTY, MARYLAND

## Records Pending Financial Close-Out

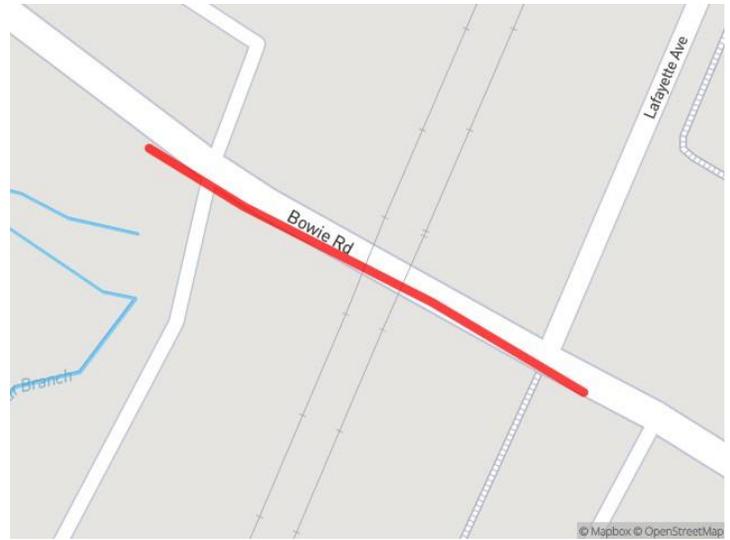
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



## T6685 - Bowie Road Culvert

Rehabilitate existing box culvert which carries Bowie Road below an existing CSX railroad bridge. Initial design analysis resulted in a simplified rehabilitation that will realize significant savings in construction. Design was initiated in FY 2017

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	Bowie Road under CSX bridge
From:	North side of CSX
To:	South side of CSX
County:	Prince Georges
Municipality:	-
Completion Year:	2026
Total Cost:	\$3,556,000

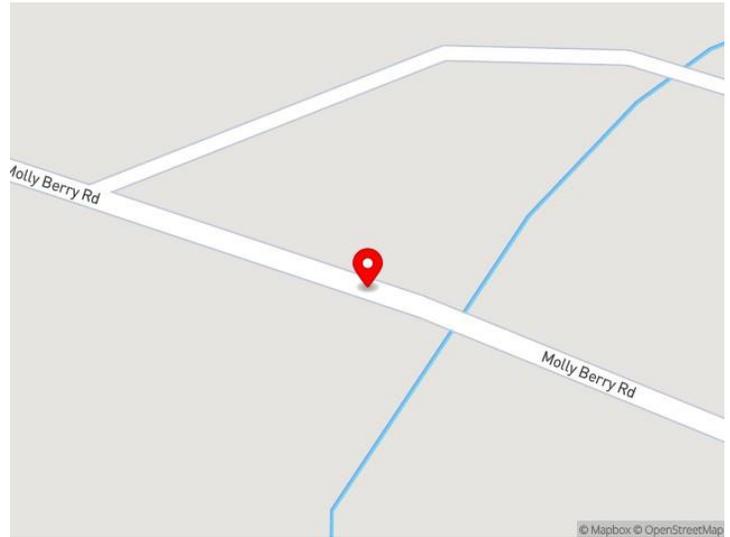


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,556,000
Total Programmed		\$0	\$0	\$0	\$0	\$3,556,000

## T6684 - Molly Berry Road Bridge

Using federal aid, this project will replace the existing concrete box beam bridge, which is structurally deficient. Prince George's County developed design standards for the NEXT beam (an innovative pre-fabricated concrete beam) under a previously awarded FHWA grant. This project will be designed using these standards and other innovations such as ultra-high performance concrete. Design is underway and at the 30% stage. DPW&T is applying for a \$1,000,000 FHWA grant to cover the construction costs of this project. DPW&T will be the first public agency in the state of Maryland to use the NEXT beam. A total of \$1,900,000 is programmed for construction in FY'21.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	Molly Berry Road
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2028
Total Cost:	\$6,114,000

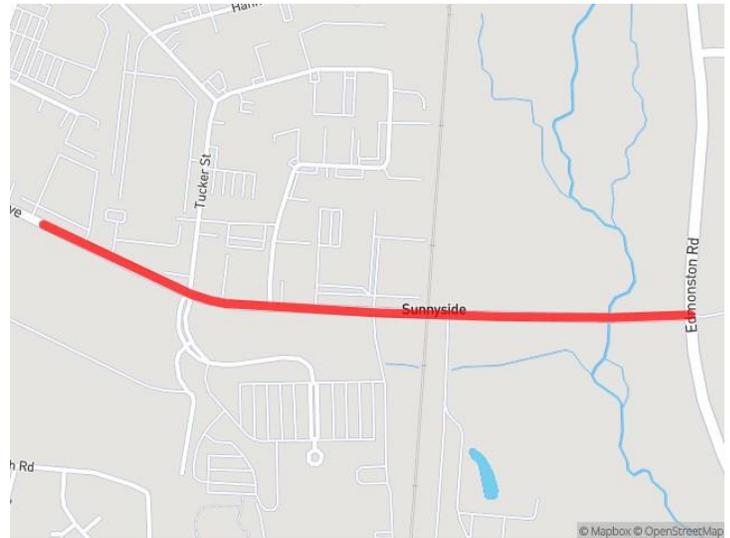


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$6,114,000
Total Programmed		\$0	\$0	\$0	\$0	\$6,114,000

## T5808 - Sunnyside Avenue Bridge Replacement

This Project replaces the Sunnyside Avenue Bridge over Indian Creek and widens the roadway west of the CSX crossing to Kenilworth Avenue (MD 201). The original bridge design was built in 1946, and rehabilitated in 1966 and 1974. Funding is anticipated to be 80% Federal Aid for bridge design and construction. Right-of-way, wetlands mitigation, and roadway reconstruction beyond the bridge and approach limits are anticipated to be 100% County-funded.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	Bridge Replacment -- Sunnyside Avenue
From:	Over Indian Creek
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2026
Total Cost:	\$15,759,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$15,759,000
Total Programmed		\$0	\$0	\$0	\$0	\$15,759,000

## T6373 - Traffic Congestion Improvements

This project provides funding for roadway enhancements including turning lanes, improved approaches, traffic signals, signage at various intersections, bus stop pads, traffic calming devices, landscaping, pedestrian facilities and thermoplastic markings. This project will also provide for roadway improvements that are oriented toward enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of crashes. Included in the work to be performed is the acquisition of right-of-way along the Leeland Road approach to be the Leeland Road/Moores Plains Boulevard intersection. FY 2015 "other" funding includes \$75k from developer contributions.

Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2050
Total Cost:	\$39,517,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$39,517,000
Total Programmed		\$0	\$0	\$0	\$0	\$39,517,000

APPENDIX A  
Virginia Department  
of Transportation  
FY 2026-2029 TIP Tables



# T13879 - Croson Lane Widening

Widen Croson Lane (Rte. 645) from two to four lanes from Claiborne Parkway to Old Ryan Road. Project includes a sidewalk and bike and pedestrian trail.

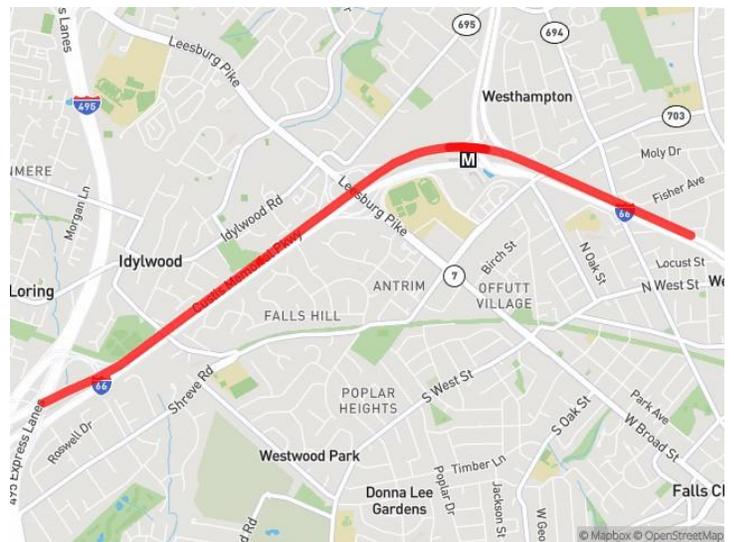
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	118310
Facility:	Croson Lane
From:	Claiborne Parkway
To:	Old Ryan Road
County:	Loudoun
Municipality:	-
Completion Year:	2027
Total Cost:	\$18,828,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	LOCAL	\$0	\$992,500	\$0	\$0	\$992,500
Right of Way	REVSH	\$0	\$992,500	\$0	\$0	\$992,500
Construction	LOCAL	\$0	\$14,666,000	\$0	\$0	\$14,666,000
Total Construction		\$0	\$14,666,000	\$0	\$0	\$14,666,000
TIP Total		\$0	\$16,651,000	\$0	\$0	\$16,651,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,177,000
Total Programmed		\$0	\$16,651,000	\$0	\$0	\$18,828,000

# T6545 - I-66 Inside of the Beltway Initiatives GARVEE Debt Services

Debt Service Required for CN UPC 108424

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	110392
Facility:	I 66
From:	I 495
To:	U 29 Near Rosslyn, Arlington
County:	Arlington, Fairfax
Municipality:	-
Completion Year:	2036
Total Cost:	\$113,084,451



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$1,555,943	\$1,555,776	\$1,555,787	\$1,555,841	\$6,223,347
Preliminary Engineering	NHPP	\$6,223,774	\$6,223,104	\$6,223,148	\$6,223,363	\$24,893,389
Total Preliminary Engineering		\$7,779,717	\$7,778,880	\$7,778,935	\$7,779,204	\$31,116,736
TIP Total		\$7,779,717	\$7,778,880	\$7,778,935	\$7,779,204	\$31,116,736
Total Prior Costs		\$0	\$0	\$0	\$0	\$53,990,667
Total Future Costs		\$0	\$0	\$0	\$0	\$27,977,048
Total Programmed		\$7,779,717	\$7,778,880	\$7,778,935	\$7,779,204	\$113,084,451

# T6265 - I-95 HOV/HOT Lanes Debt Service

I-95 HOV/HOT Lanes Debt Service

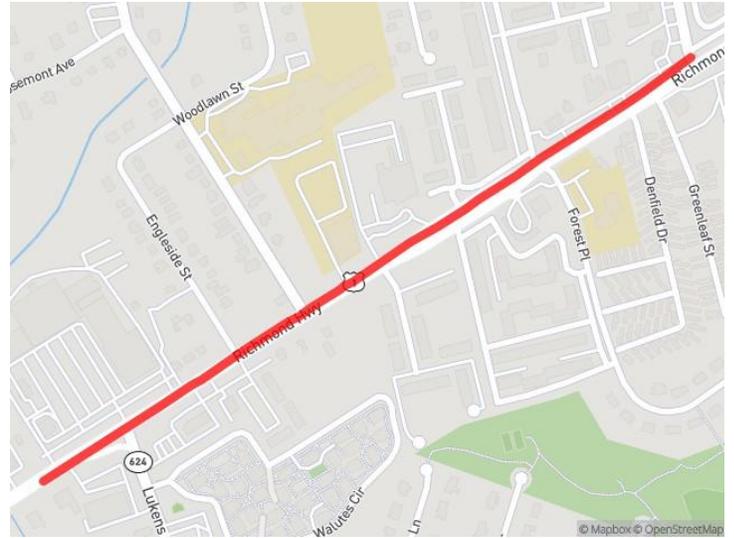
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	103222 [T11619]
Facility:	Interstate 95
From:	Garrisonville Rd.
To:	1 mi. N. of Edsall Rd.
County:	-
Municipality:	Region-wide
Completion Year:	2028
Total Cost:	\$17,747,886

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$1,422,942	\$1,410,702	\$715,934	\$0	\$3,549,578
Preliminary Engineering	NHPP	\$5,691,765	\$5,642,807	\$2,863,736	\$0	\$14,198,308
Total Preliminary Engineering		\$7,114,707	\$7,053,509	\$3,579,670	\$0	\$17,747,886
TIP Total		\$7,114,707	\$7,053,509	\$3,579,670	\$0	\$17,747,886
Total Programmed		\$7,114,707	\$7,053,509	\$3,579,670	\$0	\$17,747,886

## T6443 - Richmond Highway Corridor Improvements

Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	107187, 128252, 128253
Facility:	Richmond Highway
From:	Mount Vernon Memorial Highway/Jeff Todd Way
To:	Sherwood Hall Lane
County:	Fairfax
Municipality:	-
Completion Year:	2031
Total Cost:	\$268,495,819

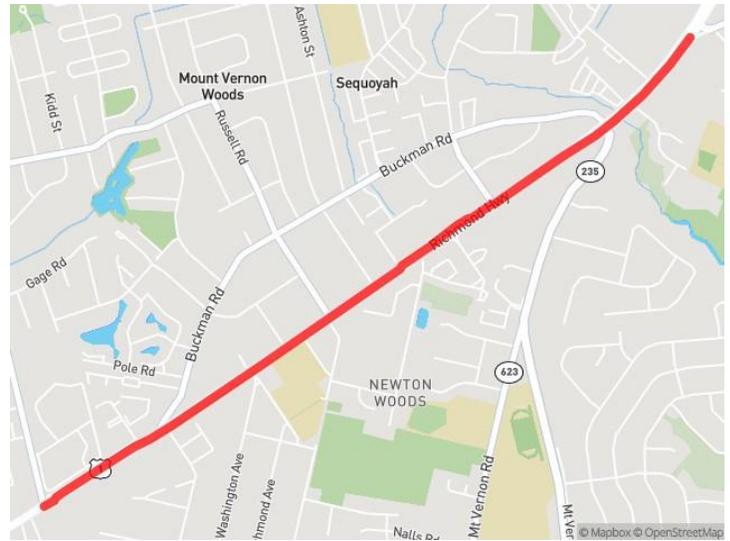


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DEMO	\$1,029,946	\$0	\$0	\$0	\$1,029,946
Preliminary Engineering	LOCAL	\$679,516	\$0	\$0	\$0	\$679,516
Preliminary Engineering	NVTA	\$1,930,786	\$0	\$0	\$0	\$1,930,786
<b>Total Preliminary Engineering</b>		<b>\$3,640,248</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,640,248</b>
Construction	NVTA	\$64,068,933	\$65,227,582	\$0	\$0	\$129,296,515
<b>Total Construction</b>		<b>\$64,068,933</b>	<b>\$65,227,582</b>	<b>\$0</b>	<b>\$0</b>	<b>\$129,296,515</b>
<b>TIP Total</b>		<b>\$67,709,181</b>	<b>\$65,227,582</b>	<b>\$0</b>	<b>\$0</b>	<b>\$132,936,763</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$135,559,056
<b>Total Programmed</b>		<b>\$67,709,181</b>	<b>\$65,227,582</b>	<b>\$0</b>	<b>\$0</b>	<b>\$268,495,819</b>

# T11602 - Richmond Highway Corridor Improvements, Phase 2

Widen from 4 to 6 lanes and add bike and ped facilities from 0.13 miles north of Frye Road to Sherwood Hall Lane.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	120800
Facility:	US 1, Richmond Highway
From:	Frye Road
To:	Sherwood Hall Lane
County:	Fairfax
Municipality:	-
Completion Year:	2032
Total Cost:	\$265,180,800



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$0	\$4,000,000	\$0	\$0	\$4,000,000
Right of Way	RSTP	\$0	\$16,000,000	\$0	\$0	\$16,000,000
Construction	LOCAL	\$0	\$0	\$143,509,632	\$0	\$143,509,632
Total Construction		\$0	\$0	\$143,509,632	\$0	\$143,509,632
TIP Total		\$0	\$20,000,000	\$143,509,632	\$0	\$163,509,632
Total Prior Costs		\$0	\$0	\$0	\$0	\$101,671,168
Total Programmed		\$0	\$20,000,000	\$143,509,632	\$0	\$265,180,800

# T6547 - Route 7 Corridor Improvements - Phase 2 GARVEE Debt Services (HB2)

## Route 7 Corridor Improvements - Phase 2 GARVEE Debt Services (HB2)

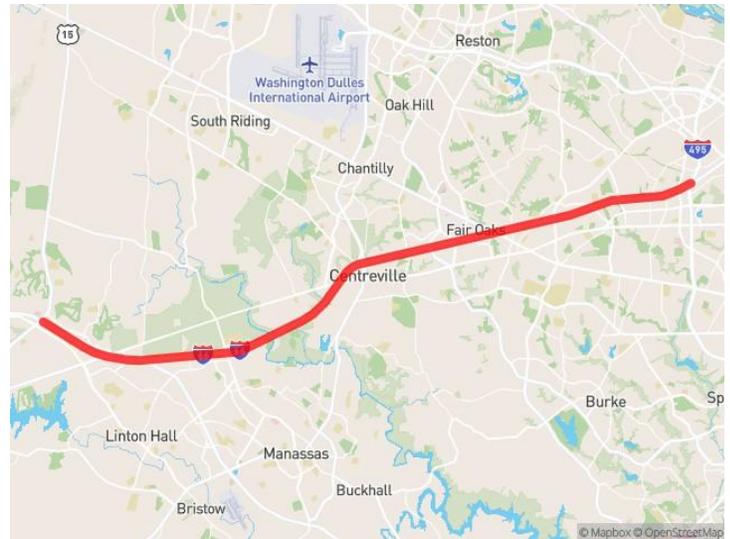
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	110377, 110378
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2039
Total Cost:	\$50,101,903

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$1,041,640	\$1,046,857	\$1,047,071	\$1,046,930	\$4,182,498
Preliminary Engineering	NHPP	\$4,166,561	\$4,187,426	\$4,188,284	\$4,187,719	\$16,729,990
Total Preliminary Engineering		\$5,208,201	\$5,234,283	\$5,235,355	\$5,234,649	\$20,912,488
TIP Total		\$5,208,201	\$5,234,283	\$5,235,355	\$5,234,649	\$20,912,488
Total Prior Costs		\$0	\$0	\$0	\$0	\$23,954,330
Total Future Costs		\$0	\$0	\$0	\$0	\$5,235,085
Total Programmed		\$5,208,201	\$5,234,283	\$5,235,355	\$5,234,649	\$50,101,903

# T6549 - Transform I-66 Oversight Project

Oversight Project for T6540

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	110496
Facility:	I-66
From:	I-495 Beltway
To:	US 15
County:	Fairfax
Municipality:	-
Completion Year:	2023
Total Cost:	\$208,789,213



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CONCESSION	\$11,363,898	\$0	\$0	\$0	\$11,363,898
Construction	DC/STATE	\$366,638	\$0	\$0	\$0	\$366,638
Total Construction		\$11,730,536	\$0	\$0	\$0	\$11,730,536
TIP Total		\$11,730,536	\$0	\$0	\$0	\$11,730,536
Total Prior Costs		\$0	\$0	\$0	\$0	\$197,058,677
Total Programmed		\$11,730,536	\$0	\$0	\$0	\$208,789,213

## T5503 - Construction: Bridge Rehabilitation/Replacement/Reconstruction

Bridge construction projects such as: bridge or drainage structure rehabilitation, reconstruction or replacement when said work is on or adjacent to the same alignment. For more information, see the component projects in this TIP grouping

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	T18931
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Statewide VA
Completion Year:	2029
Total Cost:	\$95,826,423

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$925,559	\$0	\$0	\$0	\$925,559
Preliminary Engineering	HIP	\$400,000	\$0	\$0	\$0	\$400,000
Right of Way	DC/STATE	\$500,806	\$0	\$0	\$0	\$500,806
Right of Way	HIP	\$959,704	\$0	\$0	\$0	\$959,704
Right of Way	NHPP	\$1,043,518	\$0	\$0	\$0	\$1,043,518
Construction	DC/STATE	\$6,296,781	\$41,029,755	\$0	\$0	\$47,326,536
Construction	DEMO	\$0	\$1,103,093	\$0	\$0	\$1,103,093
Construction	HIP	\$17,871,704	\$6,141,384	\$0	\$0	\$24,013,088
Construction	NHPP	\$0	\$18,628,560	\$0	\$0	\$18,628,560
Total Construction		\$24,168,485	\$66,902,792	\$0	\$0	\$91,071,277
TIP Total		\$27,998,072	\$66,902,792	\$0	\$0	\$94,900,864
Total Prior Costs		\$0	\$0	\$0	\$0	\$925,559
Total AC		\$1,828,855	\$34,561,496	\$0	\$0	\$36,390,351
Total Programmed		\$27,998,072	\$66,902,792	\$0	\$0	\$95,826,423

# T6485 - Project Grouping: Construction: Recreational Trails

Projects funded and advanced as part of the recreational trails program through the Department of Conservation and Recreation.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$2,020,099

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$20,000	\$0	\$0	\$0	\$20,000
Construction	CMAQ	\$0	\$184,651	\$0	\$0	\$184,651
Construction	DC/STATE	\$774,491	\$157,102	\$0	\$0	\$931,593
Construction	RSTP	\$0	\$443,756	\$0	\$0	\$443,756
Total Construction		\$774,491	\$785,509	\$0	\$0	\$1,560,000
TIP Total		\$794,491	\$785,509	\$0	\$0	\$1,580,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$440,099
Total AC		\$794,491	\$0	\$0	\$0	\$794,491
Total Programmed		\$794,491	\$785,509	\$0	\$0	\$2,020,099

## T6330 - Project Grouping: Transit Ridesharing

Continuation of ride-sharing and vanpooling promotion activities at current levels. For more information, see the component projects in this TIP grouping.

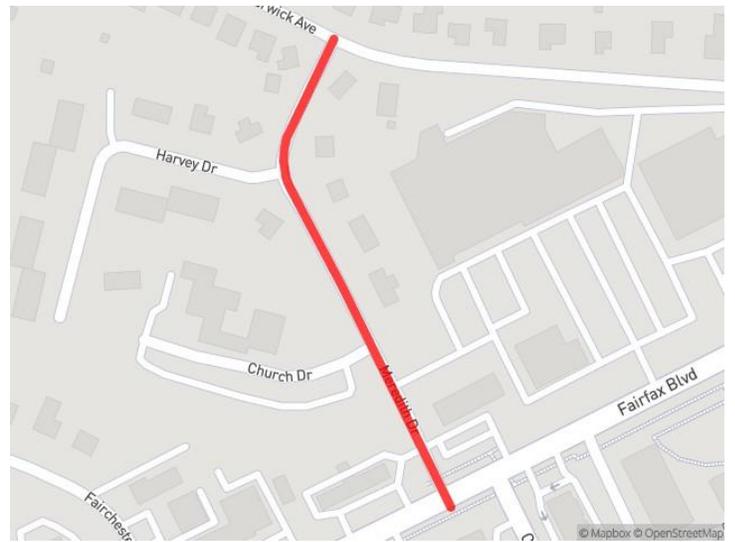
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	T18956
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2029
Total Cost:	\$90,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$66,000	\$0	\$0	\$0	\$66,000
Total Construction		\$66,000	\$0	\$0	\$0	\$66,000
TIP Total		\$66,000	\$0	\$0	\$0	\$66,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$24,000
Total AC		\$66,000	\$0	\$0	\$0	\$66,000
Total Programmed		\$66,000	\$0	\$0	\$0	\$90,000

## T5525 - TIP Grouping for Preventive Maintenance for Bridges

Projects including the eligible bridge activities outlined in the March 2015 PM/3R Agreement (i.e. seal/replace/reconstruction of joints, deck overlays, painting, cathodic protection, retrofit of fracture critical members and fatigue prone details, and some concrete repairs). Also included are bridge safety inspections. For more information, see the component projects in this TIP grouping.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bridge - Preventative Maintenance
Agency Project ID:	TIPGRP006
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2029
Total Cost:	\$4,239,067



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NHPP	\$1,623,569	\$1,623,569	\$0	\$0	\$3,247,138
Construction	RSTP	\$495,470	\$496,459	\$0	\$0	\$991,929
Total Construction		\$2,119,039	\$2,120,028	\$0	\$0	\$4,239,067
TIP Total		\$2,119,039	\$2,120,028	\$0	\$0	\$4,239,067
Total Programmed		\$2,119,039	\$2,120,028	\$0	\$0	\$4,239,067

# T6579 - TIP Grouping for Transit System Preservation

## TIP Grouping for Transit System Preservation

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bus/BRT - Maintenance
Agency Project ID:	T18944
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Suburban VA
Completion Year:	2029
Total Cost:	\$6,800,001

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$3,828,208	\$0	\$0	\$3,828,208
Construction	CMAQ	\$0	\$2,377,434	\$0	\$0	\$2,377,434
Construction	DC/STATE	\$0	\$594,359	\$0	\$0	\$594,359
Total Construction		\$0	\$2,971,793	\$0	\$0	\$2,971,793
TIP Total		\$0	\$6,800,001	\$0	\$0	\$6,800,001
Total AC		\$0	\$3,828,208	\$0	\$0	\$3,828,208
Total Programmed		\$0	\$6,800,001	\$0	\$0	\$6,800,001

## T6306 - TIP Grouping project for Construction: Rail

TIP Grouping 2, Construction: Rail. In an effort to streamline and effectively manage the Virginia STIP, in April, 2008 the Federal and State agencies involved in the management of the Commonwealths STIP process agreed upon procedures in a Memorandum of Agreement (MOA) to meet this goal. Specifically, they said rather than list every project as a separate item in the TIP requiring cumbersome amendment processes, certain projects which were eligible for a Categorical exclusion (CE) with respect to the environmental process and which were exempt from air quality conformity in non-attainment/maintenance areas, could be grouped by certain categories and listed in an appendix at the back of the TIP, resulting in eliminating the need for the amendment process and associated time. The MOA listed ten (10) FHWA Groupings and seven (7) FTA related Groupings. This grouping, Construction: Rail is one of the 7 FTA groups and includes improvement projects such as: UPC3 81072 Rte. 668 - Install No Right Turn Advanced flasher. The current list of individual projects/programs included in this group are listed in Appendix A of the TIP document and is uploaded under item 17 of this document. The combined amount of funding for this group is listed in the TIP with the planned obligation amounts for the individual projects/programs listed in Appendix A. Pursuant to the agency's MOA with FHWA and FTA, the planned obligation amounts change during the course of the fiscal year as funds are reprogrammed among the various projects/programs. Occasionally projects and funding are added to the group. The MPO is notified in all instances of changes made to the group. However, these projects will not appear in the current TIP appendix until the next TIP revision.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	T18926
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2029
Total Cost:	\$12,500,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$450,000	\$0	\$0	\$450,000
Construction	DC/STATE	\$0	\$12,050,000	\$0	\$0	\$12,050,000
Total Construction		\$0	\$12,050,000	\$0	\$0	\$12,050,000
TIP Total		\$0	\$12,500,000	\$0	\$0	\$12,500,000
Total Programmed		\$0	\$12,500,000	\$0	\$0	\$12,500,000

## T5506 - TIP Grouping project for Construction: Safety/ITS/Operational Improvements

Safety improvement projects such as: those qualifying for HES/HSIP funding, shoulder improvements, increasing sight distance, traffic control devices, guardrails, median barriers, pavement resurfacing/rehabilitation, pavement markings, fencing, lighting improvements, intersection channelization/signalization/reconfiguration projects, traffic calming projects, improvements to crossovers or clear zones, addition/extension of turn lanes, extension of acceleration/deceleration lanes, drainage improvements, etc. Grouping would also include reconstruction or minor widening on or adjacent to same alignment (no increase in capacity), improvements to and modernization of rest areas, toll facilities, and weigh stations; ITS activities; or traffic operations improvement projects. For more information, see the component projects in this TIP grouping.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	T18929
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2029
Total Cost:	\$286,730,503

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CMAQ	\$0	\$1,968,563	\$0	\$0	\$1,968,563
Preliminary Engineering	DC/STATE	\$1,625,745	\$18,850,151	\$0	\$0	\$20,475,896
Preliminary Engineering	NHPP	\$3,790,400	\$0	\$0	\$0	\$3,790,400
Preliminary Engineering	RSTP	\$1,520,000	\$3,254,445	\$0	\$0	\$4,774,445
Preliminary Engineering	STBG	\$427,965	\$0	\$0	\$0	\$427,965
Right of Way	CMAQ	\$232,000	\$0	\$0	\$0	\$232,000
Right of Way	DC/STATE	\$18,231,062	\$378,809	\$0	\$0	\$18,609,871
Right of Way	NHPP	\$9,632,976	\$1,515,236	\$0	\$0	\$11,148,212
Right of Way	STBG	\$341,237	\$0	\$0	\$0	\$341,237
Construction	CMAQ	\$2,739,543	\$678,000	\$0	\$0	\$3,417,543
Construction	DC/STATE	\$31,935,574	\$63,887,962	\$0	\$0	\$95,823,536
Construction	DEMO	\$1,059,768	\$0	\$0	\$0	\$1,059,768
Construction	HSIP	\$783,000	\$0	\$0	\$0	\$783,000
Construction	NHPP	\$17,256,740	\$61,400,620	\$0	\$0	\$78,657,360
Construction	RSTP	\$2,317,508	\$1,008,170	\$0	\$0	\$3,325,678
Construction	STBG	\$1,347,851	\$4,005,191	\$0	\$0	\$5,353,042
Total Construction		\$57,439,984	\$130,979,943	\$0	\$0	\$188,419,927
TIP Total		\$93,241,369	\$156,947,147	\$0	\$0	\$250,188,516
Total Prior Costs		\$0	\$0	\$0	\$0	\$36,541,987
Total AC		\$41,200,437	\$65,472,777	\$0	\$0	\$106,673,214
Total Programmed		\$93,241,369	\$156,947,147	\$0	\$0	\$286,730,503

## T5523 - TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional

Projects with scopes of work eligible for funding under the former Transportation Enhancement and Transportation Alternatives Programs, and the Transportation Alternatives (TA) Set-Aside of the Surface Transportation Block Grant Program, regardless of funding source. Examples include: construction of interpretive pull-offs and overlooks; rehabilitation/restoration/reconstruction of historic buildings; tourist and welcome centers; transportation museums; pedestrian/bicycle facilities; parking facilities; wildflower plantings. For more information, see the component projects in this TIP grouping.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	T18925
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Suburban VA
Completion Year:	2029
Total Cost:	\$27,403,513

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CMAQ	\$0	\$32,000	\$0	\$0	\$32,000
Preliminary Engineering	DC/STATE	\$0	\$8,000	\$0	\$0	\$8,000
Construction	CMAQ	\$0	\$1,061,357	\$0	\$0	\$1,061,357
Construction	DC/STATE	\$9,799,323	\$10,430,586	\$0	\$0	\$20,229,909
Construction	RSTP	\$0	\$1,280,032	\$0	\$0	\$1,280,032
Construction	STBG	\$0	\$1,734,181	\$0	\$0	\$1,734,181
Construction	TAP	\$2,213,210	\$844,824	\$0	\$0	\$3,058,034
Total Construction		\$12,012,533	\$15,350,980	\$0	\$0	\$27,363,513
TIP Total		\$12,012,533	\$15,390,980	\$0	\$0	\$27,403,513
Total AC		\$8,980,681	\$9,465,827	\$0	\$0	\$18,446,508
Total Programmed		\$12,012,533	\$15,390,980	\$0	\$0	\$27,403,513

## T5526 - TIP Grouping project for Maintenance: Traffic and Safety Operations

Projects which include signs, traffic signals, pavement markings and markers, guardrail, replacement/preventive maintenance of roadway lighting, maintenance/replacement/upgrade of traffic calming devices, etc. For more information, see the component projects in this TIP grouping.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Signal/Signs
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2029
Total Cost:	\$15,249,931

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NHPP	\$3,189,226	\$3,189,226	\$0	\$0	\$6,378,452
Construction	RSTP	\$4,426,419	\$4,445,060	\$0	\$0	\$8,871,479
Total Construction		\$7,615,645	\$7,634,286	\$0	\$0	\$15,249,931
TIP Total		\$7,615,645	\$7,634,286	\$0	\$0	\$15,249,931
Total Programmed		\$7,615,645	\$7,634,286	\$0	\$0	\$15,249,931

## T5524 - TIP Grouping project for Preventive Maintenance and System Preservation

Projects with the following examples of eligible work: area wide programs for cleaning drainage facilities, corrosion protection activities, highway sign face cleaning, and retrofitting of dowel bars. Pavement preservation projects that are of a preventative nature. Pavement preservation activities that extend pavement life between 2 and 10 years and typically involve the surface layer of the pavement structure. Also includes pavement resurfacing, restoration, and rehabilitation (3R) activities that are limited to the bound layers of the pavement and typically extend pavement life between 12 and 20 years. Examples of eligible pavement preservation activities are included in the March 2015 Federal-Aid Maintenance Agreement between VDOT and FHWA (PM/3R Agreement). For more information, see the component projects in this TIP grouping.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	TIPGRP005
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2029
Total Cost:	\$32,744,295

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NHPP	\$15,726,599	\$15,726,599	\$0	\$0	\$31,453,198
Construction	RSTP	\$644,192	\$646,905	\$0	\$0	\$1,291,097
Total Construction		\$16,370,791	\$16,373,504	\$0	\$0	\$32,744,295
TIP Total		\$16,370,791	\$16,373,504	\$0	\$0	\$32,744,295
Total Programmed		\$16,370,791	\$16,373,504	\$0	\$0	\$32,744,295

## T6328 - TIP Grouping project for Transit: Amenities

TIP Grouping, Transit: Amenities. In an effort to streamline and effectively manage the Virginia STIP, in April, 2008 the Federal and State agencies involved in the management of the Commonwealths STIP process agreed upon procedures in a Memorandum of Agreement (MOA) to meet this goal. Specifically, they said rather than list every project as a separate item in the TIP requiring cumbersome amendment processes, certain projects which were eligible for a Categorical exclusion (CE) with respect to the environmental process and which were exempt from air quality conformity in non-attainment/maintenance areas, could be grouped by certain categories and listed in an appendix at the back of the TIP, resulting in eliminating the need for the amendment process and associated time. The MOA listed ten (10) FHWA Groupings and seven (7) FTA related Groupings. The current list of individual projects/programs included in this group are listed in Appendix A of the TIP document and is uploaded under item 17 of this document. The combined amount of funding for this group is listed in the TIP with the planned obligation amounts for the individual projects/programs listed in Appendix A. Pursuant to the agency's MOA with FHWA and FTA, the planned obligation amounts change during the course of the fiscal year as funds are reprogrammed among the various projects/programs. Occasionally projects and funding are added to the group. The MPO is notified in all instances of changes made to the group. However, these projects will not appear in the current TIP appendix until the next TIP revision.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Other
Agency Project ID:	T18953
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Statewide VA
Completion Year:	2050
Total Cost:	\$174,991

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CMAQ	\$0	\$72,000	\$0	\$0	\$72,000
Preliminary Engineering	DC/STATE	\$0	\$18,000	\$0	\$0	\$18,000
Right of Way	CMAQ	\$0	\$16,800	\$0	\$0	\$16,800
Right of Way	DC/STATE	\$0	\$4,200	\$0	\$0	\$4,200
Construction	CMAQ	\$0	\$18,846	\$0	\$0	\$18,846
Construction	DC/STATE	\$0	\$45,145	\$0	\$0	\$45,145
Total Construction		\$0	\$63,991	\$0	\$0	\$63,991
TIP Total		\$0	\$174,991	\$0	\$0	\$174,991
Total AC		\$0	\$40,433	\$0	\$0	\$40,433
Total Programmed		\$0	\$174,991	\$0	\$0	\$174,991

## T6700 - CLEAN AIR PARTNERS

VDOT funds this public education prog. annually; all CMAQ Funding - no MPO breakdown; COG implements; Est. NVTA allocates funds annually.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Training
Agency Project ID:	125002, T25362
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2029
Total Cost:	\$227,062

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CRP	\$181,650	\$0	\$0	\$0	\$181,650
Preliminary Engineering	DC/STATE	\$45,412	\$0	\$0	\$0	\$45,412
Total Preliminary Engineering		\$227,062	\$0	\$0	\$0	\$227,062
TIP Total		\$227,062	\$0	\$0	\$0	\$227,062
Total Programmed		\$227,062	\$0	\$0	\$0	\$227,062

# T13710 - CMAQ Terms/Carbon Reduction Program

(Commuter Connections) using CMAQ funds to reduce congestion/support non-SOV travel through TDM programs, education/promotion of transit/carpool/vanpool/P&R lots, etc. Also improve air quality.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Training
Agency Project ID:	106474, 123990
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2027
Total Cost:	\$3,500,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CRP	\$2,800,000	\$0	\$0	\$0	\$2,800,000
Preliminary Engineering	DC/STATE	\$700,000	\$0	\$0	\$0	\$700,000
Total Preliminary Engineering		\$3,500,000	\$0	\$0	\$0	\$3,500,000
TIP Total		\$3,500,000	\$0	\$0	\$0	\$3,500,000
Total Programmed		\$3,500,000	\$0	\$0	\$0	\$3,500,000

# VIRGINIA DEPARTMENT OF TRANSPORTATION

## Records Pending Financial Close-Out

Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



# T5768 - BRAC -Economic Development

Program is to finance BRAC State Administration.

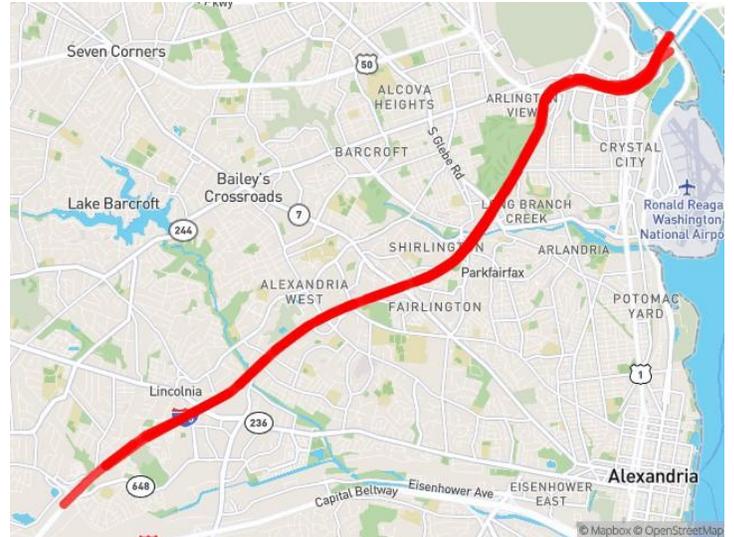
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	81738 linked with 96257 and 99181
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2022
Total Cost:	\$2,245,900

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,245,900
Total Programmed		\$0	\$0	\$0	\$0	\$2,245,900

## T6587 - I-395 Project owner's cost

I-395 Project owner's cost for oversight and management, general purpose bridge rehabilitation and RW for I395 Express and Duke/Edsall Widening.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	108361
Facility:	I 395
From:	Edsall Road
To:	Washington D.C.
County:	-
Municipality:	-
Completion Year:	2020
Total Cost:	\$25,350,000

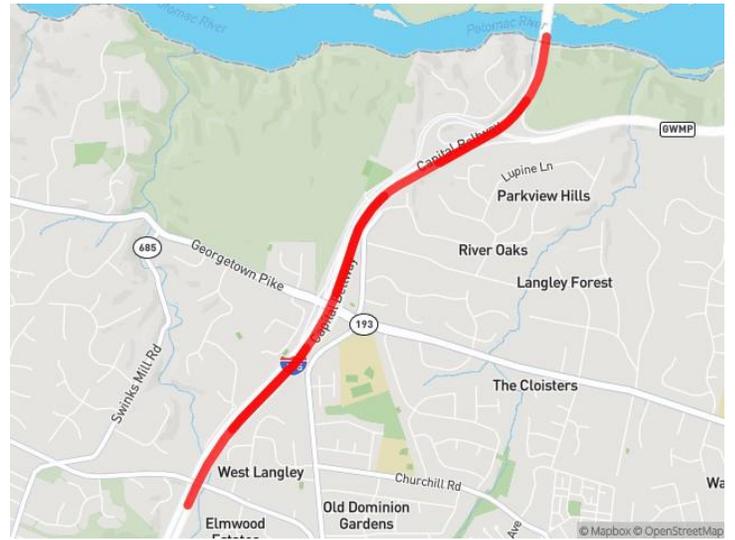


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$25,350,000
Total Programmed		\$0	\$0	\$0	\$0	\$25,350,000

# T11577 - I-495 EXPRESS LANES NORTHERN EXTENSION

The northern extension of VDOT's I-495 High Occupancy/Toll (HOT) lanes has been in the long range transportation plan since 2005, as part of the larger project that resulted in creation of HOT lanes from the Springfield Interchange to Old Dominion Drive near Tysons. The plan is being amended to better coordinate with the I-495 HOT lanes project in Maryland. VDOT will extend the I-495 HOT Lanes from Old Dominion Drive north to the American Legion Bridge. The project will include two HOT lanes in each direction. VDOT anticipates this will be funded primarily by toll revenues, possibly through a public private partnership

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - HOV/Managed Lanes
Agency Project ID:	115401
Facility:	Capital Beltway HOT Lanes
From:	South of Old Dominion Drive
To:	American Legion Bridge
County:	Fairfax
Municipality:	-
Completion Year:	2026
Total Cost:	\$559,323,951



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$559,323,951
Total Programmed		\$0	\$0	\$0	\$0	\$559,323,951

# T11601 - I-495 Next Transit Investment - Monitoring Funds

Virginia state funds are billed by DRPT and Fairfax County to VDOT

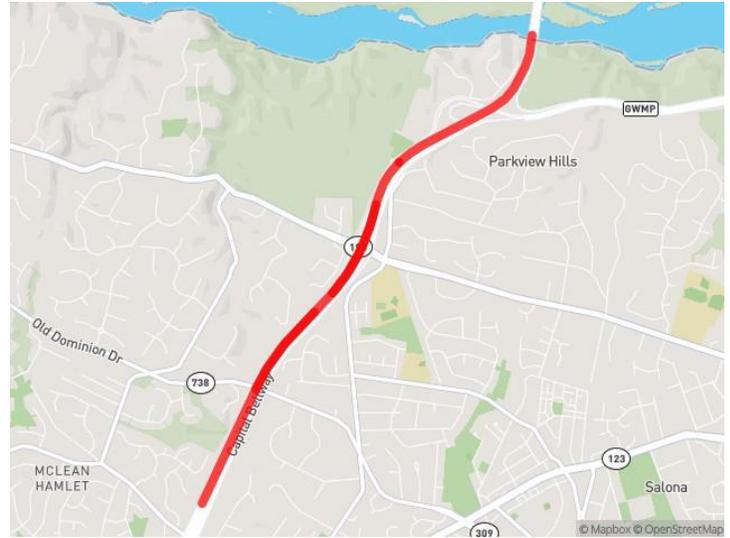
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	120823
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2026
Total Cost:	\$5,200,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$5,200,000
Total Programmed		\$0	\$0	\$0	\$0	\$5,200,000

## T6361 - I-495 Northern Section Shoulder Use Debt Service

Debt service line item for I-495 Northern Section Shoulder Use. Associated with construction project UPC 105130. There is no longer a shoulder use section on I-495. It was overcome by the I-495 NEXT project. Delete from the system.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	106025
Facility:	I-495
From:	South of Old Dominion Drive Overpass
To:	George Washington Memorial Highway
County:	Fairfax
Municipality:	-
Completion Year:	2025
Total Cost:	\$21,396,496



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$21,396,496
Total Programmed		\$0	\$0	\$0	\$0	\$21,396,496

## T11614 - I-495 Southside Express Lanes Advance Activities

Extend the express lanes system on the southern section of I-95/I-495 (Capital Beltway), by 1.1 miles from the Springfield interchange (I-95/I-395/I-495) in Fairfax County, Virginia, across the Woodrow Wilson Memorial Bridge, to the MD 210 interchange in Prince Georges County, Maryland. Advance activities to include environment assessment, traffic and design, P3 development and procurement activities.

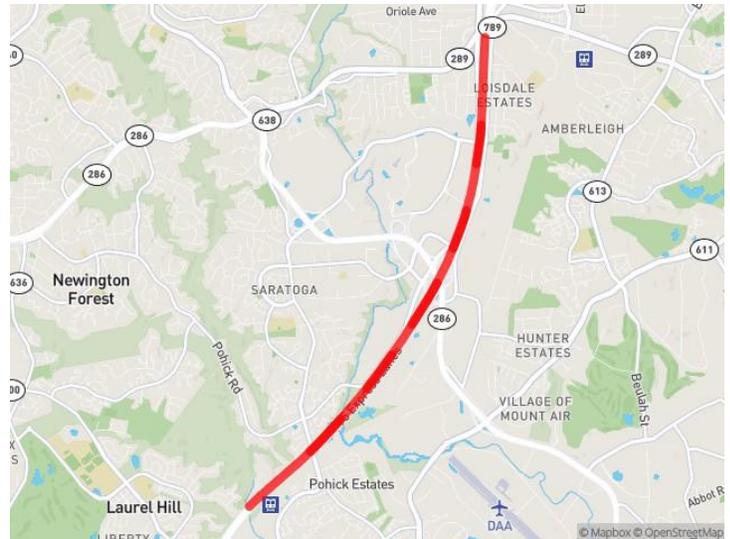
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	122608
Facility:	Capital Beltway Outer Loop
From:	I-95/395/495
To:	MD 210
County:	Fairfax
Municipality:	-
Completion Year:	2026
Total Cost:	\$6,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$6,000,000
Total Programmed		\$0	\$0	\$0	\$0	\$6,000,000

# T6723 - I-95 CIP Advanced Work Zone Technology - Program UPC

Program is used to obtain portable equipment to support work zones. Equipment will be located throughout the Districts on the I-95 Corridor.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - ITS/Technology
Agency Project ID:	116659
Facility:	I 95
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2026
Total Cost:	\$600,000

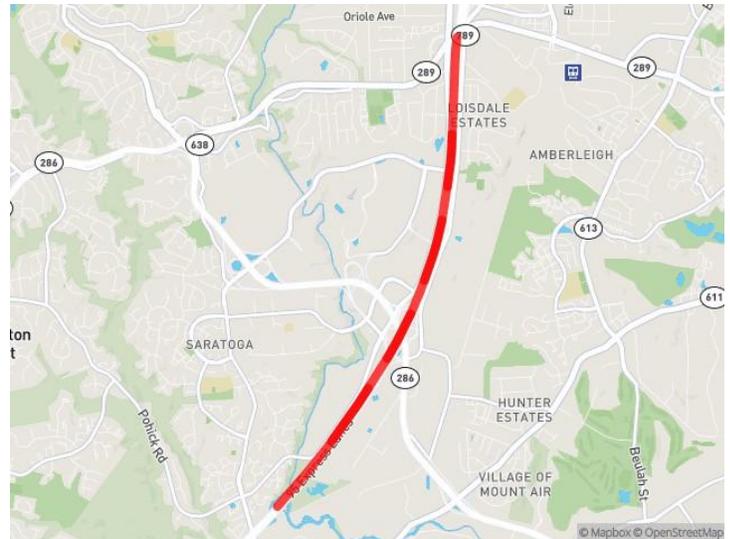


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$600,000
Total Programmed		\$0	\$0	\$0	\$0	\$600,000

# T6722 - I-95 CIP Geofenced Emerg Notifications- Program UPC

Services to support geofencing; technology type of project; no procurement of goods; only services.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - ITS/Technology
Agency Project ID:	116658
Facility:	I 95
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2025
Total Cost:	\$200,000

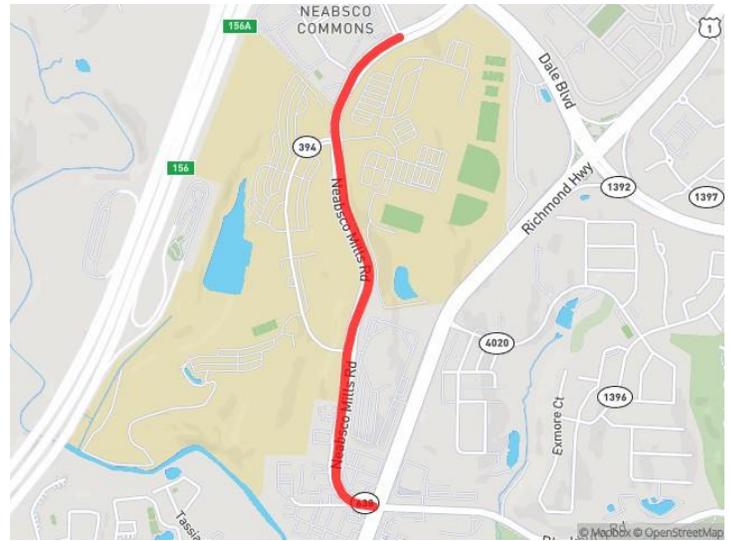


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$200,000
Total Programmed		\$0	\$0	\$0	\$0	\$200,000

# T6541 - NEABSCO MILLS ROAD - Widen to 4 lanes

Widen Neabsco Mills Road to 4 lanes between Smoke Ct (S. of Dale Blvd) and Route 1.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	107947
Facility:	Neabsco Mills Road
From:	Richmond Highway
To:	Smoke Ct
County:	Prince William
Municipality:	-
Completion Year:	2025
Total Cost:	\$29,385,425

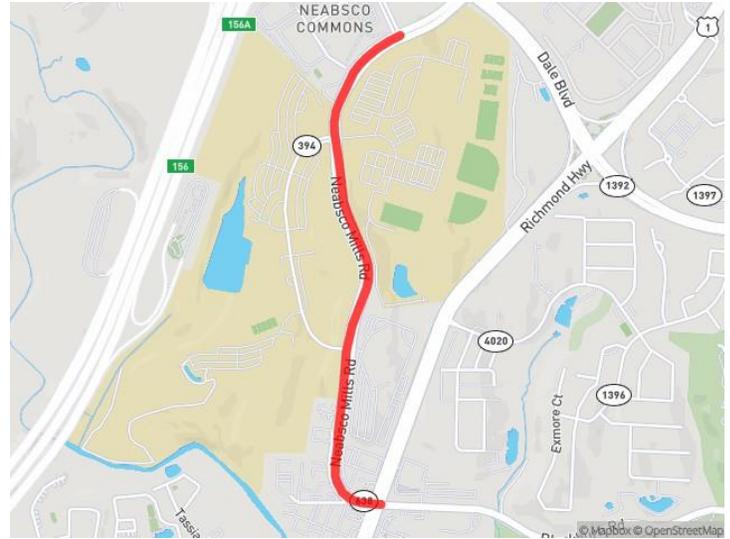


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$29,385,425
Total Programmed		\$0	\$0	\$0	\$0	\$29,385,425

# T13536 - Neabsco Mills Road widen to 4 lanes

Widen Neabsco Mills Road from Smoke Ct. to Dale Blvd. as a 4-lane divided facility. A sidewalk and trail are included

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	107947
Facility:	Neabsco Mills Road
From:	US 1 Jefferson Davis Highway
To:	Smoke Court
County:	Prince William
Municipality:	-
Completion Year:	2023
Total Cost:	\$24,063,027

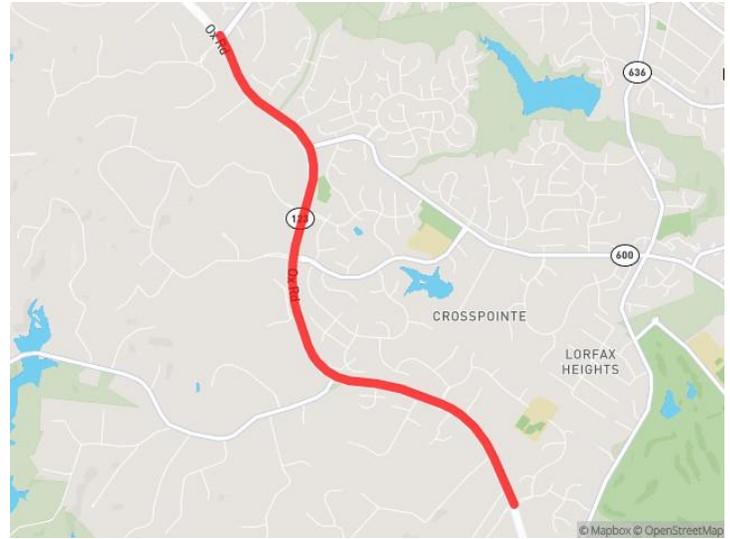


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$24,063,027
Total Programmed		\$0	\$0	\$0	\$0	\$24,063,027

# T6574 - RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W

RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	51135
Facility:	VA 123
From:	0.330 KILOMETER NORTH DAVIS DRIVE
To:	0.287 KILOMETER SOUTH LEE CHAPEL ROAD
County:	-
Municipality:	-
Completion Year:	2024
Total Cost:	\$23,831,630

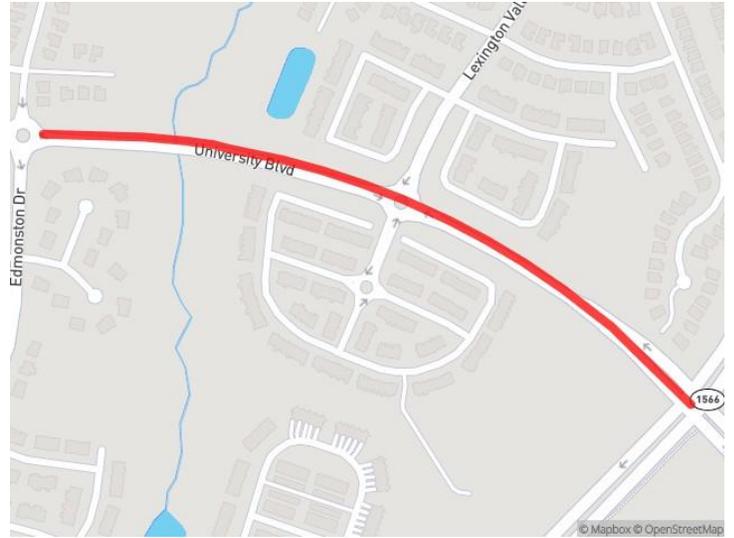


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$23,831,630
Total Programmed		\$0	\$0	\$0	\$0	\$23,831,630

## T11635 - UNIVERSITY BLVD EXTENSION (EDMONSTON TO SUDLEY MANOR)

This project will construct the extension of University Boulevard from Sudley Manor Drive to Edmonston Drive as a 2-lane roadway. The project includes a 2-lane bridge, storm water management, pedestrian facilities, and a possible signal.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	113198
Facility:	University Boulevard Extension
From:	Sudley Manor Drive
To:	Edmonston Drive
County:	Prince William
Municipality:	-
Completion Year:	2023
Total Cost:	\$20,949,735

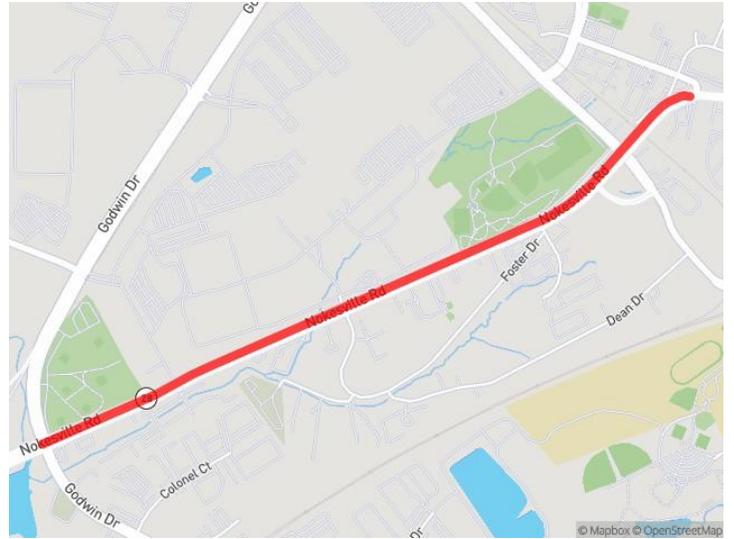


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$20,949,735
Total Programmed		\$0	\$0	\$0	\$0	\$20,949,735

# T12001 - VA 28 Widening

VA 28 Widening

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Other
Agency Project ID:	96721
Facility:	Nokesville Road
From:	Godwin Drive
To:	Manassas City Limits
County:	Prince William
Municipality:	City of Manassas
Completion Year:	2019
Total Cost:	\$17,373,951

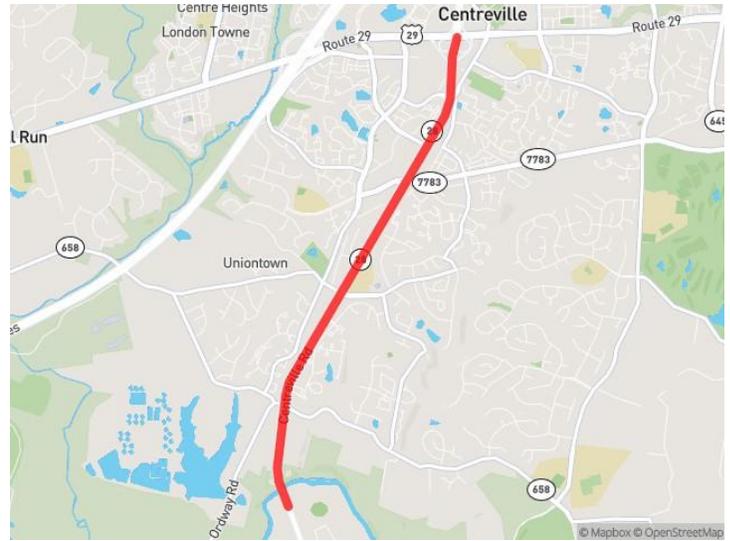


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$17,373,951
Total Programmed		\$0	\$0	\$0	\$0	\$17,373,951

# T6450 - VA Route 28 Widening (Prince William County Line to Route 29)

Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	108720
Facility:	Centreville Road
From:	US 29
To:	Prince William County Line
County:	Fairfax
Municipality:	-
Completion Year:	2023
Total Cost:	\$74,477,776

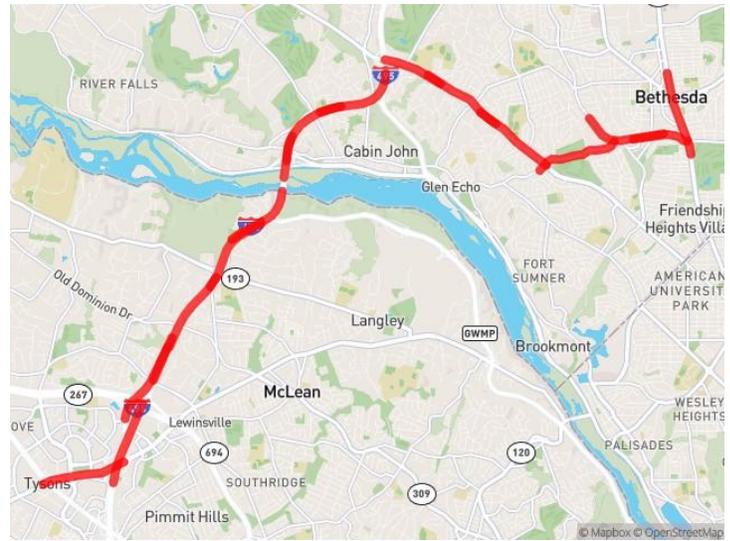


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$74,477,776
Total Programmed		\$0	\$0	\$0	\$0	\$74,477,776

# T13640 - I-495 Next Transit Operation Services

Operating funding for new transit service between Tysons and Bethesda

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	126259
Facility:	I-495 Capital Beltway
From:	Tysons
To:	Bethesda
County:	-
Municipality:	-
Completion Year:	2026
Total Cost:	\$2,000,000

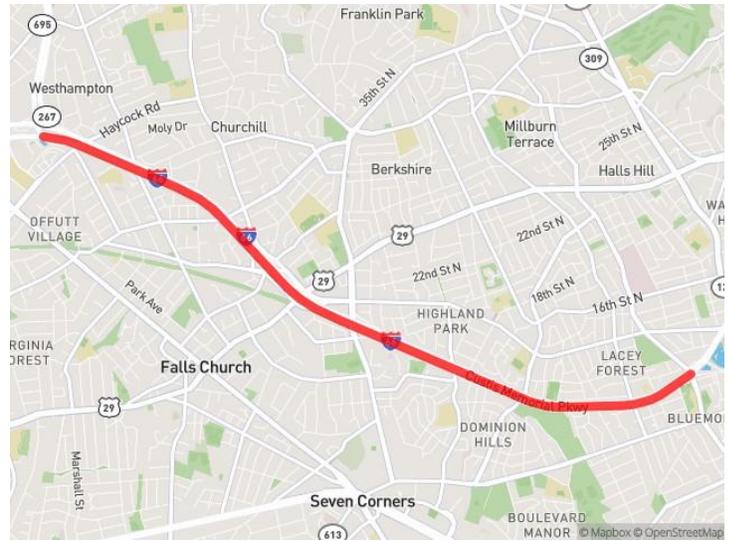


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,000,000
Total Programmed		\$0	\$0	\$0	\$0	\$2,000,000

# T6544 - I-66 Inside of the Beltway Initiatives

From: Exit 67 DULLES AIRPORT ACCESS ROAD TO: 71 N. GEORGE MASON DRIVE (4.0000MI)- Widening EB I-66 to 4 lanes

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Other
Agency Project ID:	108424
Facility:	I 66
From:	Exit 67 DULLES AIRPORT ACCESS ROAD
To:	71 N. GEORGE MASON DRIVE
County:	Arlington, Fairfax
Municipality:	-
Completion Year:	2021
Total Cost:	\$110,510,626

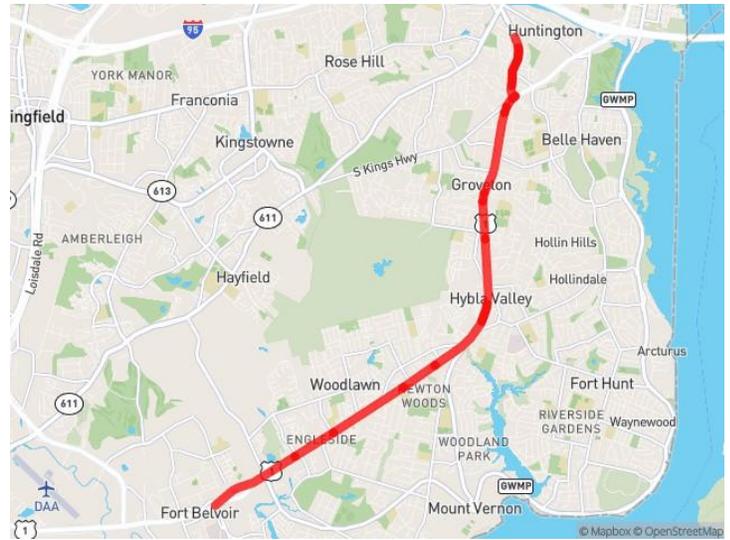


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$110,510,626
Total Programmed		\$0	\$0	\$0	\$0	\$110,510,626

## T6680 - Richmond Highway (US 1) Bus Rapid Transit - VDOT Oversight #SMART20

VDOT Oversight - The Richmond Highway (Route 1) Bus Rapid Transit (BRT) project includes median running BRT from Huntington Metro Area to Fort Belvoir. The project will include: new transit stations, facilities for bicycle, pedestrian and vehicle travel modes.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	115549
Facility:	Richmond Highway
From:	Huntington Metrorail Station
To:	Fort Belvoir
County:	Fairfax, Prince William
Municipality:	-
Completion Year:	2030
Total Cost:	\$2,289,501



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,289,501
Total Programmed		\$0	\$0	\$0	\$0	\$2,289,501

# T11626 - Bus Shelter Program

Replacing eight (8) existing bus shelters that are beyond their useful life.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bus/BRT - Passenger Facilities
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince William
Municipality:	-
Completion Year:	2030
Total Cost:	\$300,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$300,000
Total Programmed		\$0	\$0	\$0	\$0	\$300,000

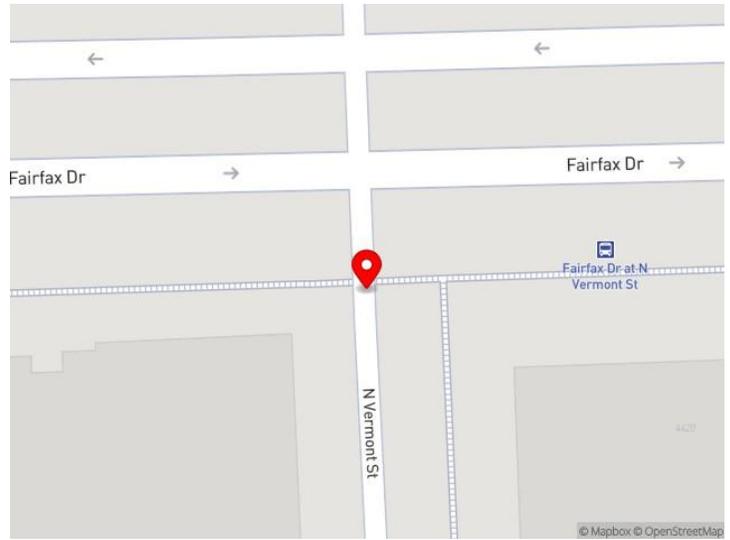
APPENDIX A  
Virginia Department  
of Transportation  
Arlington County & City of Alexandria  
FY 2026-2029 TIP Tables



# T13894 - Ballston-MU Metro Station West Entrance

New second mezzanine and sidewalk entrance to the Ballston Metro station, at its western end. Project includes an underground pedestrian passageway and a new mezzanine with stairs, elevators, and escalators connecting the sidewalk to the train platforms, as well as fare gates, fare vending machines, and an attendant kiosk.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	109749
Facility:	Ballston Metro station
From:	-
To:	Fairfax Drive at N Vermont Street
County:	Arlington
Municipality:	-
Completion Year:	2028
Total Cost:	\$157,850,000

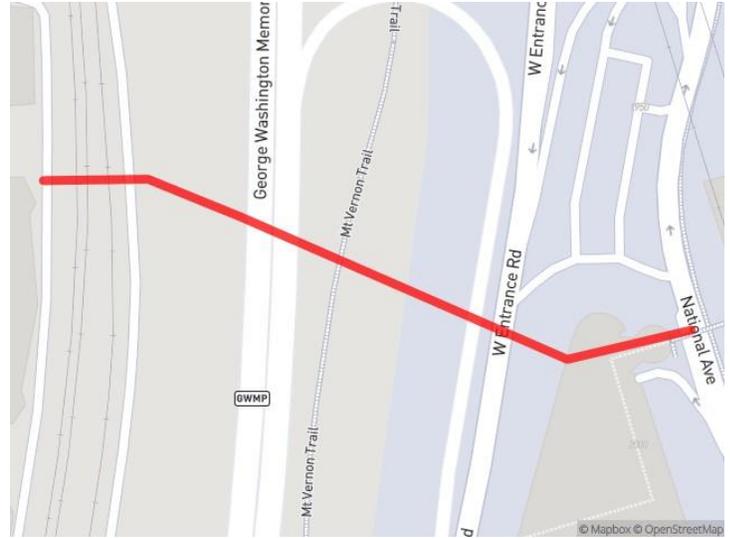


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NVTA	\$0	\$55,900,000	\$0	\$0	\$55,900,000
Total Construction		\$0	\$55,900,000	\$0	\$0	\$55,900,000
TIP Total		\$0	\$55,900,000	\$0	\$0	\$55,900,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$101,950,000
Total Programmed		\$0	\$55,900,000	\$0	\$0	\$157,850,000

# T13896 - CC2DCA Multimodal Connection

Pedestrian bridge connecting Crystal City and the future relocated Crystal City VRE station to Reagan National Airport (DCA) in the vicinity of 21st Street S, crossing over the GW Pkwy and connecting to DCA in the vicinity of its parking garage.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	115562, T23444
Facility:	CC2DCA
From:	21st Street S
To:	West Entrance Rd
County:	Arlington
Municipality:	-
Completion Year:	2029
Total Cost:	\$48,600,000

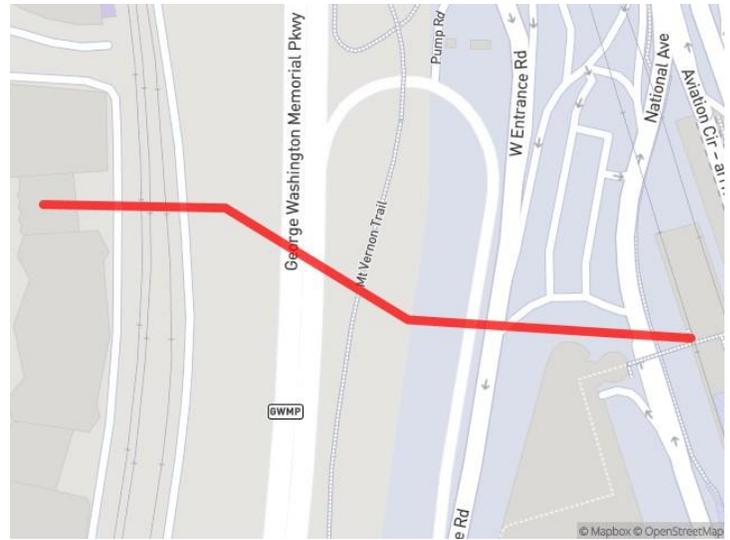


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NVTA	\$0	\$0	\$0	\$21,100,000	\$21,100,000
Total Construction		\$0	\$0	\$0	\$21,100,000	\$21,100,000
TIP Total		\$0	\$0	\$0	\$21,100,000	\$21,100,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$27,500,000
Total Programmed		\$0	\$0	\$0	\$21,100,000	\$48,600,000

# T6681 - Connector Bridge Crystal City to Washington National Airport

Study for the development of an Environmental Impact Statement (EIS) and preliminary engineering work on the preferred alternative for the Intermodal Connector between Crystal City and the Metrorail station for Ronald Reagan National Airport.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	115562, T23444
Facility:	Crystal Drive Pedestrian Bridge
From:	Crystal City - Crystal Drive to VRE Station
To:	Metrorail Station Wash DC Airport
County:	Arlington
Municipality:	-
Completion Year:	2026
Total Cost:	\$48,600,000

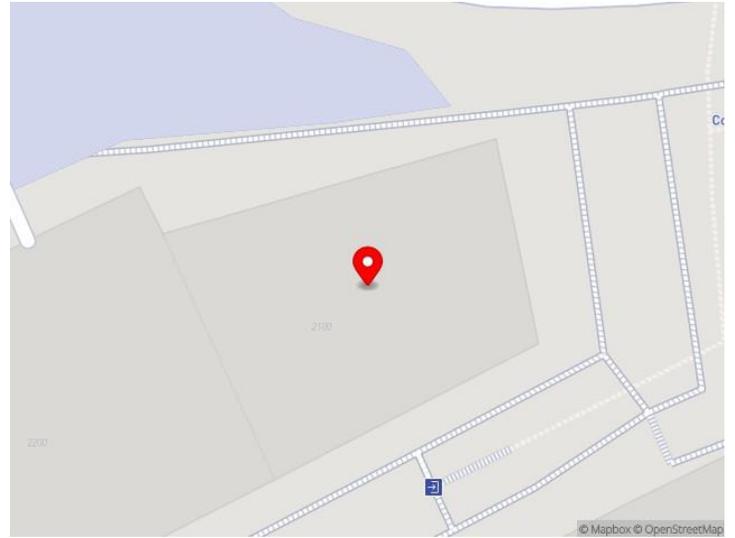


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	NVTA	\$0	\$0	\$0	\$21,100,000	\$21,100,000
Total Preliminary Engineering		\$0	\$0	\$0	\$21,100,000	\$21,100,000
TIP Total		\$0	\$0	\$0	\$21,100,000	\$21,100,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$27,500,000
Total Programmed		\$0	\$0	\$0	\$21,100,000	\$48,600,000

## T6627 - Commuter Assistance Program

Arlington County Commuter Services (ACCS) - Enhance the quality of life & economic vitality by working to reduce traffic congestion, parking, maximize use of existing public transportation infrastructure, improve air quality/mobility Provides Commuter Stores, special initiatives, etc.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	T24287
Facility:	-
From:	-
To:	-
County:	Arlington
Municipality:	-
Completion Year:	2029
Total Cost:	\$13,354,513

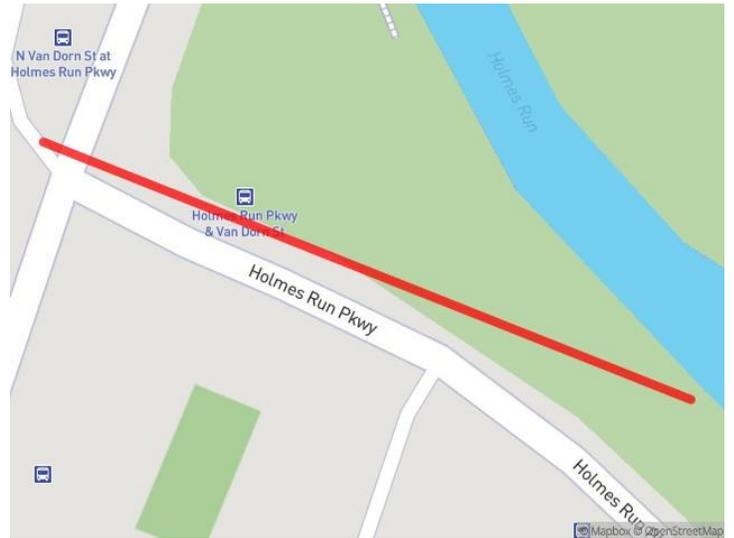


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CMAQ	\$4,678,385	\$3,488,749	\$0	\$0	\$8,167,134
Preliminary Engineering	DC/STATE	\$1,330,902	\$1,339,997	\$0	\$0	\$2,670,899
Preliminary Engineering	RSTP	\$645,233	\$1,871,247	\$0	\$0	\$2,516,480
Total Preliminary Engineering		\$6,654,520	\$6,699,993	\$0	\$0	\$13,354,513
TIP Total		\$6,654,520	\$6,699,993	\$0	\$0	\$13,354,513
Total Programmed		\$6,654,520	\$6,699,993	\$0	\$0	\$13,354,513

## T13756 - Access Improvements at Landmark

The goal of this project is to increase safety and access to transit services. This project will provide critical mobility, access, safety, and connectivity improvements to a future transit hub between the redeveloped Landmark Mall and the Alex West community. The transit hub will feature transit service provided by the West End Transitway, Duke Street Transitway, and other local and regional bus services. Access improvements from this project are located along South Van Dorn Street and Duke Street. This project will construct new or improved infrastructure such as sidewalks and lighting and connect the proposed multi-use trail on the west side of South Van Dorn Street with the Holmes Run Trail

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	UPC 115530
Facility:	Van Dorn Metro Station Multimodal Bridge
From:	Duke Street
To:	Holmes Run Parkway
County:	-
Municipality:	City of Alexandria
Completion Year:	2028
Total Cost:	\$6,834,630

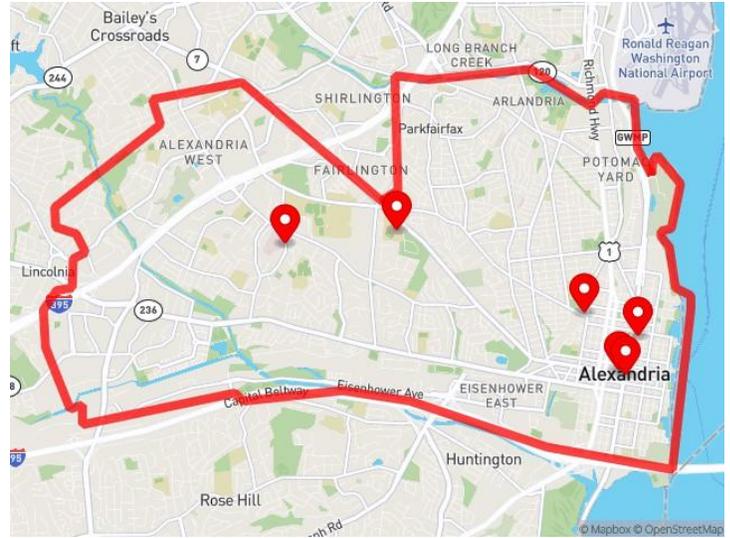


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$6,334,630	\$0	\$0	\$0	\$6,334,630
Other	RSTP	\$500,000	\$0	\$0	\$0	\$500,000
Total Other		\$6,834,630	\$0	\$0	\$0	\$6,834,630
TIP Total		\$6,834,630	\$0	\$0	\$0	\$6,834,630
Total Programmed		\$6,834,630	\$0	\$0	\$0	\$6,834,630

## T13900 - Citywide Bus Shelters Phase II

Project will expand the number of bus shelters installed at bus stops Citywide as well as replace older bus shelter structures with new bus shelters. Bus shelters will have the ability to accommodate real-time transit signage.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bus/BRT - Passenger Facilities
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2027
Total Cost:	\$2,502,203

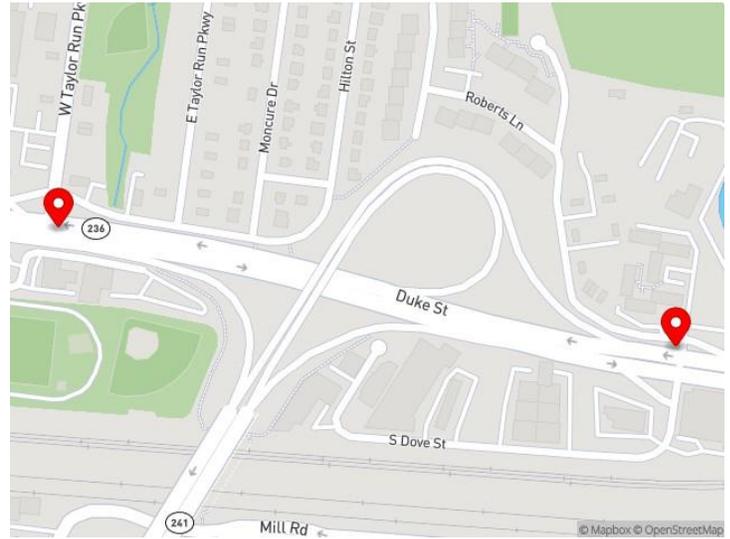


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$600,000	\$0	\$0	\$0	\$600,000
Other	RSTP	\$1,902,203	\$0	\$0	\$0	\$1,902,203
Total Other		\$2,502,203	\$0	\$0	\$0	\$2,502,203
TIP Total		\$2,502,203	\$0	\$0	\$0	\$2,502,203
Total Programmed		\$2,502,203	\$0	\$0	\$0	\$2,502,203

## T13850 - Duke Street and West Taylor Run

The Duke Street and West Taylor Run Parkway Project aims to improve safety at this high crash location while reducing neighborhood cut-through traffic. The project will redesign the intersection in conjunction with the addition of a new ramp to access Telegraph Road. The intersection of West Taylor Run and Duke Street will include curb-extensions, shorter crossing distances, enhanced traffic signals and new pedestrian signals, and pedestrian refuges which increase safety and accessibility for pedestrians and cyclists. The intersection will provide conflict free crossings for people walking. With bus stops relocated to the intersection, people will have a safe and direct crossing to access the bus. Staff will be exploring different types of improvements at the proposed access onto Telegraph Road depending on the final design plans.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Intersection improvements
Agency Project ID:	115531, 112310 - INACTIVE
Facility:	Duke Street
From:	West Taylor Run Parkway
To:	Dove Street
County:	-
Municipality:	City of Alexandria
Completion Year:	2029
Total Cost:	\$5,878,261

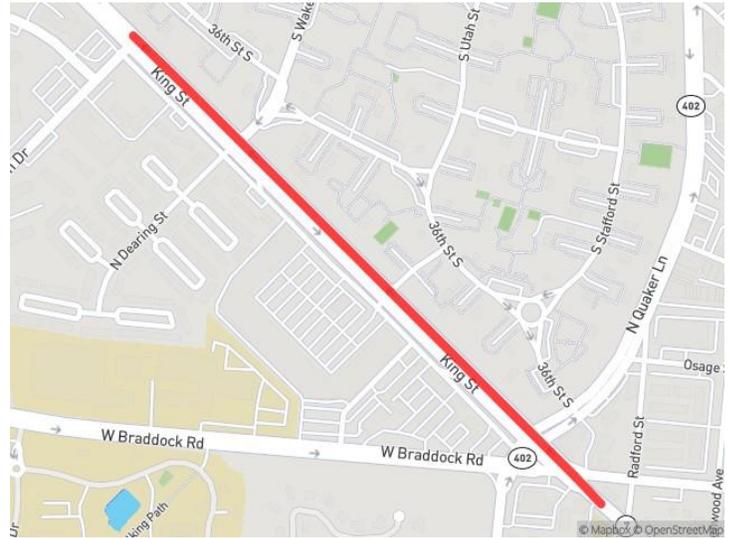


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$419,745	\$0	\$0	\$0	\$419,745
Construction	NHPP	\$1,395,256	\$0	\$0	\$0	\$1,395,256
Construction	STBG	\$0	\$1,389,796	\$0	\$0	\$1,389,796
Total Construction		\$1,815,001	\$1,389,796	\$0	\$0	\$3,204,797
TIP Total		\$1,815,001	\$1,389,796	\$0	\$0	\$3,204,797
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,673,464
Total Programmed		\$1,815,001	\$1,389,796	\$0	\$0	\$5,878,261

# T13757 - King-Bradlee Safety and Mobility Improvements

The City of Alexandria seeks to identify multimodal improvements for a portion of King Street, from Quaker Lane to Menokin Drive, which will improve mobility, safety, access, and stormwater management. This portion of King Street was identified in the City's 2021 Alexandria Mobility Plan as a priority location to install enhanced bicycle facilities and additional sidewalks to complete gaps in the City's existing bicycle and sidewalk network. Safety improvements in this corridor will also help the City reach the Vision Zero goal of eliminating all fatal and severe crashes. The City will start the concept design process in early 2024 to begin assessing designs to provide bicycle and sidewalk facilities, along with safety improvements and stormwater management for the study area.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	125099
Facility:	King Street
From:	Menokin Drive
To:	Quaker Lane
County:	Fairfax
Municipality:	City of Alexandria
Completion Year:	2028
Total Cost:	\$2,999,999

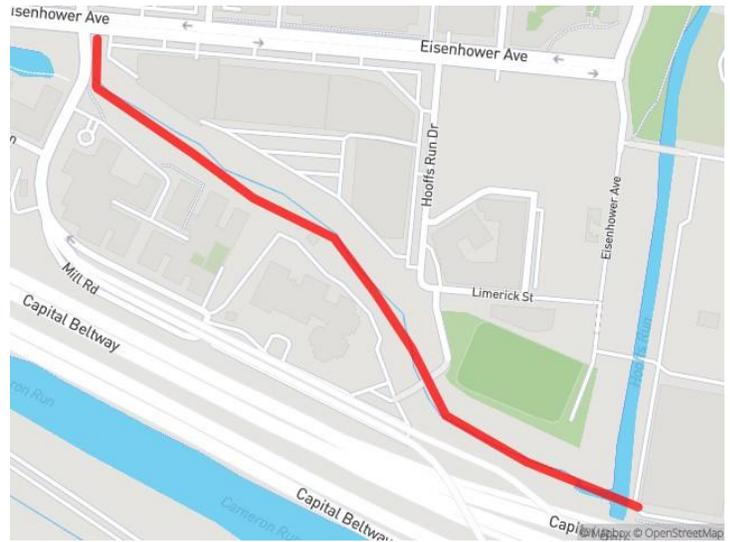


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	RSTP	\$2,999,999	\$0	\$0	\$0	\$2,999,999
Total Preliminary Engineering		\$2,999,999	\$0	\$0	\$0	\$2,999,999
TIP Total		\$2,999,999	\$0	\$0	\$0	\$2,999,999
Total Programmed		\$2,999,999	\$0	\$0	\$0	\$2,999,999

## T13755 - Old Cameron Run Trail Construction

This project will construct a 0.53 mile shared-use path between Hooffs Run Drive and South Payne Street (the existing shared-use path between Hooffs Run waterway and South Payne Street will be repaved). An additional 0.25 mile section of the trail is planned to be constructed through redevelopment between Mill Road and Hooffs Run Drive. This project will help address a major gap in the City's trail system and provide a key link in the bicycle and pedestrian transportation system. The goal of this project is to create a more direct and conflict-free connection for people walking and biking between the Eisenhower East and Southwest Quadrant neighborhoods.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	109469, 855755
Facility:	Old Cameron Run Trail
From:	Mt. Vernon Trail
To:	Eisenhower Ave Trail
County:	-
Municipality:	City of Alexandria
Completion Year:	2028
Total Cost:	\$7,547,209



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CMAQ	\$951,502	\$0	\$0	\$0	\$951,502
Right of Way	CMAQ	\$609,834	\$0	\$0	\$0	\$609,834
Construction	CMAQ	\$534,664	\$0	\$0	\$0	\$534,664
Construction	DC/STATE	\$5,451,209	\$0	\$0	\$0	\$5,451,209
Total Construction		\$5,985,873	\$0	\$0	\$0	\$5,985,873
TIP Total		\$7,547,209	\$0	\$0	\$0	\$7,547,209
Total Programmed		\$7,547,209	\$0	\$0	\$0	\$7,547,209

## T13572 - Transit Way Access Enhancements - Duke St and King St (Callahan Drive)

The City plans to implement Bicycle and Pedestrian Infrastructure Improvements along Callahan Drive between Duke Street and King Street. Implementation of this project will enhance last-mile connections between the Duke Street Transitway and the King St Old Town Metro / Alexandria Union station. The Callahan Transitway Access Enhancements Project will create a safer and more pleasant connection for cyclists and pedestrians on Callahan Drive in Alexandria to access both the Duke Street Transitway and Union Station/King Street. This complements the recently completed Access to Transit project at King/Callhan/Russell and ongoing and planned improvements on nearby streets. This project can be implemented separately from, and earlier than the full build Duke Street Transitway project. This project aims to increase access to and from the Duke Street Transitway.

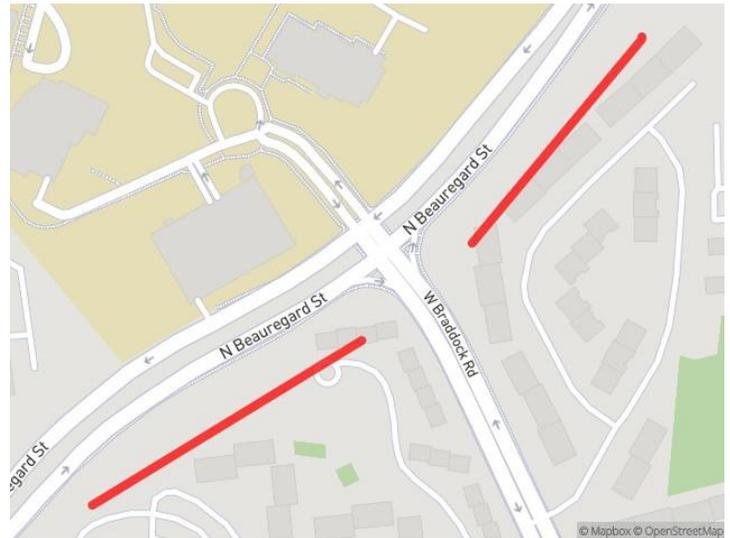
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	72519-08, 72521-09
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2027
Total Cost:	\$1,454,491

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CMAQ	\$145,449	\$0	\$0	\$0	\$145,449
Construction	CMAQ	\$1,309,042	\$0	\$0	\$0	\$1,309,042
Total Construction		\$1,309,042	\$0	\$0	\$0	\$1,309,042
TIP Total		\$1,454,491	\$0	\$0	\$0	\$1,454,491
Total Programmed		\$1,454,491	\$0	\$0	\$0	\$1,454,491

# T13750 - Van Dorn-Beauregard Multi-Use Trail

A missing link in the City's bicycle network is a separated on-street bicycle facility along Beauregard and Van Dorn Streets (between King Street and Eisenhower Avenue). This facility would address missing links not anticipated to be constructed as part of other projects/ developments (primarily along Beauregard Street between King Street and Seminary Road) for a north-south connection to the City's Holmes Run Trail, running east-west, and connect bicycle users to Mark Center, the future Beauregard Town Center, and the Van Dorn Metrorail station. This project will be coordinated with the implementation of Transit Corridor C (West End Transitway).

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	105563
Facility:	Wan Dorn-Beauregard Multi-use trail
From:	VA 7 King Street
To:	Seminary Road
County:	-
Municipality:	City of Alexandria
Completion Year:	2027
Total Cost:	\$3,577,107



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CMAQ	\$578,781	\$0	\$0	\$0	\$578,781
Right of Way	CMAQ	\$31,000	\$0	\$0	\$0	\$31,000
Construction	CMAQ	\$2,208,457	\$0	\$0	\$0	\$2,208,457
Construction	RSTP	\$758,869	\$0	\$0	\$0	\$758,869
Total Construction		\$2,967,326	\$0	\$0	\$0	\$2,967,326
TIP Total		\$3,577,107	\$0	\$0	\$0	\$3,577,107
Total Programmed		\$3,577,107	\$0	\$0	\$0	\$3,577,107

## T13754 - Capital Bikeshare

clustered, spaced approximately a quarter mile from one another, are near Metrorail stations, commercial centers, tourist destinations, and mixed use development. Stations are located in areas suggested by the public, mixed-use activity centers, near major transit stops and are typically spaced one quarter mile apart. Capital costs for stations and bicycles range depending on size of station and number of docks. Bikeshare access to transit and other activity centers support the well-being of families by allowing more transportation choices that help to provide flexibility to residents. It will encourage more transit use, thereby helping to reduce carbon emissions and improving health.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	122950, 109816 - CLOSE OUT
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2030
Total Cost:	\$1,090,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CMAQ	\$1,090,000	\$0	\$0	\$0	\$1,090,000
Total Construction		\$1,090,000	\$0	\$0	\$0	\$1,090,000
TIP Total		\$1,090,000	\$0	\$0	\$0	\$1,090,000
Total Programmed		\$1,090,000	\$0	\$0	\$0	\$1,090,000

# ARLINGTON COUNTY & CITY OF ALEXANDRIA, VIRGINIA

## Records Pending Financial Close-Out

Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



## T6698 - PENTAGON CITY TRANSITWAY EXTENSION SEGMENT I

The Extension runs along Crystal Drive, Clark Street, 12th St, Hayes St. and Army-Navy Dr. Provides exclusive and/or dedicated transit lanes, passenger stations, utility relocations, signing and pavement marking, and traffic signal upgrades.

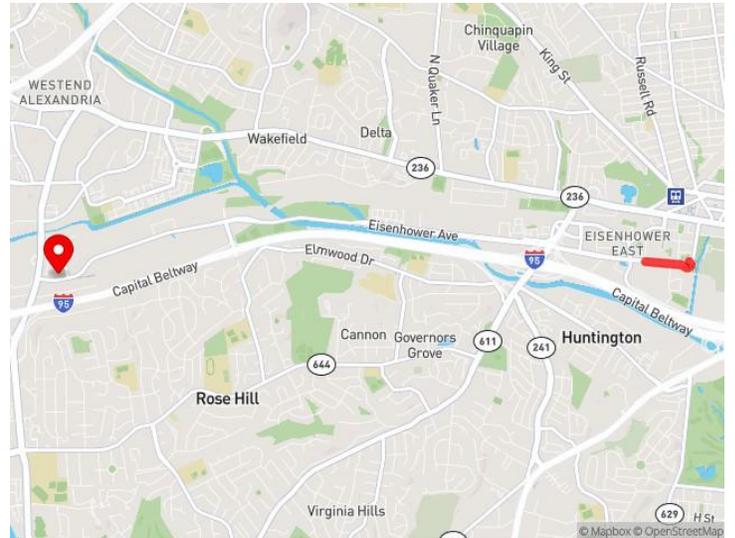
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	T22768
Facility:	Pentagon City Transitway
From:	Crystal Drive
To:	Army-Navy Drive
County:	Arlington
Municipality:	-
Completion Year:	2022
Total Cost:	\$3,157,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,157,000
Total Programmed		\$0	\$0	\$0	\$0	\$3,157,000

T6255 - Eisenhower Avenue Widening WIDENING TO SIX LANE; rem/rep ex TC w/ TS at T-int'x. Incl. two thru lanes west and east, grassed median, RTL Holland Lane. LTL John Carlyle Street

Reconstruction with added capacity

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	77378
Facility:	Eisenhower Avenue
From:	VA Holland Road
To:	VA Mill Road
County:	-
Municipality:	City of Alexandria
Completion Year:	2024
Total Cost:	\$10,770,767

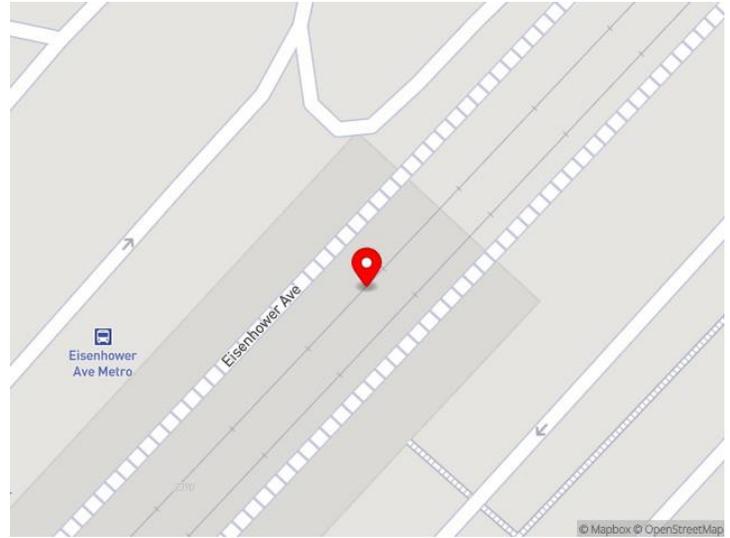


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$10,770,767
Total Programmed		\$0	\$0	\$0	\$0	\$10,770,767

# T13886 - Eisenhower Metrorail Station

The project will fund the rebuilding of the bus loop and plaza surrounding the Eisenhower Metrorail Station to improve transit services and to be consistent with surrounding land uses.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bus/BRT - Maintenance
Agency Project ID:	-
Facility:	Eisenhower Phase II Pedestrian Improvements
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2027
Total Cost:	\$0



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Programmed		\$0	\$0	\$0	\$0	\$0

# T13893 - ITS Integration Phase IV

Implement Intelligent Transportation System elements in the City of Alexandria

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - ITS/Technology
Agency Project ID:	106562
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2027
Total Cost:	\$9,424,274

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$9,424,274
Total Programmed		\$0	\$0	\$0	\$0	\$9,424,274

## T13887 - King and Beaugard Intersection Improvements, Phases I and II

The design for Phase II of the project is being finalized, and construction is anticipated to begin in Spring of 2025 with this funding and end in Spring 2027. King/Beaugard Intersection Improvements project is a two-phase project that seeks to improve corridor capacity and safety at and adjacent to the intersection of King St. (Rt. 7), N. Beaugard St., and S. Walter Reed Dr. The first phase is complete and included grading, curb and gutter and retaining walls along King St. The second phase will add an additional left turn lane in each direction on King Street, medians and a 10 shared use path on portions of King Street, A relocation of Dominion Power Poles, Washington Gas lines, Virginia American Water lines, Comcast and Verizon communication lines have been made to make way for the upcoming construction of the Phase II intersection improvements. A design revision was made to make this intersection pedestrian friendly and that is in line with City's Complete Street Design Guidelines while improving the traffic flow movement. The proposed plan modifications include reducing lane widths, increasing median width to six feet, providing a wider refuge area for pedestrians, modifying ADA curb ramps, and updating the signing and striping plan.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Intersection improvements
Agency Project ID:	107962 - PHASE 2, 8645 - PHASE 1
Facility:	King Street at Beaugard Street
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2028
Total Cost:	\$10,336,526



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$10,336,526
Total Programmed		\$0	\$0	\$0	\$0	\$10,336,526

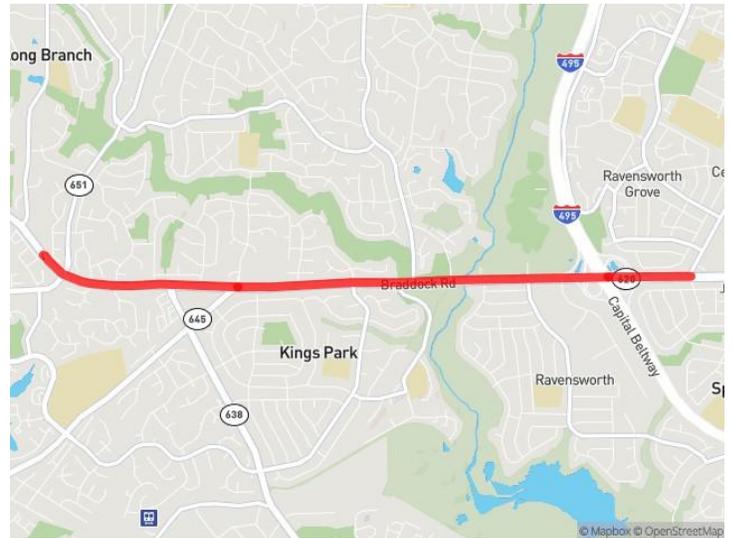
APPENDIX A  
Virginia Department  
of Transportation  
Fairfax County, City of Fairfax  
FY 2026-2029 TIP Tables



## T13899 - Braddock Road

Intersection and corridor improvements from Ravensworth Road to Humphries Drive, including bicycle and pedestrian facilities. Improvements will include intersection enhancements at Rolling Road, Wakefield Chapel Road/Danbury Forest Drive and Burke Lake Road which include lane reconfigurations and a Restricted Crossing U-Turn. Improvements will also include new and upgraded shared-use paths along both sides of Braddock Road, HAWK signals, as well as a consolidation of existing bus stop locations.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Intersection improvements
Agency Project ID:	114627 - PARENT, 119477 - CHILD
Facility:	Braddock Road
From:	Ravensworth Road
To:	Humphries Drive
County:	Fairfax
Municipality:	-
Completion Year:	2035
Total Cost:	\$90,060,162

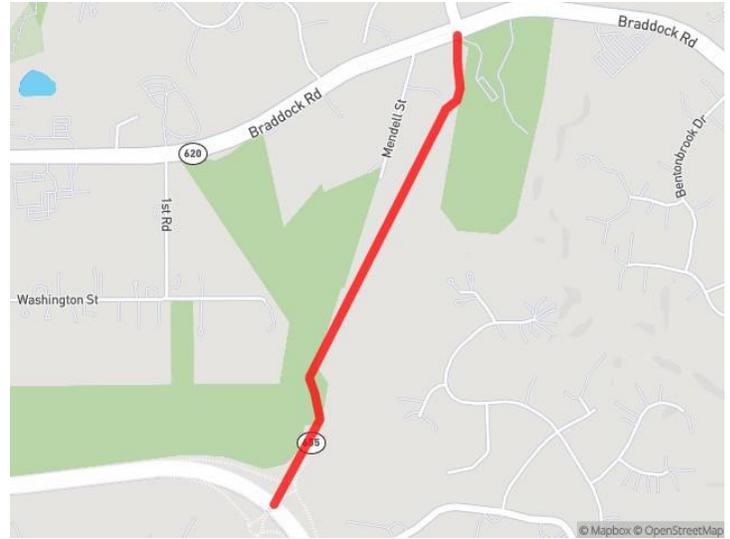


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$17,716,505	\$2,852,325	\$5,744,150	\$19,174,482	\$45,487,462
Total Construction		\$17,716,505	\$2,852,325	\$5,744,150	\$19,174,482	\$45,487,462
TIP Total		\$17,716,505	\$2,852,325	\$5,744,150	\$19,174,482	\$45,487,462
Total Prior Costs		\$0	\$0	\$0	\$0	\$28,371,129
Total Future Costs		\$0	\$0	\$0	\$0	\$16,201,571
Total Programmed		\$17,716,505	\$2,852,325	\$5,744,150	\$19,174,482	\$90,060,162

# T13695 - Construct VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road

Construct VA 655 Shirley Gate Road as a four-lane facility from Fairfax County Parkway to Braddock Road.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	125754
Facility:	VA 655 Shirley Gate Road
From:	VA 286 Fairfax County Parkway
To:	VA 620 Braddock Road
County:	Fairfax
Municipality:	-
Completion Year:	2030
Total Cost:	\$31,002,055

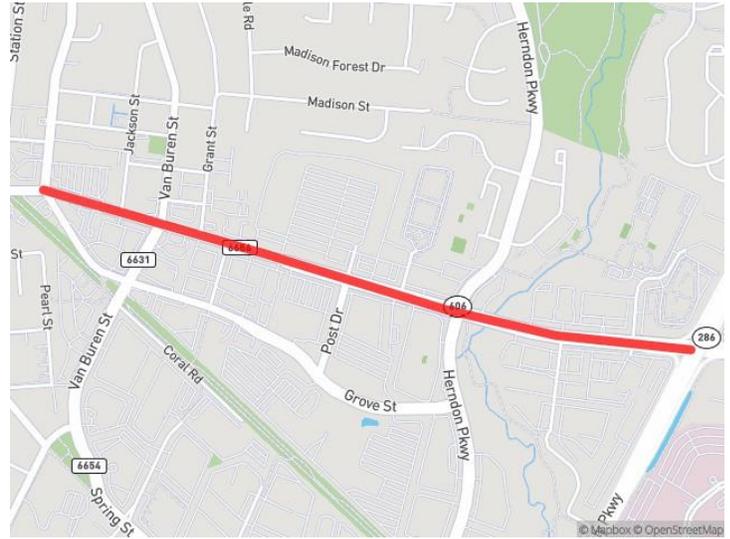


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$0	\$0	\$4,368,000	\$0	\$4,368,000
Right of Way	REVSH	\$0	\$0	\$4,368,000	\$0	\$4,368,000
Construction	DC/STATE	\$0	\$0	\$9,476,528	\$0	\$9,476,528
Construction	REVSH	\$0	\$0	\$9,476,527	\$0	\$9,476,527
Total Construction		\$0	\$0	\$18,953,055	\$0	\$18,953,055
TIP Total		\$0	\$0	\$27,689,055	\$0	\$27,689,055
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,313,000
Total Programmed		\$0	\$0	\$27,689,055	\$0	\$31,002,055

## T13872 - East Elden Street (widening)

Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised median between Fairfax County Parkway and Herndon Parkway, continuing as a 4-lane section with a raised median and dedicated turning lanes between Herndon Parkway and Van Buren Street, and then transitioning to a 2-lane section with left-turn lanes between Van Buren and Monroe Street (UPC 50100). Initial efforts in year 2024 are to underground the utilities (Duct Bank - UPC 120508). Project includes lane capacity improvements and new signalization at each intersection as well as ADA 5 sidewalks, bike lanes and raised cycle tracks with streetlighting, crosswalk enhancements and bus shelters. And a new bridge upgrade at Sugarland Run is to mitigate existing roadway flooding.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	50100
Facility:	East Elden Street
From:	Monroe Street
To:	Fairfax County Parkway
County:	Fairfax
Municipality:	Town of Herndon
Completion Year:	2029
Total Cost:	\$46,544,179

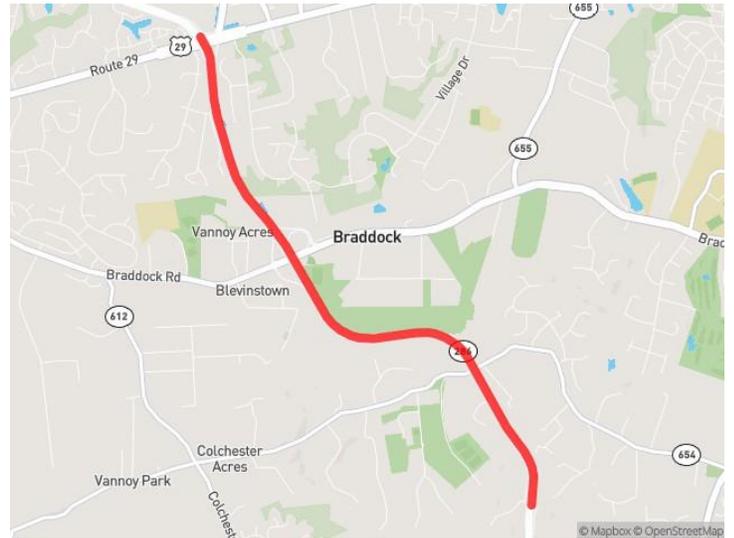


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	HPP	\$3,807,856	\$0	\$0	\$0	\$3,807,856
Construction	REVSH	\$2,641,638	\$5,406,000	\$5,406,000	\$0	\$13,453,638
Construction	RSTP	\$3,940	\$0	\$0	\$1,044,085	\$1,048,025
<b>Total Construction</b>		<b>\$6,453,434</b>	<b>\$5,406,000</b>	<b>\$5,406,000</b>	<b>\$1,044,085</b>	<b>\$18,309,519</b>
<b>TIP Total</b>		<b>\$6,453,434</b>	<b>\$5,406,000</b>	<b>\$5,406,000</b>	<b>\$1,044,085</b>	<b>\$18,309,519</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$18,516,629
Total Future Costs		\$0	\$0	\$0	\$0	\$9,718,031
<b>Total Programmed</b>		<b>\$6,453,434</b>	<b>\$5,406,000</b>	<b>\$5,406,000</b>	<b>\$1,044,085</b>	<b>\$46,544,179</b>

## T6520 - Fairfax County Parkway Widening (Northern Segment)

Widen Fairfax County Parkway from 4 lanes to 6 UPC 107937 will cover the Northern Segment with limits from 0.67 Mi North Route 29 to 0.21 Mi North Nomes Court. The funding information below is for UPC 107937 and does not include funding for UPC 122982. UPC 122982 covers the Southern Segment with limits from 0.21 Mi North of Nomes Court to 0.15 Mi South Route 123 (Ox Road). UPC 122982 covers 2.15 Mi of UPC 107937 which originally covered the entire limits of "0.15 Mi S. of VA123" to "0.67 Mi N. of US 29" (4.219 Mi). See TIP ID 13567 for UPC 122982

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	107937
Facility:	Fairfax County Parkway
From:	US 29 (0.67 mi north of)
To:	Nomes Court (0.21 Mi North of)
County:	Fairfax
Municipality:	-
Completion Year:	2027
Total Cost:	\$110,900,186

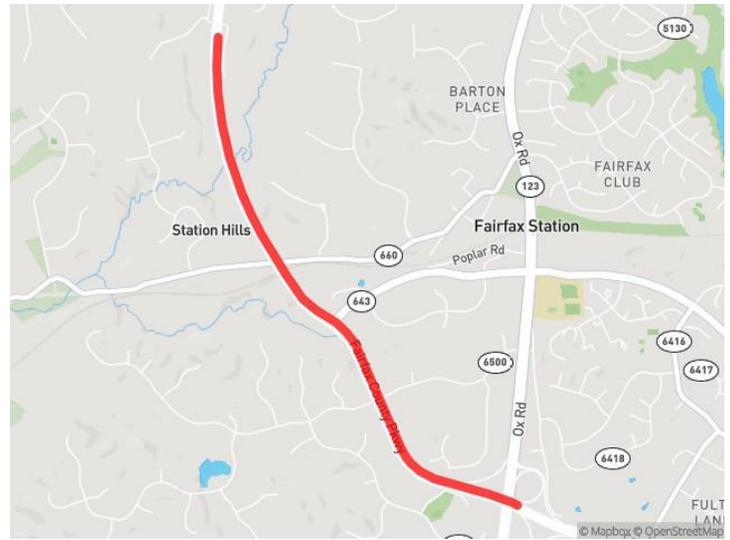


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$2,428,965	\$0	\$0	\$0	\$2,428,965
Preliminary Engineering	LOCAL	\$2,428,965	\$0	\$0	\$0	\$2,428,965
Total Preliminary Engineering		\$4,857,930	\$0	\$0	\$0	\$4,857,930
TIP Total		\$4,857,930	\$0	\$0	\$0	\$4,857,930
Total Prior Costs		\$0	\$0	\$0	\$0	\$106,042,256
Total Programmed		\$4,857,930	\$0	\$0	\$0	\$110,900,186

# T13567 - Fairfax County Parkway Widening (Southern Segment)

Widening of the Fairfax County Parkway between Route 123 to the south and the Popes Head Interchange near Nomes Court to the north. Project will include shared-used paths for bike/ped activity. Project will be delivered via design-build.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	122982
Facility:	Fairfax County Parkway
From:	Nomes Court
To:	VA 123 Ox Road
County:	Fairfax
Municipality:	-
Completion Year:	2028
Total Cost:	\$128,770,000

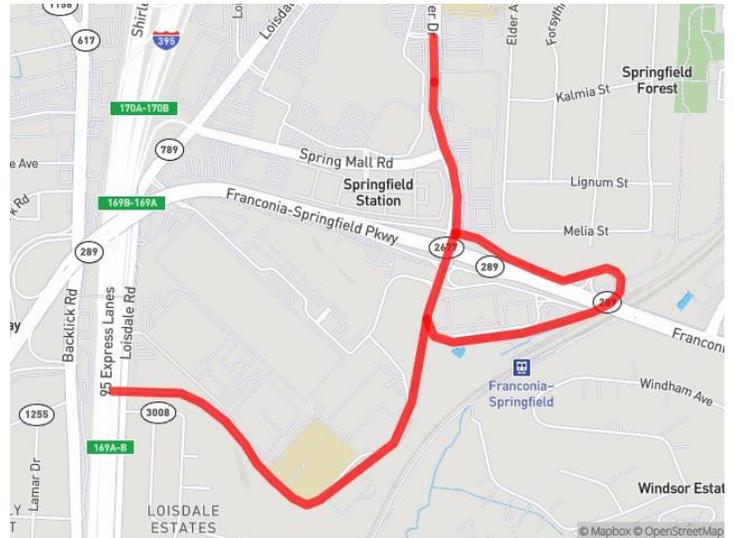


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	\$1,161,818	\$0	\$0	\$0	\$1,161,818
Construction	NVTA	\$0	\$108,000,000	\$0	\$0	\$108,000,000
<b>Total Construction</b>		<b>\$1,161,818</b>	<b>\$108,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$109,161,818</b>
<b>TIP Total</b>		<b>\$1,161,818</b>	<b>\$108,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$109,161,818</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$19,608,182
<b>Total Programmed</b>		<b>\$1,161,818</b>	<b>\$108,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$128,770,000</b>

## T6449 - Frontier Dr Extension

Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, generally along the alignment of existing Springfield Center Drive. Project also included shared-use paths along both sides of the new Frontier Drive, additional bus bays, and intersection improvements near the Franconia-Springfield Metro Center. Project also includes new braided loops to the Franconia-Springfield Parkway (Route 289).

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	106742
Facility:	Frontier Dr
From:	VA 289 Franconia-Springfield Parkway
To:	VA 789 Loisdale Rd
County:	Fairfax
Municipality:	-
Completion Year:	2030
Total Cost:	\$248,058,377

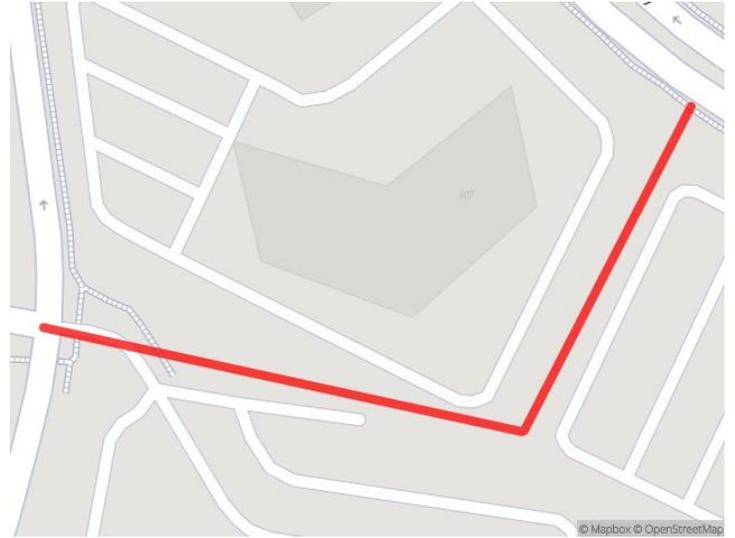


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$1,062,400	\$0	\$0	\$0	\$1,062,400
Preliminary Engineering	RSTP	\$4,249,600	\$0	\$0	\$0	\$4,249,600
Right of Way	DC/STATE	\$5,177,795	\$4,000,000	\$2,158,233	\$0	\$11,336,028
Right of Way	RSTP	\$20,711,179	\$16,000,000	\$8,632,937	\$0	\$45,344,116
Construction	NVTA	\$0	\$0	\$0	\$111,957,472	\$111,957,472
Total Construction		\$0	\$0	\$0	\$111,957,472	\$111,957,472
TIP Total		\$31,200,974	\$20,000,000	\$10,791,170	\$111,957,472	\$173,949,616
Total Prior Costs		\$0	\$0	\$0	\$0	\$33,079,887
Total Future Costs		\$0	\$0	\$0	\$0	\$41,028,874
Total Programmed		\$31,200,974	\$20,000,000	\$10,791,170	\$111,957,472	\$248,058,377

# T13897 - Herndon Parkway Improvements at Worldgate Drive Extension

Worldgate Drive Extension will link Van Buren Street to Herndon Parkway to alleviate congestion and provide multimodal access for the transit-oriented core of the Herndon Metrorail Station Area. The project is to include signalization, dedicated lane capacity improvements as well as ADA sidewalk/cycle track streetscape with streetlighting at the new Herndon Parkway / Worldgate Drive Intersection (0.22 mile).

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	106986
Facility:	Worldgate Drive Extension
From:	Van Buren Street
To:	Herndon Parkway
County:	Fairfax
Municipality:	Town of Herndon
Completion Year:	2030
Total Cost:	\$8,100,244

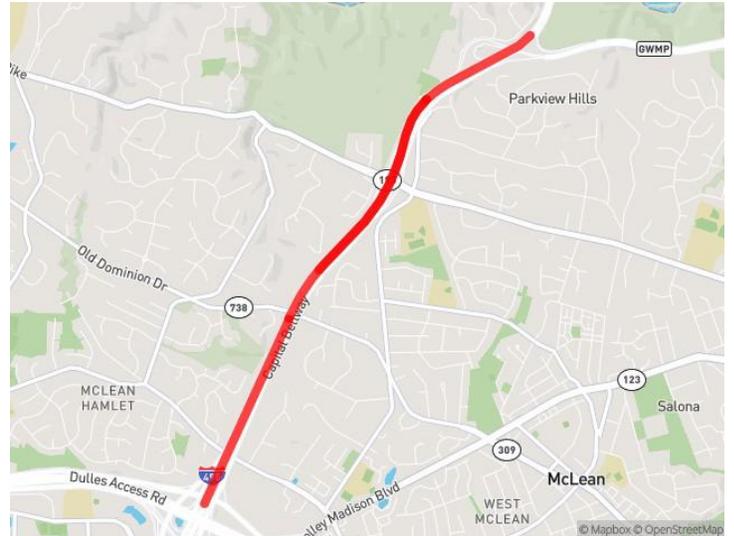


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	CMAQ	\$2,169	\$0	\$5,458	\$0	\$7,627
Right of Way	DC/STATE	\$8,675	\$0	\$1,364	\$0	\$10,039
Total Right of Way		\$10,844	\$0	\$6,822	\$0	\$17,666
TIP Total		\$10,844	\$0	\$6,822	\$0	\$17,666
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,501,578
Total Future Costs		\$0	\$0	\$0	\$0	\$4,581,000
Total Programmed		\$10,844	\$0	\$6,822	\$0	\$8,100,244

## T11576 - I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan

The 495 NEXT Project is an approximately 2.5 miles extension of the 495 HOV/HOT Lanes (495 Express Lanes) from the current northern terminus of the 495 Express Lanes near Lewinsville Road, Route 694, to the vicinity of the George Washington Memorial Parkway (GWMP) in Fairfax County, Virginia. VDOT oversight means that "VDOT shall have the right at all times during the Concessioner Term to carry out Oversight Services with respect to all aspects of the design, permitting, acquisition, construction, installation, equipping, maintenance, repair, preservation, modification, operation, management and administration of the Project and any Change Orders or Project Enhancements including TMP." Transportation Management Plan (TMP) explains the strategies that will be used to minimize and mitigate the construction impacts of the I-495 Northern Extension (495 NEXT) project. These strategies are designed to enhance safety and minimize congestion for motorists and workers within the work zones and in the surrounding roadway network during construction.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	116754
Facility:	Capital Beltway
From:	S. of Old Dominion Drive
To:	American Legion Bridge
County:	Fairfax
Municipality:	-
Completion Year:	2026
Total Cost:	\$64,900,000

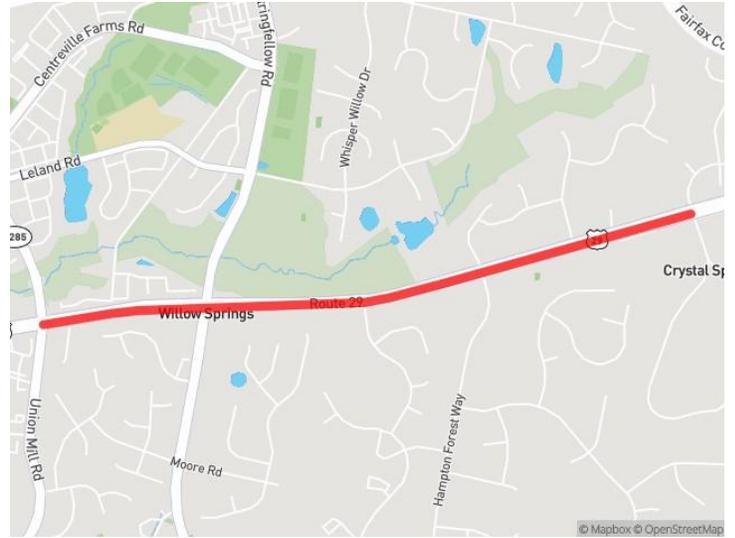


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$1,289,511	\$0	\$0	\$0	\$1,289,511
Construction	NHPP	\$5,158,046	\$0	\$0	\$0	\$5,158,046
Total Construction		\$6,447,557	\$0	\$0	\$0	\$6,447,557
TIP Total		\$6,447,557	\$0	\$0	\$0	\$6,447,557
Total Prior Costs		\$0	\$0	\$0	\$0	\$53,952,443
Total Future Costs		\$0	\$0	\$0	\$0	\$4,500,000
Total Programmed		\$6,447,557	\$0	\$0	\$0	\$64,900,000

## T6604 - Lee Highway Widening Phase II

Widen Route 29 from 4 lanes to 6 lanes from Union Mill Road to Buckley's Gate Drive, with added capacity, improved geometrics and pedestrian/bicycle facilities. Corresponding Debt Service UPC is 111986.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	110329, 120509 - DB UPC
Facility:	Lee Highway
From:	Union Mill Road/Centreville Farm Road
To:	Buckleys Gate Drive/Summit Drive
County:	Fairfax
Municipality:	-
Completion Year:	2027
Total Cost:	\$95,758,778



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	NHPP	\$306,552	\$321,976	\$0	\$0	\$628,528
Total Preliminary Engineering		\$306,552	\$321,976	\$0	\$0	\$628,528
TIP Total		\$306,552	\$321,976	\$0	\$0	\$628,528
Total Prior Costs		\$0	\$0	\$0	\$0	\$95,130,250
Total Programmed		\$306,552	\$321,976	\$0	\$0	\$95,758,778

# T6605 - Lee Highway Widening Phase II -- GARVEE DEBT SERVICE

Debt Service Required for construction of UPC 110329

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	111986, 124559
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2039
Total Cost:	\$1,710,968

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$85,556	\$85,544	\$85,539	\$85,554	\$342,193
Preliminary Engineering	NHPP	\$342,222	\$342,177	\$342,158	\$342,218	\$1,368,775
Total Preliminary Engineering		\$427,778	\$427,721	\$427,697	\$427,772	\$1,710,968
TIP Total		\$427,778	\$427,721	\$427,697	\$427,772	\$1,710,968
Total Programmed		\$427,778	\$427,721	\$427,697	\$427,772	\$1,710,968

# T6701 - Popes Head Road (VA 286) Interchange - GARVEE Debt Service #SMART18

Debt Service Required for CN UPC 111987

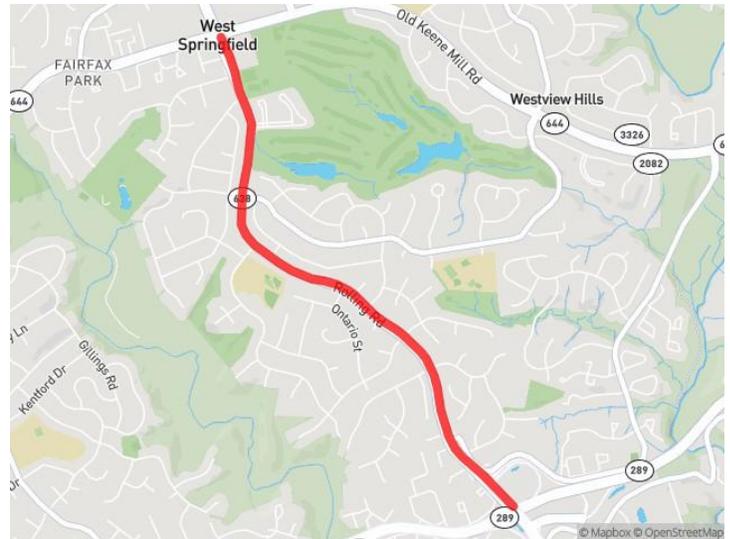
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	111987
Facility:	POPES HEAD RD
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2038
Total Cost:	\$2,605,845

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$62,589	\$149,793	\$154,442	\$154,346	\$521,170
Preliminary Engineering	NHPP	\$250,357	\$599,169	\$617,767	\$617,382	\$2,084,675
Total Preliminary Engineering		\$312,946	\$748,962	\$772,209	\$771,728	\$2,605,845
TIP Total		\$312,946	\$748,962	\$772,209	\$771,728	\$2,605,845
Total Programmed		\$312,946	\$748,962	\$772,209	\$771,728	\$2,605,845

# T6247 - Rolling Road

Widening to 4 lanes

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	5559
Facility:	Rolling Road
From:	Fairfax County Parkway
To:	Old Keene Mill Road
County:	Fairfax
Municipality:	-
Completion Year:	2026
Total Cost:	\$74,396,363



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	RSTP	\$0	\$21,645,763	\$0	\$0	\$21,645,763
Total Construction		\$0	\$21,645,763	\$0	\$0	\$21,645,763
TIP Total		\$0	\$21,645,763	\$0	\$0	\$21,645,763
Total Prior Costs		\$0	\$0	\$0	\$0	\$52,750,600
Total Programmed		\$0	\$21,645,763	\$0	\$0	\$74,396,363

# T6546 - Route 7 Corridor Improvements - Phase 1 GARVEE Debt Services (HB2)

## Route 7 Corridor Improvements - Phase 1 GARVEE Debt Services (HB2)

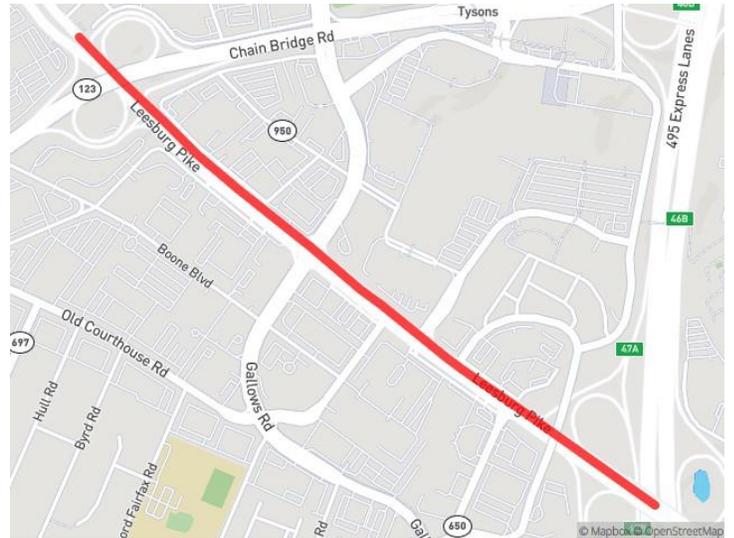
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	110377
Facility:	VA 7
From:	Reston Avenue
To:	Jarrett Valley Drive
County:	Fairfax
Municipality:	-
Completion Year:	2039
Total Cost:	\$23,404,083

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$1,165,745	\$1,171,583	\$1,171,823	\$1,171,665	\$4,680,816
Preliminary Engineering	NHPP	\$4,662,982	\$4,686,332	\$4,687,292	\$4,686,661	\$18,723,267
Total Preliminary Engineering		\$5,828,727	\$5,857,915	\$5,859,115	\$5,858,326	\$23,404,083
TIP Total		\$5,828,727	\$5,857,915	\$5,859,115	\$5,858,326	\$23,404,083
Total Programmed		\$5,828,727	\$5,857,915	\$5,859,115	\$5,858,326	\$23,404,083

## T13598 - Route 7 Widening (Route 123 to I-495)

The project will widen approximately 0.3 miles of Route 7 between International Drive and I-495 by an 11 lane in each direction. The project also includes significant pedestrian and bicycle improvements (SUP on both sides of Route), at-grade bike/pedestrian crossing improvements, ramp improvements, and access management improvements along Route 7 between Route 123 and I-495 as well as signal modifications. Right turn lane improvements from Route 123 to EB Route 7 and from Route 7 to SB I-495 are proposed.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	123833
Facility:	Route 7 Widening
From:	Rte 123 Chain Bridge Road
To:	I-495
County:	Fairfax
Municipality:	-
Completion Year:	2032
Total Cost:	\$78,545,960



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	NHPP	\$0	\$29,193,219	\$0	\$0	\$29,193,219
Total Right of Way		\$0	\$29,193,219	\$0	\$0	\$29,193,219
TIP Total		\$0	\$29,193,219	\$0	\$0	\$29,193,219
Total Prior Costs		\$0	\$0	\$0	\$0	\$5,203,608
Total Future Costs		\$0	\$0	\$0	\$0	\$44,149,133
Total AC		\$0	\$17,945,827	\$0	\$0	\$17,945,827
Total Programmed		\$0	\$29,193,219	\$0	\$0	\$78,545,960

## T13556 - Seven Corners Ring Road (Phase 1A Segment 1A)

Phase 1 of a new connection consists of a new road connecting Arlington Boulevard (Route 50)/Route 7, Westbound Ramp, on the western side of the existing Seven Corners Interchange to new roadway (Castle Place) to a widened Castle Rd and intersections of Hollow Road and Route 7.

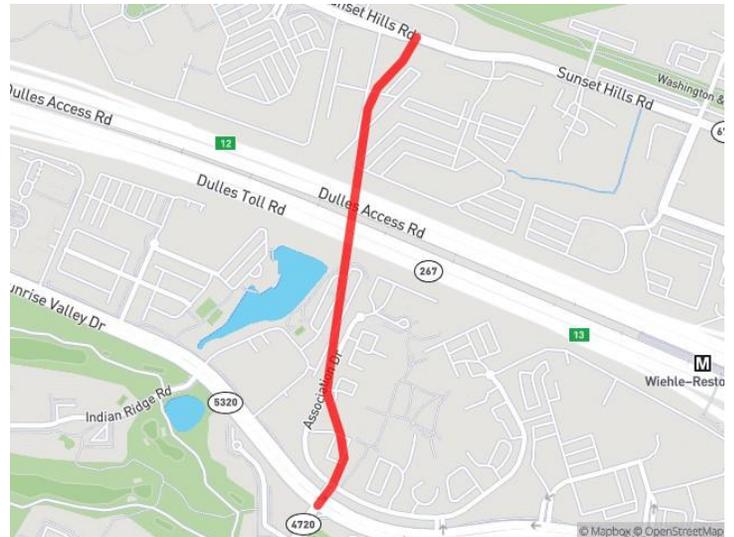
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	T26956
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2035
Total Cost:	\$135,437,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	RSTP	\$2,700,000	\$0	\$0	\$0	\$2,700,000
Right of Way	RSTP	\$6,308,000	\$0	\$0	\$0	\$6,308,000
Total Right of Way		\$6,308,000	\$0	\$0	\$0	\$6,308,000
TIP Total		\$9,008,000	\$0	\$0	\$0	\$9,008,000
Total Future Costs		\$0	\$0	\$0	\$0	\$126,429,000
Total Programmed		\$9,008,000	\$0	\$0	\$0	\$135,437,000

## T6583 - Soapstone Connector

New multimodal roadway between Sunset Hills Rd and Sunrise Valley Dr. in Reston. Near Wiehle-Reston East Metrorail Station, includes crossing over the Dulles Corridor. Includes 4 lane cross section, on-road bike, sidewalk, and shared use path.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bridge - New Construction
Agency Project ID:	112479
Facility:	Soapstone Drive
From:	Sunrise Valley Dr
To:	Sunset Hills Rd
County:	Fairfax
Municipality:	-
Completion Year:	2034
Total Cost:	\$269,440,000



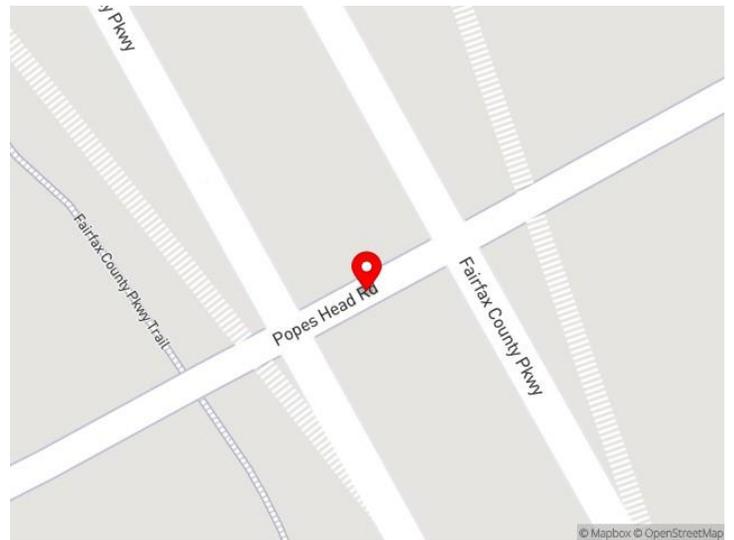
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	NVTA	\$0	\$0	\$51,896,500	\$16,039,880	\$67,936,380
Right of Way	REVSH	\$0	\$0	\$6,537,000	\$0	\$6,537,000
Right of Way	RSTP	\$0	\$0	\$0	\$15,805,630	\$15,805,630
<b>Total Right of Way</b>		<b>\$0</b>	<b>\$0</b>	<b>\$58,433,500</b>	<b>\$31,845,510</b>	<b>\$90,279,010</b>
Construction	NVTA	\$0	\$0	\$0	\$20,856,620	\$20,856,620
<b>Total Construction</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,856,620</b>	<b>\$20,856,620</b>
<b>TIP Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$58,433,500</b>	<b>\$52,702,130</b>	<b>\$111,135,630</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$35,607,490
Total Future Costs		\$0	\$0	\$0	\$0	\$122,696,880
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$58,433,500</b>	<b>\$52,702,130</b>	<b>\$269,440,000</b>

## T6694 - VA 286 Fairfax County Parkway Interchange at Popes Head Road

This project will replace the traffic signal at Fairfax County Parkway (Route 286) and Popes Head Road (Route 654) with an interchange that includes access to the future Shirley

Gate Road extension (to be constructed by Fairfax County) and future Patriot Park. The interchange will feature triple roundabouts that will allow traffic to flow freely via two new bridges over Fairfax County Parkway.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Interchange improvements
Agency Project ID:	111725
Facility:	Fairfax County Parkway
From:	Popes Head Road
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2026
Total Cost:	\$89,591,541



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	NHPP	\$37,845,793	\$0	\$0	\$0	\$37,845,793
Construction	DC/STATE	\$29,703,727	\$0	\$0	\$0	\$29,703,727
Construction	NHPP	\$7,274,381	\$429,265	\$0	\$0	\$7,703,646
Total Construction		\$36,978,108	\$429,265	\$0	\$0	\$37,407,373
TIP Total		\$74,823,901	\$429,265	\$0	\$0	\$75,253,166
Total Prior Costs		\$0	\$0	\$0	\$0	\$14,338,375
Total Programmed		\$74,823,901	\$429,265	\$0	\$0	\$89,591,541

## T6628 - FAIRFAX COUNTYWIDE TRANSIT STORES

FAIRFAX COUNTYWIDE TRANSIT STORES - This is to provide continuous operating fund for the six (6) transit stores throughout the county: Franconia-Springfield Metrorail Station, 6880 Frontier Drive, Springfield, Virginia 22150; Herndon-Monroe Park-and-Ride, 12530 Sunrise Valley Drive, Herndon, Virginia 20171; Reston Town Center Transit Station, 12051 Bluemont Way, Reston, Virginia 20190; Stringfellow Park-and-Ride, 4920 Stringfellow Road, Centreville, Virginia 20120; Tysons West\*Park Transit Station, 8300 Jones Branch Drive, McLean, Virginia 22102; and Wiehle-Reston East, 11389 Reston Station Boulevard, Reston, Virginia 20190. Transit stores are facilities with personnel to assist the public with transportation information and materials regarding the Fairfax Connector bus service, Metrobus service, and other public transportation services in Fairfax County.

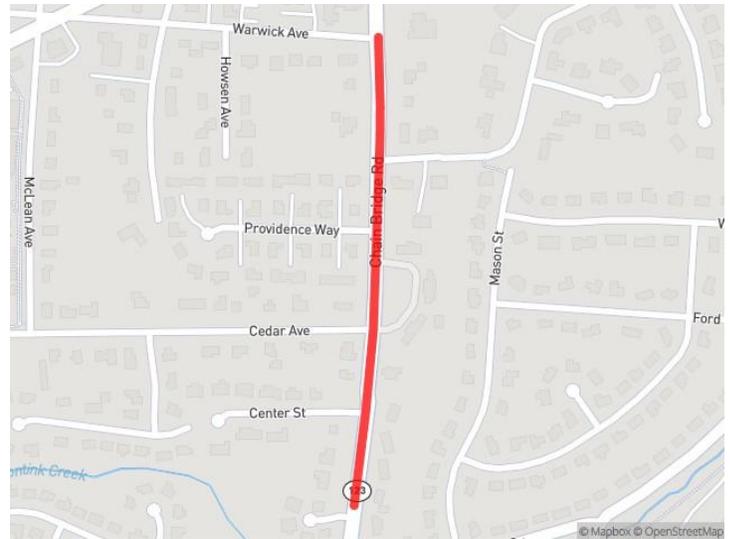
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Training
Agency Project ID:	T21448, T24210
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2029
Total Cost:	\$2,073,743

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$472,247	\$555,127	\$631,620	\$0	\$1,658,994
Other	DC/STATE	\$118,062	\$138,782	\$157,905	\$0	\$414,749
Total Other		\$590,309	\$693,909	\$789,525	\$0	\$2,073,743
TIP Total		\$590,309	\$693,909	\$789,525	\$0	\$2,073,743
Total Programmed		\$590,309	\$693,909	\$789,525	\$0	\$2,073,743

# T13629 - Chain Bridge Road Sidewalk and Bus Stop Improvements

Construction of 1,850 feet of new sidewalks and improvements to bus stops along the west side of Chain Bridge Road (Route 123) between Taba Cove and Warwick Avenue.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	119089
Facility:	Chain Bridge Road
From:	Taba Cove
To:	Warwick Avenue
County:	Fairfax
Municipality:	City of Fairfax
Completion Year:	2029
Total Cost:	\$9,253,665

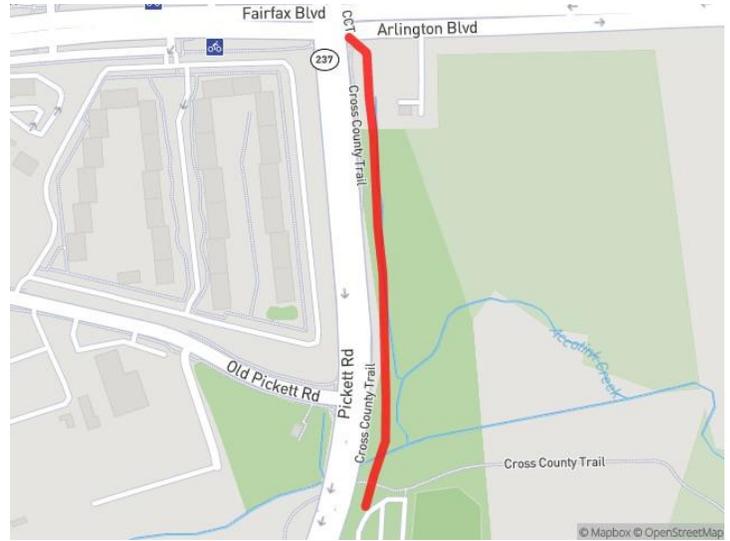


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$0	\$1,545,661	\$1,009,402	\$0	\$2,555,063
Construction	NHPP	\$0	\$448,544	\$0	\$0	\$448,544
Total Construction		\$0	\$1,994,205	\$1,009,402	\$0	\$3,003,607
TIP Total		\$0	\$1,994,205	\$1,009,402	\$0	\$3,003,607
Total Prior Costs		\$0	\$0	\$0	\$0	\$6,250,058
Total Programmed		\$0	\$1,994,205	\$1,009,402	\$0	\$9,253,665

# T13628 - Pickett Trail Connector

Construction of a 1,260 foot trail connecting Thaiss Park and the Cross County Trail to Route 50.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	115547
Facility:	Pickett Trail Connector
From:	Thaiss Park
To:	Fairfax Blvd
County:	Fairfax
Municipality:	City of Fairfax
Completion Year:	2028
Total Cost:	\$6,397,652

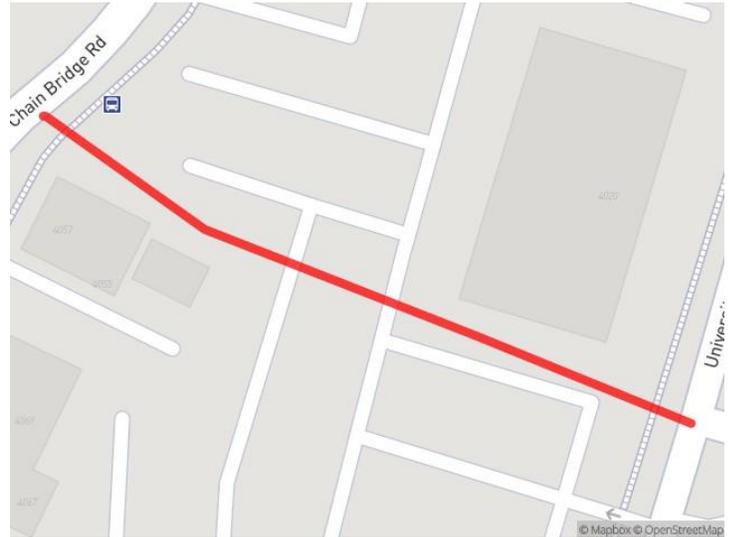


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NVTA	\$0	\$0	\$37,559	\$0	\$37,559
Total Construction		\$0	\$0	\$37,559	\$0	\$37,559
TIP Total		\$0	\$0	\$37,559	\$0	\$37,559
Total Prior Costs		\$0	\$0	\$0	\$0	\$6,360,093
Total Programmed		\$0	\$0	\$37,559	\$0	\$6,397,652

## T13901 - South Street Extension

Construction of "missing link" of South Street between University Drive and Chain Bridge Road (Rte.123) in the City of Fairfax. The new roadway will align with relocated entrance to Fairfax County Judicial Center on the west side of Chain Bridge Road and include a new traffic signal at this newly-created intersection. A new traffic signal will also be provided at the intersection of South Street and University Drive and the existing signal at University Drive at the Fire Station will be modified to an emergency-only signal. All intersections will include pedestrian accommodations and signals. Turn lane improvements provided on Rte 123 Chain Bridge Road. Project includes multi modal facilities (sidewalk and shared-lane bike facilities), on-street parking, landscaping and lighting consistent with City's "Active Street" designation as well as CUE bus stop improvements. Expands City Street grid network.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	124396
Facility:	South Street
From:	University Drive
To:	Chain Bridge Road
County:	-
Municipality:	City of Fairfax
Completion Year:	2030
Total Cost:	\$23,832,659

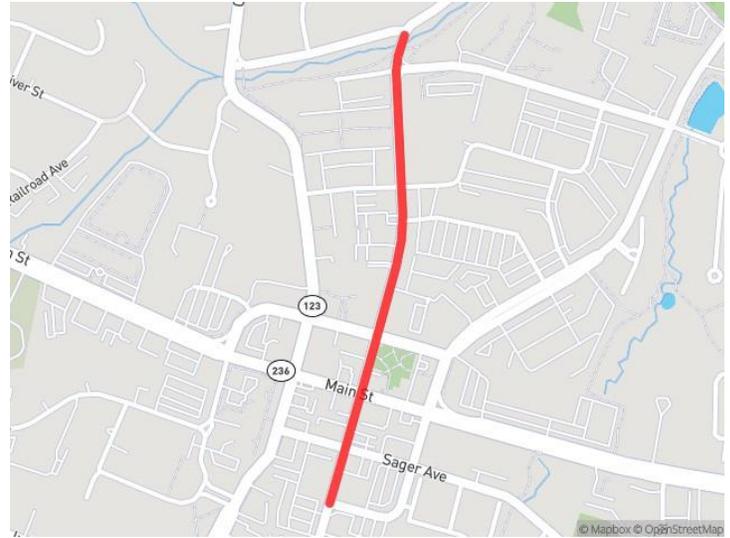


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$0	\$488,636	\$0	\$0	\$488,636
Preliminary Engineering	NHPP	\$1,000,400	\$0	\$0	\$0	\$1,000,400
Right of Way	DC/STATE	\$0	\$2,751,954	\$1,076,931	\$0	\$3,828,885
Right of Way	NHPP	\$0	\$0	\$8,508,756	\$377,135	\$8,885,891
Construction	NHPP	\$0	\$0	\$0	\$6,622,865	\$6,622,865
Total Construction		\$0	\$0	\$0	\$6,622,865	\$6,622,865
TIP Total		\$1,000,400	\$3,240,590	\$9,585,687	\$7,000,000	\$20,826,677
Total Future Costs		\$0	\$0	\$0	\$0	\$3,005,982
Total Programmed		\$1,000,400	\$3,240,590	\$9,585,687	\$7,000,000	\$23,832,659

# T13627 - University Drive Bicycle Facilities

Road diet and installation of bike lanes on University Drive between North Street and Layton Hall Drive, and shared lane markings between North Street and South Street. Improvements will also be made at the intersection of University Drive and Layton Hall Drive.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Travel lane reduction
Agency Project ID:	121556
Facility:	University Drive
From:	South Street
To:	Layton Hall Drive
County:	Fairfax
Municipality:	City of Fairfax
Completion Year:	2030
Total Cost:	\$2,018,482



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$0	\$228,686	\$0	\$0	\$228,686
Other	RSTP	\$0	\$875,051	\$0	\$0	\$875,051
Other	TAP	\$0	\$914,745	\$0	\$0	\$914,745
Total Other		\$0	\$2,018,482	\$0	\$0	\$2,018,482
TIP Total		\$0	\$2,018,482	\$0	\$0	\$2,018,482
Total Programmed		\$0	\$2,018,482	\$0	\$0	\$2,018,482

# FAIRFAX COUNTY & CITY OF FAIRFAX, VIRGINIA

## Records Pending Financial Close-Out

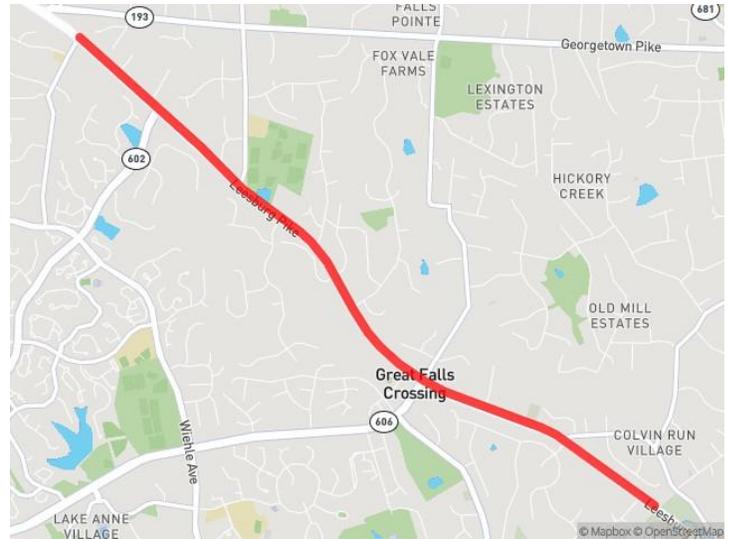
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



# T6539 - #HB2.FY17 Rte 7 Corridor Improvements - Phase 2

Phase 2 for Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	99478, 106917
Facility:	Leesburg Pike
From:	Reston Avenue
To:	Jarrett Valley Dr.
County:	Fairfax
Municipality:	-
Completion Year:	2024
Total Cost:	\$120,041,248



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NHPP	\$2,320,273	\$2,433,955	\$0	\$0	\$4,754,228
Total Construction		\$2,320,273	\$2,433,955	\$0	\$0	\$4,754,228
TIP Total		\$2,320,273	\$2,433,955	\$0	\$0	\$4,754,228
Total Prior Costs		\$0	\$0	\$0	\$0	\$115,287,020
Total Programmed		\$2,320,273	\$2,433,955	\$0	\$0	\$120,041,248

# T6314 - Mulligan Rd Realign Rt. 235 and Widen Rt. 619

Mulligan Rd Realign Rt. 235 and Widen Rt. 619

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Other Improvement
Agency Project ID:	77404
Facility:	235 Mt. Vernon Highway / Mulligan Rd.
From:	MOUNT VERNON HIGHWAY/ROUTE 1
To:	VA 611 TELEGRAPH ROAD
County:	Fairfax
Municipality:	-
Completion Year:	2022
Total Cost:	\$12,991,961

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$12,991,961
Total Programmed		\$0	\$0	\$0	\$0	\$12,991,961

# T13689 - Seven Corners Ring Road IAR Study

Preliminary Engineering for IAR and NEPA documentation to identify environmental concerns and evaluate the long term operational and safety alternatives for the Seven Corners Ring Road outlined in the Seven Corners Street Network as noted in the Fairfax Comprehensive Plan.

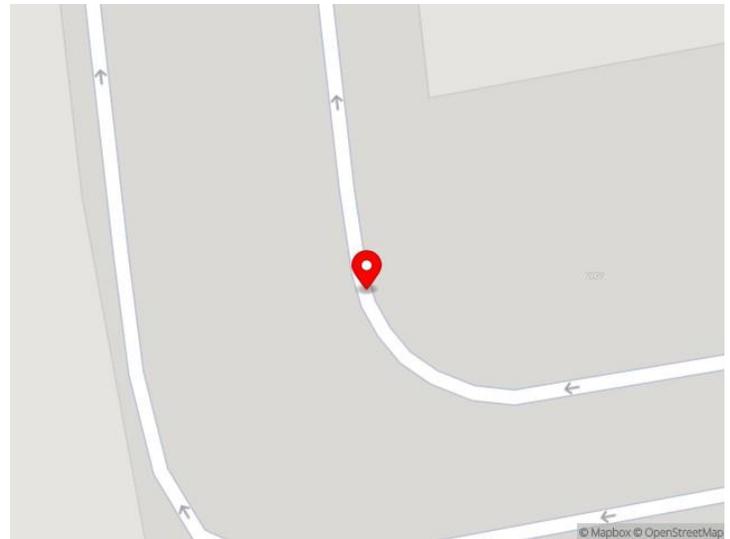
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	127003
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2028
Total Cost:	\$800,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$800,000
Total Programmed		\$0	\$0	\$0	\$0	\$800,000

# T6281 - Springfield CBD Commuter Parking Garage

Springfield CBD Commuter Parking Garage

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	TDM/Micromobility - Park and Ride
Agency Project ID:	106274
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2023
Total Cost:	\$65,888,158



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$65,888,158
Total Programmed		\$0	\$0	\$0	\$0	\$65,888,158

## T4637 - US 50 - 6-Lane Widening from Sully Rd. to Poland Rd.

Improve capacity along the roadway. traffic volumes have increased significantly due to new development along the Route 50 corridor. Widening will help relieve congestion and improve the safety and operation of the roadway. VP8c

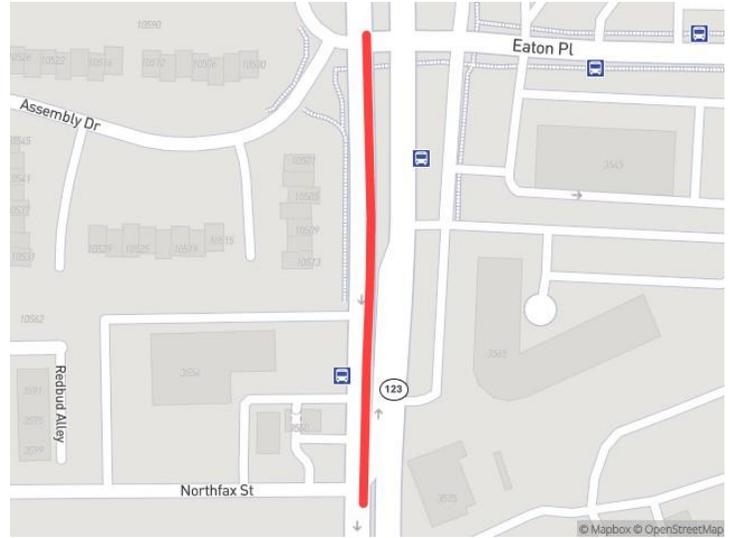
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Other Improvement
Agency Project ID:	68757
Facility:	John Mosby
From:	VA Poland Road
To:	VA 28
County:	Fairfax, Loudoun
Municipality:	-
Completion Year:	2015
Total Cost:	\$87,779,019

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$87,779,019
Total Programmed		\$0	\$0	\$0	\$0	\$87,779,019

# T13633 - CHAIN BRIDGE ROAD SHARED USE PATH

Construct a shared use path along the western side of Chain Bridge Road (Route 123) between Assembly Drive and Northfax Street, completing a missing link between the I-66 Trail and Route 50.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	125402
Facility:	Chain Bridge Road Shared Use Path
From:	Assembly Drive
To:	Northfax Street
County:	Fairfax
Municipality:	City of Fairfax
Completion Year:	2028
Total Cost:	\$2,622,893

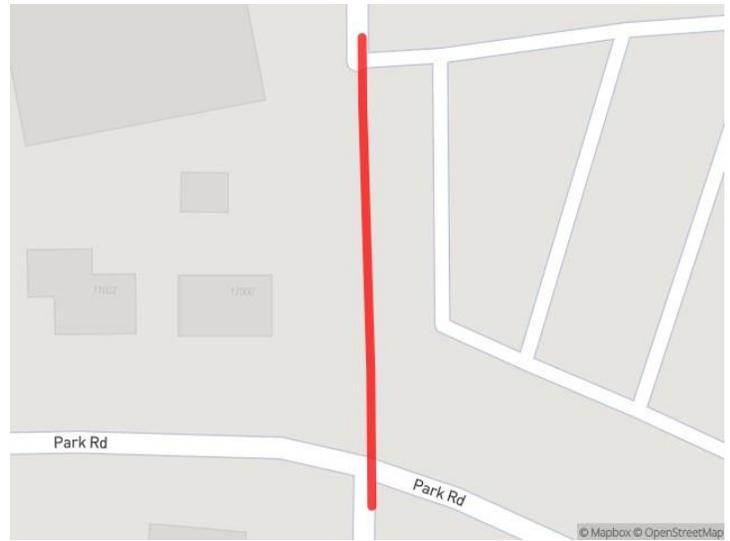


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,622,893
Total Programmed		\$0	\$0	\$0	\$0	\$2,622,893

# T13632 - Fern St Bike/Ped Connection

Construct biking and walking connection between Route 29 and Park Road.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	125417
Facility:	Fern Street Connection
From:	Main Street
To:	Park Road
County:	Fairfax
Municipality:	City of Fairfax
Completion Year:	2027
Total Cost:	\$356,399



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$356,399
Total Programmed		\$0	\$0	\$0	\$0	\$356,399

# T13631 - GEORGE SNYDER TRAIL EASTERN EXTENSION

Construct a shared use path connecting the east end of the planned George Snyder Trail with the existing Willcoxon Trail.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	124395
Facility:	George Snyder Trail Extension
From:	George Snyder Trail eastern end
To:	Willcoxon Trail western end
County:	Fairfax
Municipality:	City of Fairfax
Completion Year:	2029
Total Cost:	\$9,535,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$9,535,000
Total Programmed		\$0	\$0	\$0	\$0	\$9,535,000

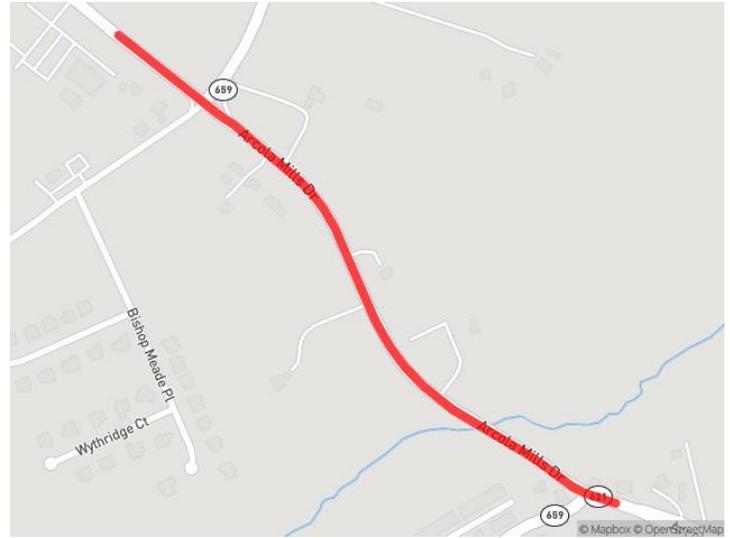
APPENDIX A  
Virginia Department  
of Transportation  
Loudoun County and the  
Towns of Leesburg and Purcellville  
FY 2026-2029 TIP Tables



# T13557 - Arcola Mills Drive - Segment 1 - widen to 4 lanes

This project widens Arcola Mills Drive (Route 621) from two lanes to a three-lane with a continuous left turn lane, and right turn lanes at appropriate locations, and a shared-use path.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	121755
Facility:	Arcola Mills Drive
From:	Belmont Ridge Road
To:	Stone Springs Boulevard
County:	Loudoun
Municipality:	-
Completion Year:	2031
Total Cost:	\$74,955,142

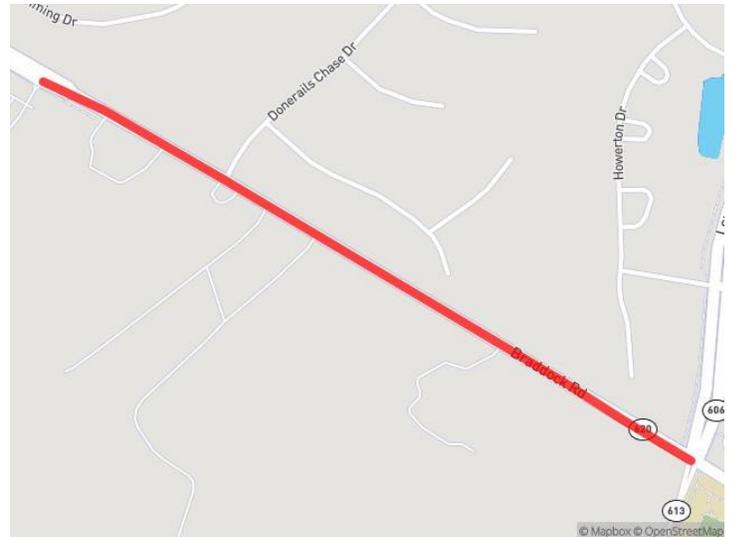


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	LOCAL	\$0	\$0	\$0	\$8,000,000	\$8,000,000
Construction	LOCAL	\$0	\$0	\$0	\$39,000,000	\$39,000,000
Construction	NVTA	\$18,000,000	\$0	\$0	\$0	\$18,000,000
Total Construction		\$18,000,000	\$0	\$0	\$39,000,000	\$57,000,000
TIP Total		\$18,000,000	\$0	\$0	\$47,000,000	\$65,000,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$9,955,142
Total Programmed		\$18,000,000	\$0	\$0	\$47,000,000	\$74,955,142

# T13709 - Braddock Road Widening

Improvements to widen Braddock Road to four lanes between the Eastern Entrance of Paul VI High School and Loudoun County Parkway, including shared-use paths on both sides of the road

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	125759
Facility:	Braddock Road
From:	Eastern Entrance of Paul VI High School
To:	Loudoun County Parkway
County:	Loudoun
Municipality:	-
Completion Year:	2031
Total Cost:	\$43,028,227

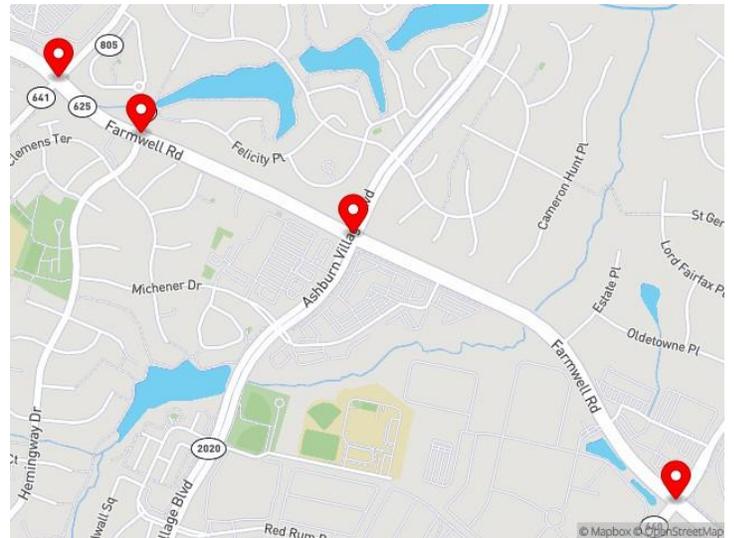


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	\$0	\$23,286,489	\$0	\$0	\$23,286,489
Construction	REVSH	\$0	\$2,321,800	\$2,321,938	\$0	\$4,643,738
Total Construction		\$0	\$25,608,289	\$2,321,938	\$0	\$27,930,227
TIP Total		\$0	\$25,608,289	\$2,321,938	\$0	\$27,930,227
Total Prior Costs		\$0	\$0	\$0	\$0	\$15,098,000
Total Programmed		\$0	\$25,608,289	\$2,321,938	\$0	\$43,028,227

## T6664 - Farmwell Road Intersection, Pedestrian and Bicycle Improvements

This project provides for the design, ROW acquisition and construction of intersection improvements along Farmwell Road between Smith Switch Road and Ashburn Road. The current project scope includes the addition and/or modification of turn lanes and receiving lanes at several Farmwell Road intersections, including Farmwell Road and Ashburn Road, Farmwell Road at Dodge Terrace, Farmwell Road at Ashburn Village Boulevard and Waxpool Road/Farmwell Road at Smith Switch Road. Pedestrian improvements and connectivity along the corridor are also part of the project scope. A value engineering workshop was conducted in July 2020 in accordance with VDOT requirements to identify potential improvements to the current roadway design. Public input on a preliminary design to widen Farmwell Road was solicited during a public information meeting held May 30, 2017. The resulting feedback prompted a revision to the scope of the project to focus on interim intersection improvements and not the full widening of the corridor as originally planned. The Board of Supervisors approved the scope adjustments during the March 22, 2018 business meeting.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Intersection improvements
Agency Project ID:	106996
Facility:	Farmwell Road
From:	Smith Switch Road
To:	VA 641 Ashburn Road
County:	Loudoun
Municipality:	-
Completion Year:	2027
Total Cost:	\$26,547,000

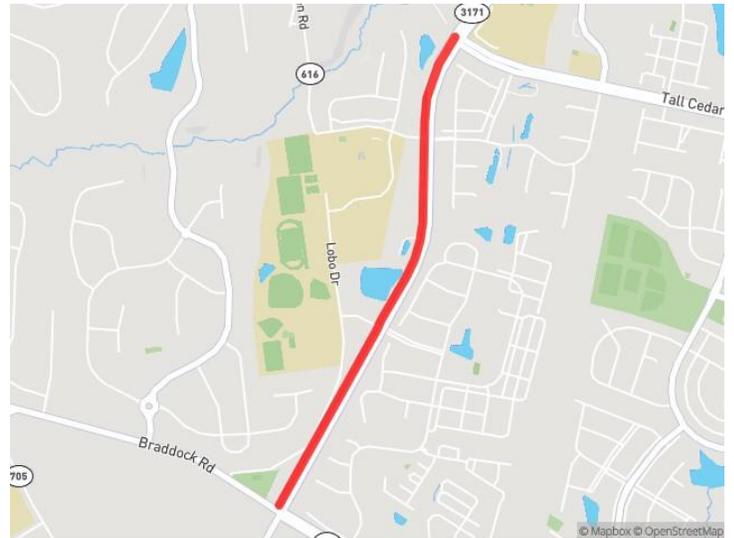


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$560,000	\$0	\$0	\$0	\$560,000
Construction	LBD	\$0	\$20,778,000	\$0	\$0	\$20,778,000
Total Construction		\$0	\$20,778,000	\$0	\$0	\$20,778,000
TIP Total		\$560,000	\$20,778,000	\$0	\$0	\$21,338,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$5,209,000
Total Programmed		\$560,000	\$20,778,000	\$0	\$0	\$26,547,000

## T12002 - Northstar Boulevard - TIP

This project provides for the planning, design, right-of-way acquisition and construction of the remaining two lanes of Northstar Boulevard between Tall Cedars Parkway (Route 2200) and Braddock Road (Route 620). The project will include a shared use path along the new travel lanes, modifications to an existing traffic signal and new traffic signals where warranted

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	121756
Facility:	Northstar Boulevard
From:	Talls Cedars Parkway
To:	Braddock Road
County:	Loudoun
Municipality:	-
Completion Year:	2028
Total Cost:	\$42,779,000

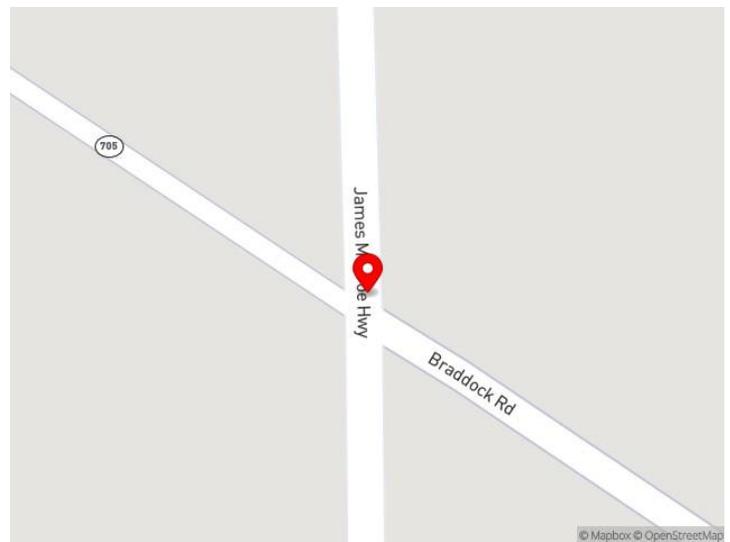


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	REVSH	\$0	\$0	\$4,100,000	\$0	\$4,100,000
Construction	LOCAL	\$0	\$0	\$33,179,000	\$5,500,000	\$38,679,000
Total Construction		\$0	\$0	\$33,179,000	\$5,500,000	\$38,679,000
TIP Total		\$0	\$0	\$37,279,000	\$5,500,000	\$42,779,000
Total Programmed		\$0	\$0	\$37,279,000	\$5,500,000	\$42,779,000

# T13555 - Route 15 Roundabout and Braddock Road

## Route 15 Roundabout and Braddock Road

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Intersection improvements
Agency Project ID:	128328
Facility:	Route 15 Roundabout at Braddock Road
From:	US 15
To:	Braddock Road
County:	Loudoun
Municipality:	-
Completion Year:	2030
Total Cost:	\$39,400,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$0	\$0	\$0	\$4,000,000	\$4,000,000
Right of Way	CMAQ	\$960,000	\$0	\$0	\$0	\$960,000
Right of Way	DC/STATE	\$240,000	\$0	\$0	\$0	\$240,000
Right of Way	RSTP	\$0	\$3,000,000	\$0	\$0	\$3,000,000
Construction	CMAQ	\$0	\$1,603,842	\$0	\$0	\$1,603,842
Construction	DC/STATE	\$0	\$1,140,000	\$0	\$0	\$1,140,000
Construction	LOCAL	\$0	\$0	\$0	\$24,500,000	\$24,500,000
Construction	RSTP	\$0	\$2,956,158	\$0	\$0	\$2,956,158
Total Construction		\$0	\$5,700,000	\$0	\$24,500,000	\$30,200,000
TIP Total		\$1,200,000	\$8,700,000	\$0	\$28,500,000	\$38,400,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,000,000
Total Programmed		\$1,200,000	\$8,700,000	\$0	\$28,500,000	\$39,400,000

# T13560 - Ryan Road Widening to Four Lanes With Shared Use Paths

The widening of Ryan Road from 2 to 4 lanes with shared use paths on both sides of the road.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	121757
Facility:	Ryan Road
From:	Evergreen Mills Road
To:	Beaverdam Drive
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$793,822

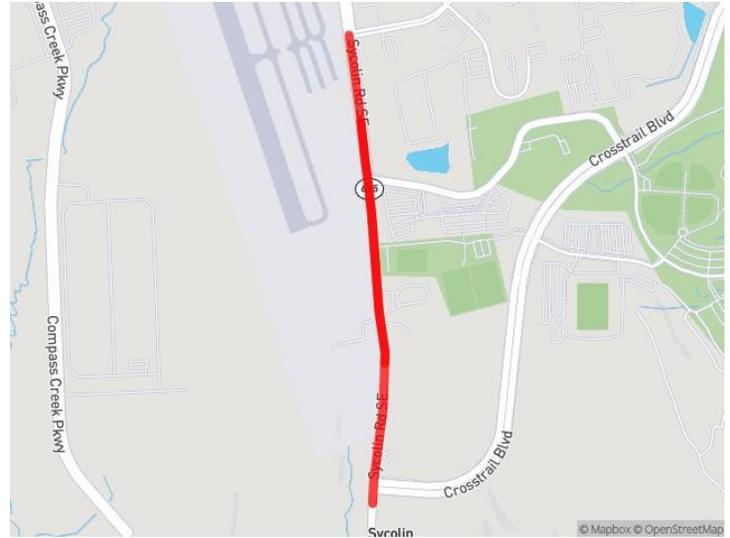


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	REVSH	\$790,000	\$0	\$0	\$0	\$790,000
Total Right of Way		\$790,000	\$0	\$0	\$0	\$790,000
TIP Total		\$790,000	\$0	\$0	\$0	\$790,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,822
Total Programmed		\$790,000	\$0	\$0	\$0	\$793,822

## T6346 - Syscolin Road Paving and Widening

Design, R/W acq, utilities relo, & CN to widen approximately 4,200 ft. Syscolin Rd to a 4-lane, 16 median div road btw Loudoun Ctr Pl. & Crosstrail Blvd, 10 SUP, 12 travel lanes, access mgmt improv, Leesburg Airport, rec facilities. Improves access for cars, peds, and buses to the Leesburg PNR.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	58923, 120774
Facility:	Sycolin Road
From:	Loudoun Center Place
To:	Crosstrail Boulevard
County:	Loudoun
Municipality:	-
Completion Year:	2033
Total Cost:	\$42,595,790

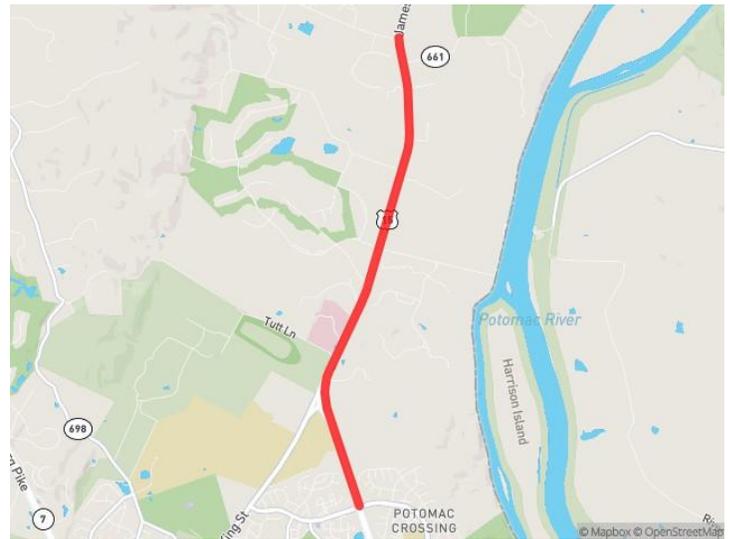


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$17,187,853	\$0	\$0	\$0	\$17,187,853
Construction	DC/STATE	\$0	\$21,529,500	\$0	\$0	\$21,529,500
Total Construction		\$0	\$21,529,500	\$0	\$0	\$21,529,500
TIP Total		\$17,187,853	\$21,529,500	\$0	\$0	\$38,717,353
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,878,437
Total Programmed		\$17,187,853	\$21,529,500	\$0	\$0	\$42,595,790

## T6702 - US 15 North Widening: Battlefield Pkwy. to Montresor Rd.

This project includes the design, land acquisition and construction to widen Route 15 from two to four lanes between Battlefield Parkway and Montresor Road. The project scope includes: a signalized Continuous Green "T" (CGT) intersection at North King Street to allow through traffic to continue north on Route 15 without stopping an updated signalized intersection at Whites Ferry Road a two-lane hybrid roundabout at Montresor Road a realigned section of Limestone School Road to connect with the Montresor Road roundabout a shared use path on the west side of Route 15 from Tuscarora High School to Montresor Road a shared use path along the entire length of Whites Ferry Road The design process includes context-sensitive methods and follows the Journey Through Hallowed Ground guidelines where possible.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	114014
Facility:	US 15 James Monroe HWY
From:	Battlefield Pkwy
To:	VA 661 Montresor Road
County:	Loudoun
Municipality:	Town of Leesburg
Completion Year:	2029
Total Cost:	\$120,133,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$5,231,000	\$0	\$0	\$0	\$5,231,000
Right of Way	LOCAL	\$9,538,000	\$0	\$0	\$0	\$9,538,000
Construction	LOCAL	\$6,840,000	\$35,060,000	\$0	\$0	\$41,900,000
Total Construction		\$6,840,000	\$35,060,000	\$0	\$0	\$41,900,000
TIP Total		\$21,609,000	\$35,060,000	\$0	\$0	\$56,669,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$63,464,000
Total Programmed		\$21,609,000	\$35,060,000	\$0	\$0	\$120,133,000

# T13848 - US 50/ Everfield Drive Roundabout

This project provides for the planning, design, right-of-way acquisition, and construction of a roundabout at the intersection of US 50 (Little River Turnpike) and Everfield Drive (Route 3423).

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Intersection improvements
Agency Project ID:	-
Facility:	Little River Turnpike
From:	Everfield Drive
To:	-
County:	Loudoun
Municipality:	-
Completion Year:	2028
Total Cost:	\$7,822,000

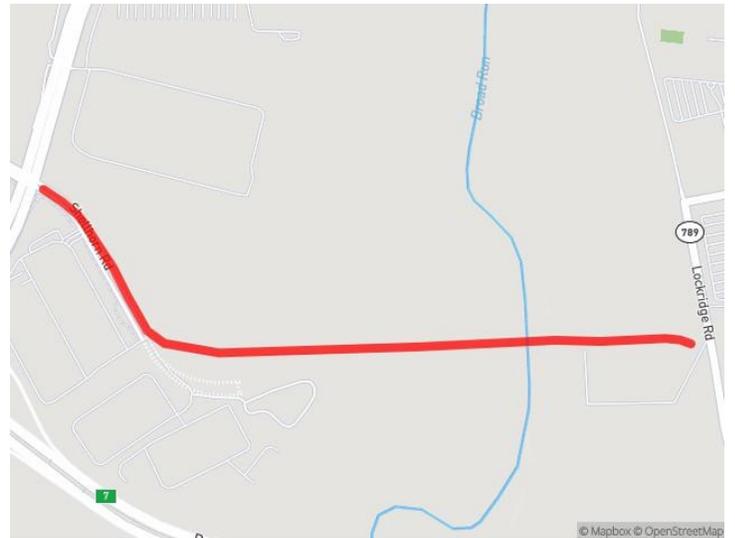


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LBD	\$0	\$0	\$5,913,000	\$0	\$5,913,000
Other	LOCAL	\$0	\$0	\$801,000	\$0	\$801,000
Other	Private	\$0	\$0	\$1,108,000	\$0	\$1,108,000
Total Other		\$0	\$0	\$7,822,000	\$0	\$7,822,000
TIP Total		\$0	\$0	\$7,822,000	\$0	\$7,822,000
Total Programmed		\$0	\$0	\$7,822,000	\$0	\$7,822,000

## T13696 - VA Route 643 Extended - Shellhorn Road

This project provides for the planning, design, right-of-way acquisition and construction of Shellhorn Road from Loudoun County Parkway to Lockridge Road (the northern boundary of Dulles Airport property). The project will result in the construction of a new four-lane median divided roadway. Work on this road segment is being performed by developers in the area in partnership with Loudoun County.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	-
Facility:	Shellhorn Road Extension
From:	VA 606 Loudoun County Parkwa
To:	VA 634 Moran Road
County:	Loudoun
Municipality:	-
Completion Year:	2027
Total Cost:	\$126,000,000

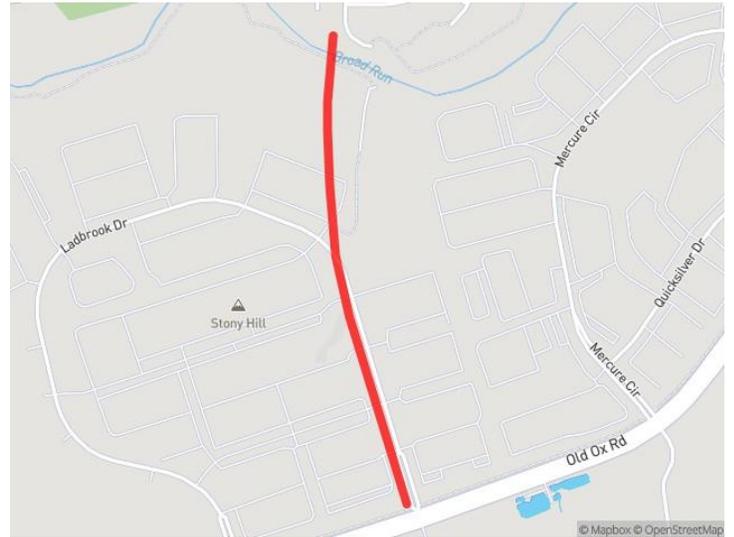


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$0	\$126,000,000	\$0	\$0	\$126,000,000
Total Other		\$0	\$126,000,000	\$0	\$0	\$126,000,000
TIP Total		\$0	\$126,000,000	\$0	\$0	\$126,000,000
Total Programmed		\$0	\$126,000,000	\$0	\$0	\$126,000,000

## T6659 - VA Route 645 - Westwind Drive (Loudoun Co. Parkway to Rt. 606)

Westwind Drive/Ladbrook Drive (VA Route 645 Extended) will provide an additional road connection across Broad Run between Loudoun County Parkway (VA Route 607) (in the Ashburn Community) and the Old Ox Road (VA Route 606) corridor. Future construction of this four lane divided road segment (Loudoun Typical Section for U4M) and bridge crossing will provide another east west connection in Loudoun's UDA. Between the Dulles Greenway and Evergreen Mills Road there are no other east west roadways across Broad Run, thereby hindering economic development and increasing vehicle miles travels for residents. This project can be found in Loudoun County's Capital Improvement Program and missing link #101 in Eastern Loudoun's Transportation Study.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	111670
Facility:	Westwind Drive
From:	Loudoun County Parkway
To:	Old Ox Road
County:	Loudoun
Municipality:	-
Completion Year:	2032
Total Cost:	\$136,350,324

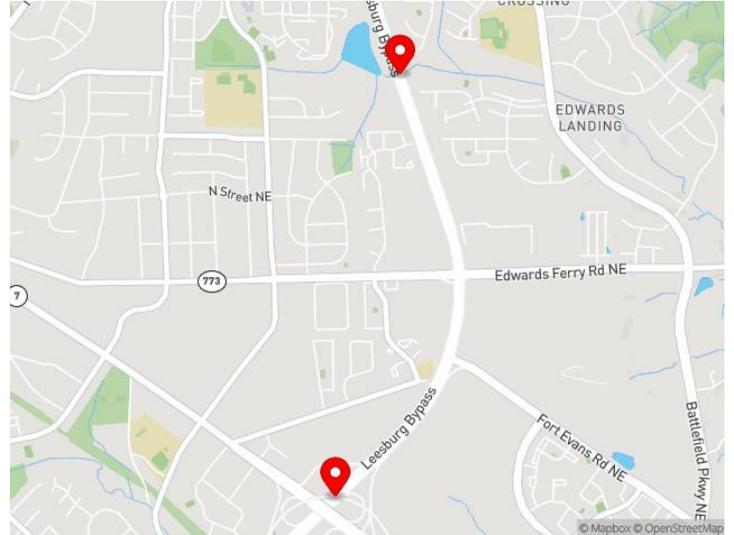


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	LOCAL	\$42,423,550	\$0	\$0	\$0	\$42,423,550
Right of Way	RSTP	\$5,692,410	\$0	\$0	\$0	\$5,692,410
Total Right of Way		\$48,115,960	\$0	\$0	\$0	\$48,115,960
TIP Total		\$48,115,960	\$0	\$0	\$0	\$48,115,960
Total Prior Costs		\$0	\$0	\$0	\$0	\$88,234,364
Total AC		\$4,100,000	\$0	\$0	\$0	\$4,100,000
Total Programmed		\$48,115,960	\$0	\$0	\$0	\$136,350,324

## CE2671 - Edwards Ferry Road at Route 15 Bypass Interchange

This project consists of development of a new grade-separated interchange on Route 15 Leesburg Bypass at its intersections with Edwards Ferry Road and Fort Evans Road per an approved Interchange Justification Report (IJR). Currently, these intersections are at-grade signalized intersections and are heavily congested. The new interchange is part of regional planning to make the Route 15 Leesburg Bypass limited access and improve traffic to the north of Leesburg along Rt 15. The Route 15 Leesburg Bypass serves as a major commuter route and there are numerous large retail developments in the area that generate significant traffic volumes. Removal of the signals on Rt 15 Leesburg Bypass and replacement with grade separated interchange will improve traffic within Leesburg and the region. In addition to vehicular traffic improvements, the interchange will drastically improve pedestrian and bicycle access between residential areas inside the Bypass and the commercial development outside the Bypass. Currently, there are limited sidewalks/trails/shared use paths in the area and no crosswalks at the intersections with Edwards Ferry Road and Fort Evans Road. The nearest pedestrian crossings to get across the Bypass are almost a mile to the north and a mile to the south. Due to the high volume of pedestrians in the area and lack of crossing areas, jaywalking occurs across the Bypass. This project would add new sidewalk/trails/shared use paths and create new pedestrian crossings at the intersections, safely connecting the 2 sides of the Bypass.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Interchange improvements
Agency Project ID:	89890, 119480
Facility:	Edwards Ferry Road at Route 15 Bypass Interchange
From:	-
To:	-
County:	Loudoun
Municipality:	Town of Leesburg
Completion Year:	2035
Total Cost:	\$181,245,729



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	HSIP	\$0	\$13,888,846	\$0	\$0	\$13,888,846
Construction	HSIP	\$0	\$156,997,094	\$0	\$0	\$156,997,094
Total Construction		\$0	\$156,997,094	\$0	\$0	\$156,997,094
TIP Total		\$0	\$170,885,940	\$0	\$0	\$170,885,940
Total Prior Costs		\$0	\$0	\$0	\$0	\$10,359,789
Total Programmed		\$0	\$170,885,940	\$0	\$0	\$181,245,729

# T13548 - G Street Sidewalk Improvements

The project proposes to install a missing section of sidewalk along East G Street, from East E Street to 604 G Street where existing sidewalk starts/ends.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	122041
Facility:	G Street
From:	-
To:	-
County:	-
Municipality:	Town of Purcellville
Completion Year:	2027
Total Cost:	\$1,607,206

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$767,416	\$0	\$0	\$0	\$767,416
Right of Way	TAP	\$147,062	\$0	\$0	\$0	\$147,062
Total Right of Way		\$914,478	\$0	\$0	\$0	\$914,478
TIP Total		\$914,478	\$0	\$0	\$0	\$914,478
Total Prior Costs		\$0	\$0	\$0	\$0	\$692,728
Total Programmed		\$914,478	\$0	\$0	\$0	\$1,607,206

# LOUDOUN COUNTY, TOWNS OF LEESBURG & PURCELLVILLE, VIRGINIA

## Records Pending Financial Close-Out

Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



# T13895 - Crosstrail Boulevard, Segment C - Sycolin Road to Dulles Greenway

This project provides for the planning, design, right-of-way acquisition, and the construction of a four-lane median divided road as a Major Collector between Sycolin Road and the Dulles Greenway on a 120 ft. wide right-of-way. The project also includes shared use paths on both sides of Crosstrail Boulevard and a bridge over Sycolin Creek

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	-
Facility:	Crosstrail Boulevard
From:	Sycolin Road
To:	Dulles Greenway
County:	Loudoun
Municipality:	-
Completion Year:	2028
Total Cost:	\$36,945,000

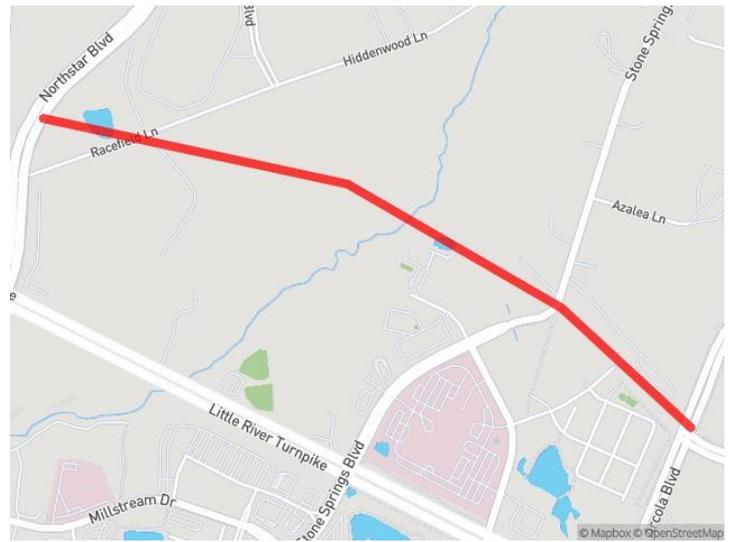


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
-	NVTA	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$0	\$0	\$0	\$0	\$36,945,000
Total Programmed		\$0	\$0	\$0	\$0	\$36,945,000

## T6602 - Dulles West Boulevard Phase III

Four-lane median divided road to serve new development constructed by private sector proffer. Includes multi-use trails. Bicycle/pedestrian accommodations include 8 foot asphalt trail on north side; 100 foot asphalt trail on the south side. This project provides for the planning, design, right-of-way acquisition and construction of a major collector roadway of Dulles West Boulevard from Arcola Boulevard to Northstar Boulevard. The project entails the construction of a four-lane median-divided roadway within a 120-foot right-of-way.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	-
Facility:	Dulles West
From:	Northstar Blvd.
To:	Arcola Blvd
County:	Loudoun
Municipality:	-
Completion Year:	2027
Total Cost:	\$22,700,000

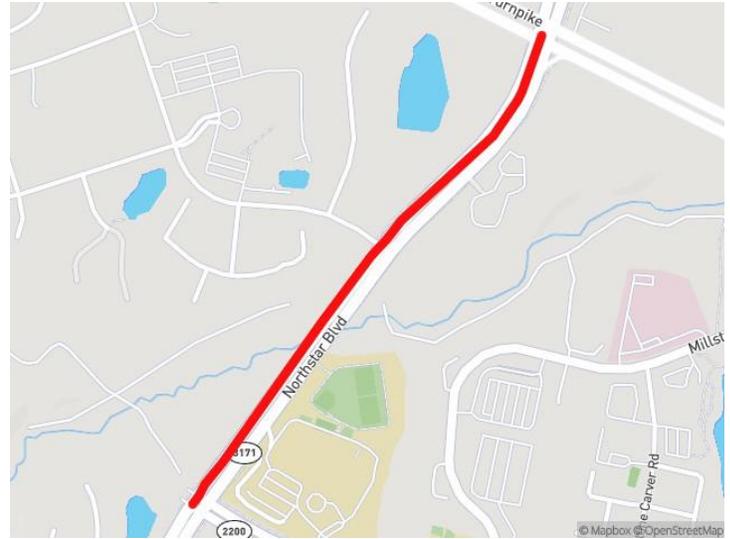


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$22,700,000
Total Programmed		\$0	\$0	\$0	\$0	\$22,700,000

# T6687 - NORTHSTAR BLVD EXTENSION

Extend Northstar Blvd from Route 50 to Tall Cedars Parkway

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	106994, 106995
Facility:	VA Northstar Blvd
From:	US 50 Lee Jackson Memorial Hwy
To:	VA 2200 Tall Cedars Pkwy
County:	Loudoun
Municipality:	-
Completion Year:	2024
Total Cost:	\$14,700,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$14,700,000
Total Programmed		\$0	\$0	\$0	\$0	\$14,700,000

# T6634 - Northstar Blvd. Extension

Northstar Blvd. Extension between US 50 (John Mosby Highway) & Shreveport Drive in Loudoun with a 6-lane divided roadway

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	106994
Facility:	Northstar Boulevard
From:	Evergreen Mills Road
To:	US Route 50
County:	Loudoun
Municipality:	-
Completion Year:	2025
Total Cost:	\$193,446,682

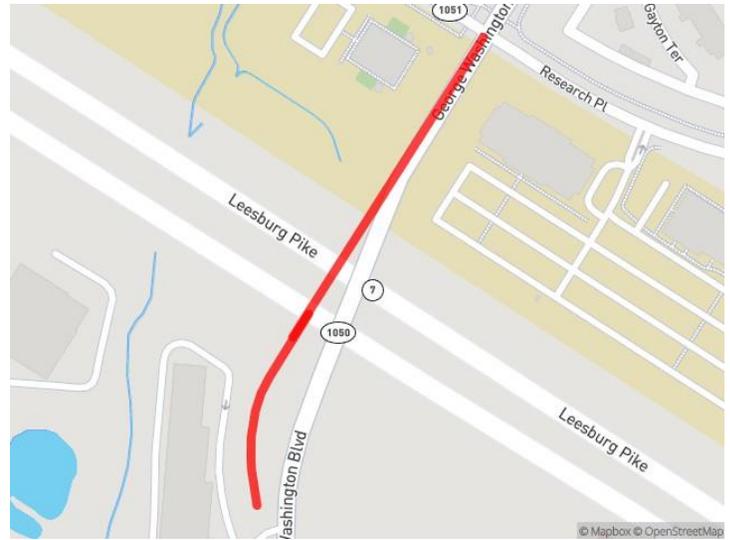


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$193,446,682
Total Programmed		\$0	\$0	\$0	\$0	\$193,446,682

# T6553 - Route 7/George Washington Blvd Overpass

Project will Improve traffic operations on Route 7 by constructing a grade separated overpass at Route 1050 George Washington Blvd. FROM: 0.25 MI. S. OF RESEARCH PLACE TO: CENTER LINE OF RESEARCH PLACE (0.2500 MI)

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Grade Separation
Agency Project ID:	105584
Facility:	George Washington Boulevard
From:	Research Place
To:	Russel Branch Parkway
County:	Loudoun
Municipality:	-
Completion Year:	2024
Total Cost:	\$30,116,566



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$30,116,566
Total Programmed		\$0	\$0	\$0	\$0	\$30,116,566

# T6618 - ROUTE 7/ROUTE 690 INTERCHANGE SMART18 Route 7/Route 690 Interchange (SMART18)

Construct new diamond interchange at Route 7 by-pass and Route 690 in Loudoun County. Includes 4 ramps and shared use path on Route 690 bridge over Route 7.

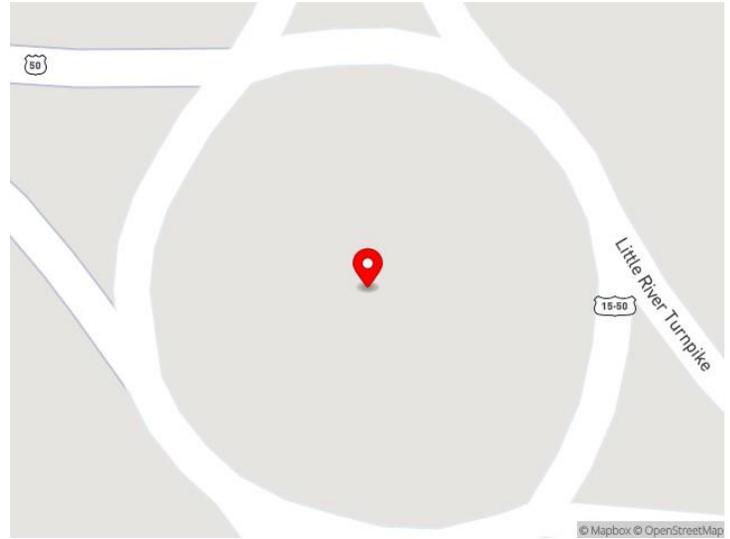
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Interchange improvements
Agency Project ID:	111666
Facility:	Route 7 / Route 690 (Hillsboro Road) Interchange
From:	Route 7 / Route 690 (Hillsboro Road) Interchange
To:	-
County:	Loudoun
Municipality:	-
Completion Year:	2029
Total Cost:	\$52,685,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$52,685,000
Total Programmed		\$0	\$0	\$0	\$0	\$52,685,000

## T5926 - Rte 7/ Rte 659 Interchange

Construct interchange at Rte 7 and Rte 659 to alleviate congestion and reduce accidents at one of Loudoun County's most dangerous interchanges.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	99481
Facility:	VA John Mosby Highway
From:	Route 659 Belmont Ridge Road
To:	-
County:	Loudoun
Municipality:	-
Completion Year:	2020
Total Cost:	\$72,302,615



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$72,302,615
Total Programmed		\$0	\$0	\$0	\$0	\$72,302,615

# T6335 - VA 659 Reconstruct to 4 Lanes

Reconstruct VA 659 (Belomnt Ridge Rd) to 4 lanes Urban Collector

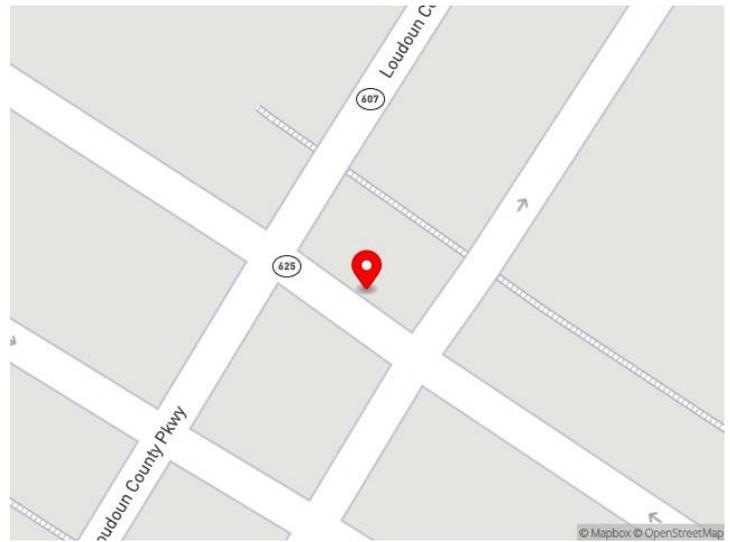
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Other Improvement
Agency Project ID:	76244
Facility:	VA 659 Belmont Ridge Rd.
From:	Va Hay Rd
To:	VA Gloucester Pkwy
County:	Loudoun
Municipality:	-
Completion Year:	2015
Total Cost:	\$51,385,791

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$51,385,791
Total Programmed		\$0	\$0	\$0	\$0	\$51,385,791

# T13888 - Waxpool Road/ Loudoun County Parkway Intersection Improvements

This project provides for the planning, design, right-of-way acquisition, and construction for widening and intersection improvements along Waxpool Road (Route 625) at Loudoun County Parkway (Route 607). The scope of work includes the development of triple left-turn lanes from Westbound Waxpool Road onto Southbound Loudoun County Parkway, and a channelized free flow right-turn lane with an acceleration lane from Northbound Loudoun County Parkway onto Eastbound Waxpool Road. Upon completion, there will be Westbound Waxpool Road left turns onto Southbound Loudoun County Parkway, and Eastbound right turn lanes from Loudoun County Parkway onto Waxpool Road.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Intersection improvements
Agency Project ID:	111674
Facility:	Waxpool Road at Loudoun County Parkway
From:	-
To:	-
County:	Loudoun
Municipality:	-
Completion Year:	2029
Total Cost:	\$19,740,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$19,740,000
Total Programmed		\$0	\$0	\$0	\$0	\$19,740,000

# T6537 - Widen East Spring Street

Widen Spring Street from 4 lanes to 6 lanes, FXCO PKWY ramp improvements, intersection improvements, sidewalk

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	105521
Facility:	Spring Street
From:	Herndon Parkway
To:	Fairfax County Parkway
County:	Fairfax
Municipality:	Town of Herndon
Completion Year:	2025
Total Cost:	\$22,254,260



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$22,254,260
Total Programmed		\$0	\$0	\$0	\$0	\$22,254,260

APPENDIX A  
Virginia Department  
of Transportation  
Prince William County and the  
Cities of Manassas and Manassas Park  
FY 2026-2029 TIP Tables



# T6543 - I-66 / Route 15 Interchange Reconstruction - GARVEE Debt Services

Debt Service Required for CN UPC 100566

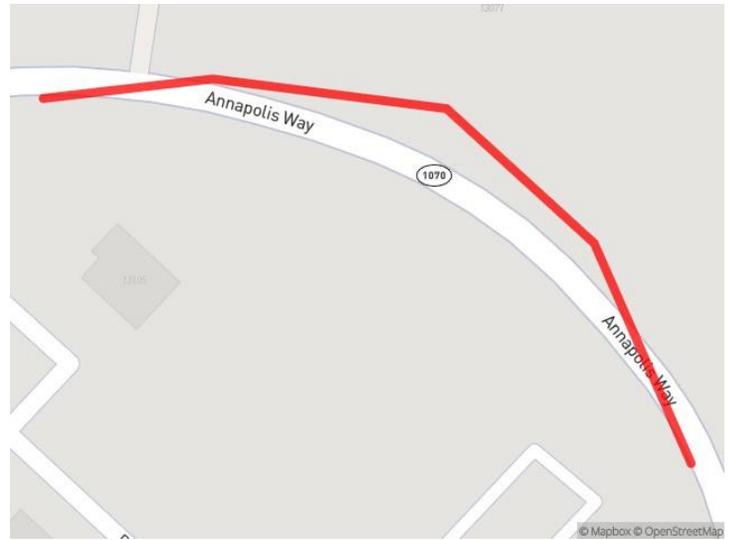
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	110376
Facility:	I 66
From:	Rte. I-66/Rte 15 Interchange
To:	-
County:	Prince William
Municipality:	-
Completion Year:	2033
Total Cost:	\$11,686,293

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$584,324	\$584,354	\$584,249	\$584,331	\$2,337,258
Preliminary Engineering	NHPP	\$2,337,298	\$2,337,416	\$2,336,996	\$2,337,325	\$9,349,035
Total Preliminary Engineering		\$2,921,622	\$2,921,770	\$2,921,245	\$2,921,656	\$11,686,293
TIP Total		\$2,921,622	\$2,921,770	\$2,921,245	\$2,921,656	\$11,686,293
Total Programmed		\$2,921,622	\$2,921,770	\$2,921,245	\$2,921,656	\$11,686,293

# T11617 - NORTH WOODBRIDGE MOBILITY IMPROVEMENTS (MARINA WAY EXTENDED)

Extend Marina Way by 0.26 miles as a 4 lane roadway connecting from Rte 123 (Gordon Blvd) to Annapolis Way. Includes a 5 SW, turn lane & shoulder improvements, signal mods, ROW acquisition & utility relocation.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	120778
Facility:	Marina Way
From:	Annapolis Way
To:	VA 123 (Gordon Blvd.)
County:	Prince William
Municipality:	-
Completion Year:	2027
Total Cost:	\$25,310,279



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$10,071,060	\$0	\$0	\$0	\$10,071,060
Construction	DC/STATE	\$0	\$11,668,860	\$0	\$0	\$11,668,860
Total Construction		\$0	\$11,668,860	\$0	\$0	\$11,668,860
TIP Total		\$10,071,060	\$11,668,860	\$0	\$0	\$21,739,920
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,570,359
Total Programmed		\$10,071,060	\$11,668,860	\$0	\$0	\$25,310,279

# T8968 - Potomac Town Center Garage - GARVEE Debt Service #SMART18

Debt Service Required for CN UPC 111485

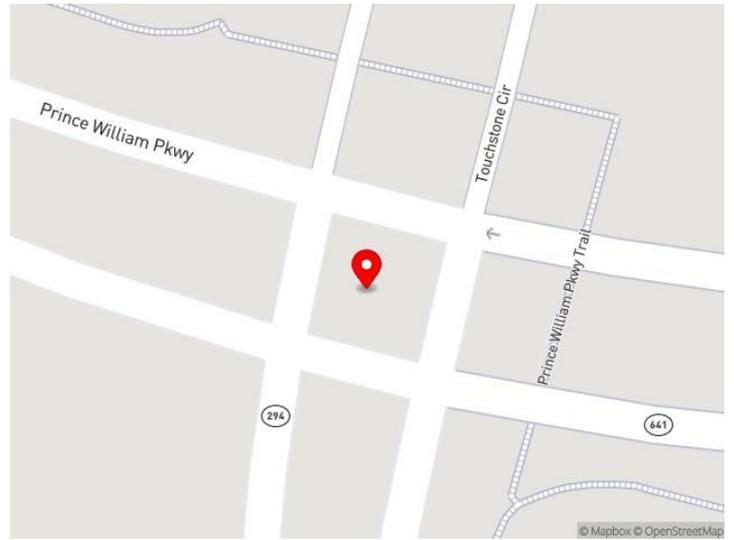
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	111985
Facility:	-
From:	-
To:	-
County:	Prince William
Municipality:	-
Completion Year:	2038
Total Cost:	\$8,586,322

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$321,456	\$460,561	\$467,746	\$467,501	\$1,717,264
Preliminary Engineering	STBG	\$1,285,824	\$1,842,243	\$1,870,986	\$1,870,005	\$6,869,058
Total Preliminary Engineering		\$1,607,280	\$2,302,804	\$2,338,732	\$2,337,506	\$8,586,322
TIP Total		\$1,607,280	\$2,302,804	\$2,338,732	\$2,337,506	\$8,586,322
Total Programmed		\$1,607,280	\$2,302,804	\$2,338,732	\$2,337,506	\$8,586,322

## T13849 - Prince William Parkway/Old Bridge Road Interchange

The project involves re-aligning Prince William Parkway (Route 294) into a standard configuration six lane roadway making the Parkway the main flow of traffic. The project will also realign Old Bridge Road (VA 641) as a four lane roadway creating a T-configuration to Prince William Parkway with Touchstone Circle being converted into a right-in/right-out movement. The project will include a five foot sidewalk on the south side of the project and a ten foot shared use path on the north side to include pedestrian crossings.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Interchange improvements
Agency Project ID:	119073
Facility:	Prince William Parkway
From:	VA 294
To:	VA 641
County:	Prince William
Municipality:	-
Completion Year:	2030
Total Cost:	\$35,953,806

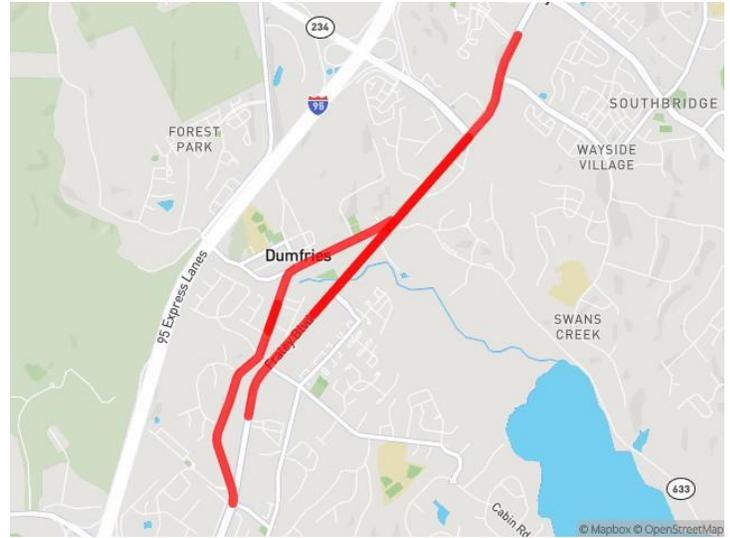


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	NHPP	\$1,000,000	\$1,465,930	\$1,228,911	\$0	\$3,694,841
Construction	HPP	\$0	\$4,361,528	\$655,907	\$0	\$5,017,435
Construction	NHPP	\$0	\$0	\$7,771,089	\$7,000,000	\$14,771,089
Total Construction		\$0	\$4,361,528	\$8,426,996	\$7,000,000	\$19,788,524
TIP Total		\$1,000,000	\$5,827,458	\$9,655,907	\$7,000,000	\$23,483,365
Total Prior Costs		\$0	\$0	\$0	\$0	\$8,290,720
Total Future Costs		\$0	\$0	\$0	\$0	\$4,179,721
Total Programmed		\$1,000,000	\$5,827,458	\$9,655,907	\$7,000,000	\$35,953,806

## T6692 - Route 1 Widening (Fraley Blvd)

This locally administered, NVTA funded project to widen Route 1 - northbound align from Bradys Hill Rd to Route 234 to 3 lanes each direction w/ turn lanes, provide raised median, asphalt shared-use path, ITS improvements, pedestrian crossing improvements at intersections w/ traffic signals. Reconstruct & Widen Quantico Creek Bridge; replace signals.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	119481
Facility:	Fraley Blvd
From:	Brady's Hill Road
To:	Dumfries Road
County:	Prince William
Municipality:	Town of Dumfries
Completion Year:	2037
Total Cost:	\$247,933,928

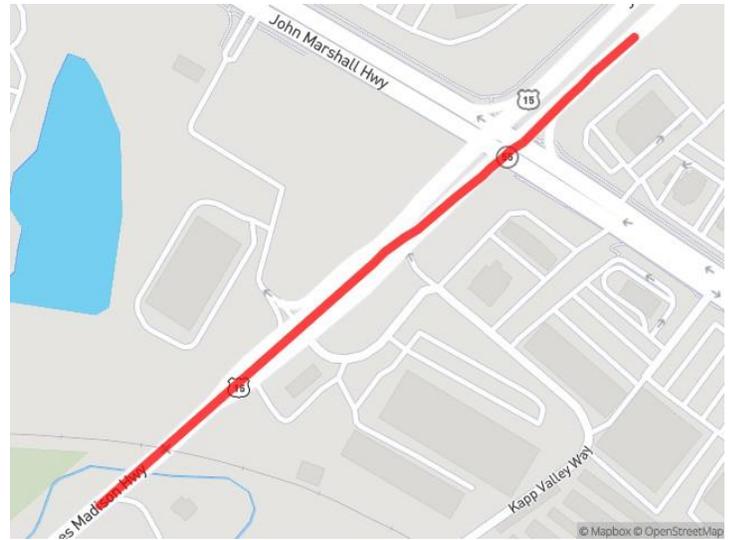


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	NHPP	\$10,536,435	\$0	\$0	\$0	\$10,536,435
Total Right of Way		\$10,536,435	\$0	\$0	\$0	\$10,536,435
TIP Total		\$10,536,435	\$0	\$0	\$0	\$10,536,435
Total Prior Costs		\$0	\$0	\$0	\$0	\$237,397,493
Total Programmed		\$10,536,435	\$0	\$0	\$0	\$247,933,928

## T6693 - Route 15 Improvement with Railroad Overpass

The project will provide a 4-lane section with median and asphalt shared use path, consistent with and connecting the sections north and south of the tracks. When completed, this project will provide a grade-separated railroad crossing for 4 tracks and access to adjacent properties.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	T29186
Facility:	US 15 James Madison Hwy
From:	1000' north of the tracks (just south of Route 55 in the Tow
To:	1200' south of the tracks
County:	Prince William
Municipality:	-
Completion Year:	2035
Total Cost:	\$71,726,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	RSTP	\$0	\$0	\$0	\$4,466,000	\$4,466,000
Total Construction		\$0	\$0	\$0	\$4,466,000	\$4,466,000
TIP Total		\$0	\$0	\$0	\$4,466,000	\$4,466,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$7,260,000
Total Future Costs		\$0	\$0	\$0	\$0	\$60,000,000
Total Programmed		\$0	\$0	\$0	\$4,466,000	\$71,726,000

# T13550 - Token Forest Drive Sidewalk

Project constructs 420 linear feet of 5-foot asphalt sidewalk on the south side of Token Forest Drive (Route 751) from the entrance/exit of a Church to existing facility to complete a missing segment.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	121561
Facility:	Token Forest Drive
From:	Purcell Road
To:	Allstart Drive
County:	Prince William
Municipality:	-
Completion Year:	2026
Total Cost:	\$899,417

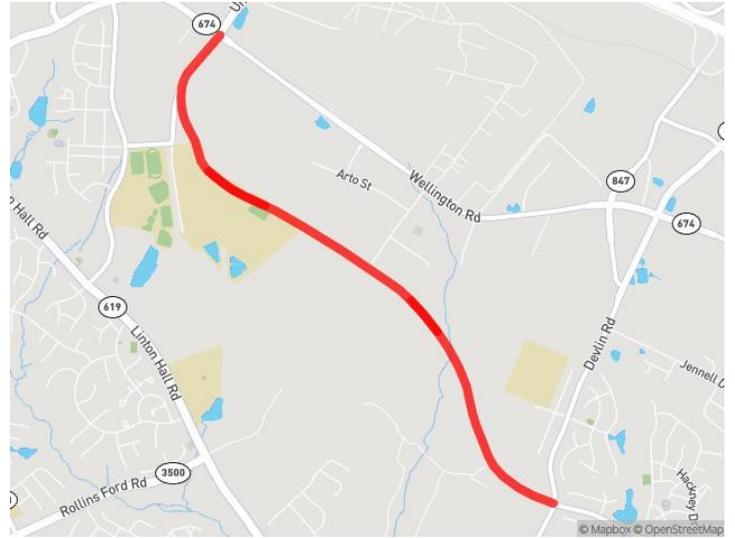


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$98,285	\$0	\$0	\$0	\$98,285
Construction	TAP	\$393,139	\$0	\$0	\$0	\$393,139
Total Construction		\$491,424	\$0	\$0	\$0	\$491,424
TIP Total		\$491,424	\$0	\$0	\$0	\$491,424
Total Prior Costs		\$0	\$0	\$0	\$0	\$407,993
Total Programmed		\$491,424	\$0	\$0	\$0	\$899,417

## T6695 - University Blvd Extension (Devlin Rd to Wellington Rd)

This project consists of extending University Boulevard from Devlin Road to Wellington Rd, as a 4-lane roadway (half section) with four (4) 12-foot travel lanes, a 5-foot sidewalk and a 10-foot shared use path. The project will include signaling the new intersection of Devlin Road at University Boulevard.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	118313
Facility:	VA 840 University Blvd
From:	Devlin Rd
To:	Wellington Rd
County:	Prince William
Municipality:	-
Completion Year:	2035
Total Cost:	\$105,233,236

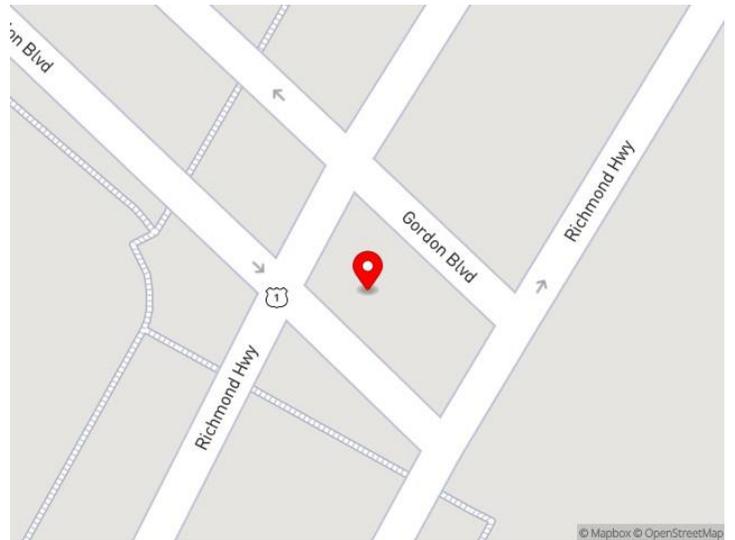


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$2,703,800	\$1,500,000	\$0	\$0	\$4,203,800
Construction	LOCAL	\$0	\$1,500,000	\$3,500,000	\$0	\$5,000,000
Construction	REVSH	\$0	\$0	\$3,500,000	\$0	\$3,500,000
Construction	RSTP	\$10,815,200	\$0	\$0	\$0	\$10,815,200
<b>Total Construction</b>		<b>\$13,519,000</b>	<b>\$3,000,000</b>	<b>\$7,000,000</b>	<b>\$0</b>	<b>\$23,519,000</b>
<b>TIP Total</b>		<b>\$13,519,000</b>	<b>\$3,000,000</b>	<b>\$7,000,000</b>	<b>\$0</b>	<b>\$23,519,000</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$81,714,236
<b>Total Programmed</b>		<b>\$13,519,000</b>	<b>\$3,000,000</b>	<b>\$7,000,000</b>	<b>\$0</b>	<b>\$105,233,236</b>

## T6309 - VA 123/ US 1 Interchange

The project will construct a four-lane overpass between VA 123 east of Horner Road to Belmont Bay Drive, crossing over US 1 and existing railroad tracks, to form a new quadrant roadway with VA 123, Express Drive and Dawson Beach Road and a new T-intersection at Express Drive and Belmont Bay Drive. Sidewalk and a shared-use path may be constructed to connect to existing bicycle/pedestrian facilities.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	14693
Facility:	Richmond Highway
From:	US 1 Richmond Highway
To:	VA 123 Gordon Boulevard
County:	Prince William
Municipality:	-
Completion Year:	2040
Total Cost:	\$120,865,013

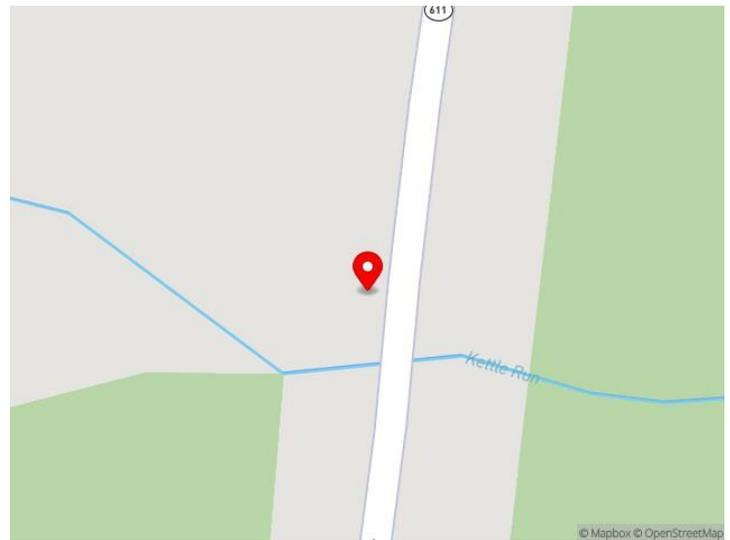


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	NVTA	\$0	\$3,000,000	\$0	\$0	\$3,000,000
Total Planning		\$0	\$3,000,000	\$0	\$0	\$3,000,000
TIP Total		\$0	\$3,000,000	\$0	\$0	\$3,000,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$23,865,013
Total Future Costs		\$0	\$0	\$0	\$0	\$94,000,000
Total Programmed		\$0	\$3,000,000	\$0	\$0	\$120,865,013

## T13658 - Valley View Drive Bridge Resiliency Project

To address the safety and operational challenges posed by flooding and traffic congestion, the project proposes to raise the Valley View Drive (VA Route 611) bridge above the 100-year floodplain and replace it with a two-lane bridge featuring one travel lane in each direction. This project is included in the TPB Transportation Resiliency Improvement Plan and must be included in the TIP to be an eligible project for the PROTECT grant.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bridge - Replace + Add Capacity
Agency Project ID:	-
Facility:	Valley View Drive
From:	-
To:	-
County:	Prince William
Municipality:	-
Completion Year:	2031
Total Cost:	\$5,642,250

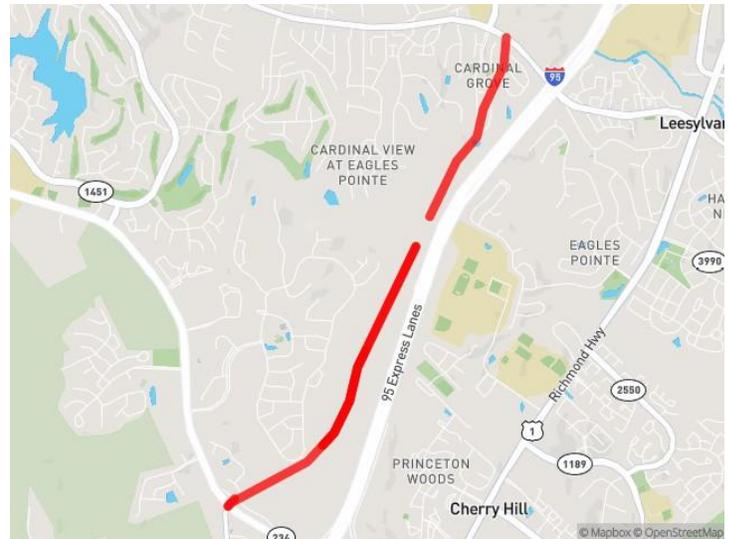


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$0	\$147,190	\$0	\$0	\$147,190
Preliminary Engineering	PROTECT-G	\$0	\$588,755	\$0	\$0	\$588,755
Construction	LOCAL	\$0	\$981,261	\$0	\$0	\$981,261
Construction	PROTECT-G	\$0	\$3,925,044	\$0	\$0	\$3,925,044
Total Construction		\$0	\$4,906,305	\$0	\$0	\$4,906,305
TIP Total		\$0	\$5,642,250	\$0	\$0	\$5,642,250
Total Programmed		\$0	\$5,642,250	\$0	\$0	\$5,642,250

# T8605 - Van Buren Road Extension Project (PE Only)

Extend Van Buren Road from Rte. 234 to Cardinal Drive. The widening will consist of a 4-lane divided facility. A sidewalk and trail are included

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	T25329
Facility:	Van Buren Road
From:	VA 234 Dumfries Road
To:	VA 610 Cardinal Drive
County:	Prince William
Municipality:	-
Completion Year:	2027
Total Cost:	\$188,999,000

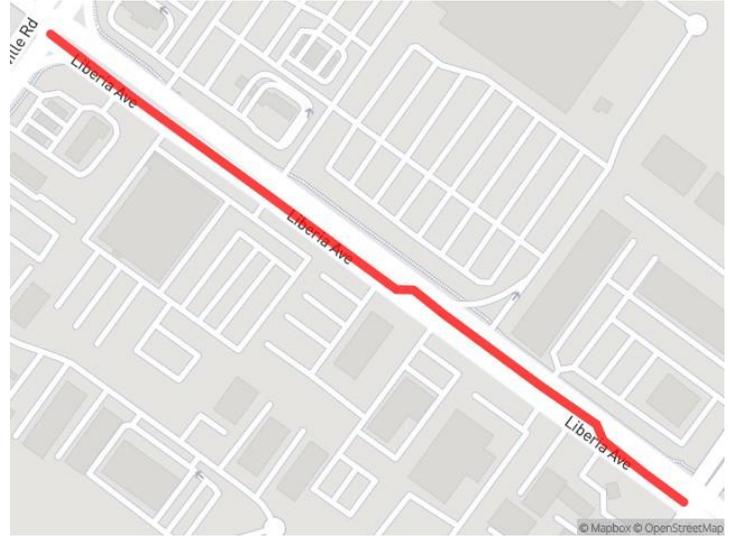


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$2,808,000	\$2,808,000	\$0	\$0	\$5,616,000
Total Preliminary Engineering		\$2,808,000	\$2,808,000	\$0	\$0	\$5,616,000
TIP Total		\$2,808,000	\$2,808,000	\$0	\$0	\$5,616,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$4,383,000
Total Future Costs		\$0	\$0	\$0	\$0	\$179,000,000
Total Programmed		\$2,808,000	\$2,808,000	\$0	\$0	\$188,999,000

## T13863 - Liberia Avenue 3rd Lane Eastbound

Widen the current footprint of Liberia Avenue to three lanes in the eastbound direction between Centreville Road (Route 28) and Euclid Avenue. This project involves repurposing the existing bi-directional left turn lane on Liberia Avenue with dedicated left turn lanes, as well as extending the existing left turn lane on northbound Centreville Road. Pedestrian improvements include sidewalk infill along northbound Centreville Road between Commerce Court and Liberia Avenue, widening the existing sidewalk along eastbound Liberia Avenue and adding a 3' buffer, and adding new pedestrian crossings at the Liberia Avenue/Manassas Junction intersection.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	102903
Facility:	Liberia Avenue
From:	VA 28 Centreville Road
To:	Euclid Avenue
County:	-
Municipality:	City of Manassas
Completion Year:	2027
Total Cost:	\$8,855,000

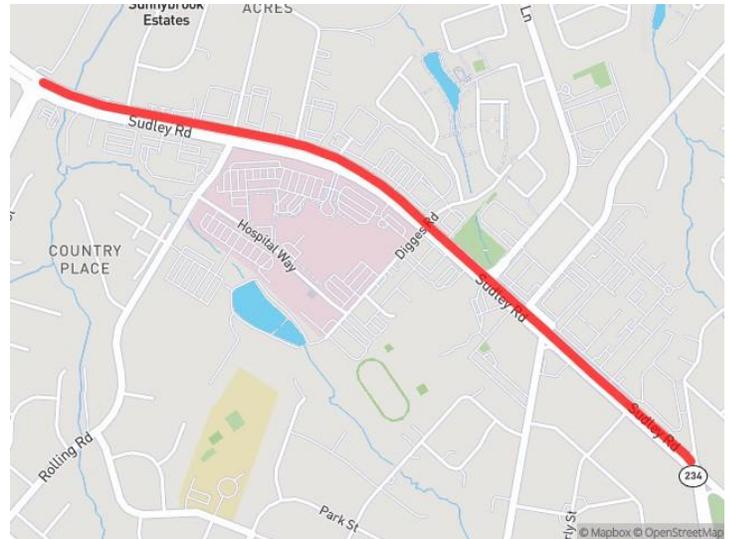


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	NVTA	\$0	\$8,855,000	\$0	\$0	\$8,855,000
Total Other		\$0	\$8,855,000	\$0	\$0	\$8,855,000
TIP Total		\$0	\$8,855,000	\$0	\$0	\$8,855,000
Total Programmed		\$0	\$8,855,000	\$0	\$0	\$8,855,000

# T6617 - Sudley Road 3rd Lane, NB

Construct the 3rd lane NB between Grant Avenue & Godwin Drive

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	109293
Facility:	Sudley Road
From:	Grant Avenue
To:	Godwin Drive
County:	Prince William
Municipality:	City of Manassas
Completion Year:	2026
Total Cost:	\$10,297,820



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$447,086	\$0	\$0	\$0	\$447,086
Construction	RSTP	\$1,788,343	\$0	\$0	\$0	\$1,788,343
Total Construction		\$2,235,429	\$0	\$0	\$0	\$2,235,429
TIP Total		\$2,235,429	\$0	\$0	\$0	\$2,235,429
Total Prior Costs		\$0	\$0	\$0	\$0	\$8,062,391
Total Programmed		\$2,235,429	\$0	\$0	\$0	\$10,297,820

## T13638 - Manassas Park Signalization

A comprehensive signalization study with recommendations for implementation and equipment upgrades along the Manassas Drive corridor to ensure the safe and orderly flow of traffic, protect pedestrians and vehicles at busy intersections, reduce the severity and frequency of accidents between vehicles entering intersections, and to provide the design for optimal and upgraded traffic signal equipment. Implement recommendations as funding allows.

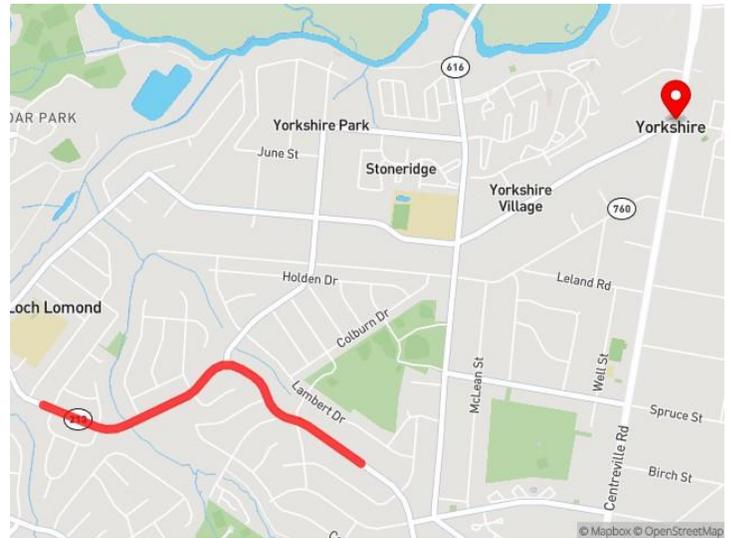
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Manassas Park
Completion Year:	2029
Total Cost:	\$552,775

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Study	CMAQ	\$0	\$0	\$552,775	\$0	\$552,775
Total Study		\$0	\$0	\$552,775	\$0	\$552,775
TIP Total		\$0	\$0	\$552,775	\$0	\$552,775
Total Programmed		\$0	\$0	\$552,775	\$0	\$552,775

# T13637 - Route 28-Centreville Road Corridor Improvements

Innovative intersections along Route 28: restricted crossing U-Turn at Brown Lane, Maplewood Dr, Leeland Road, and Orchard Bridge Drive; Median U-Turn at Yorkshire Lane / Falls Grove Dr. signal modifications; installation of continuous raised median for access control; turn lanes; 5-6 ft sidewalk on east or west side of Route 28 depending on constraints; extension of box culvert north of Leeland; Right-of-way and easement acquisition; associated utility reconfigurations.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	Centreville Road
From:	-
To:	Brown Lane, Maplewood Dr, Leeland Road, and Orchard Bridge Drive; Median U-Turn at Yorkshire Lane / Falls Grove Dr.
County:	-
Municipality:	City of Manassas Park
Completion Year:	2030
Total Cost:	\$343,586



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Study	RSTP	\$0	\$0	\$343,586	\$0	\$343,586
Total Study		\$0	\$0	\$343,586	\$0	\$343,586
TIP Total		\$0	\$0	\$343,586	\$0	\$343,586
Total Programmed		\$0	\$0	\$343,586	\$0	\$343,586

PRINCE WILLIAM COUNTY,  
CITIES OF MANASSAS AND  
MANASSAS PARK,  
VIRGINIA  
Records Pending  
Financial Close-Out

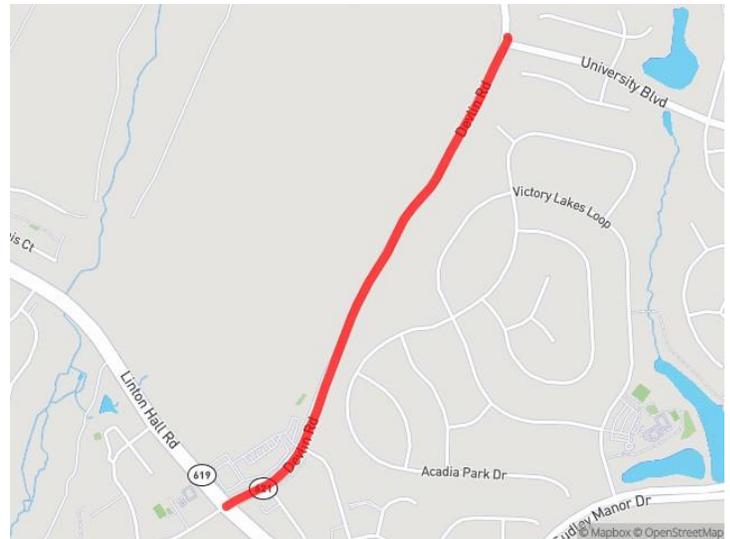
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



# T13559 - DEVLIN RD WIDENING - LINTON HALL RD TO UNIVERSITY BOULEVARD

## DEVLIN RD WIDENING - LINTON HALL RD TO UNIVERSITY BOULEVARD

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	121761
Facility:	Devlin Road
From:	Linton Hall Road
To:	University Boulevard
County:	Prince William
Municipality:	-
Completion Year:	2032
Total Cost:	\$4,999,103

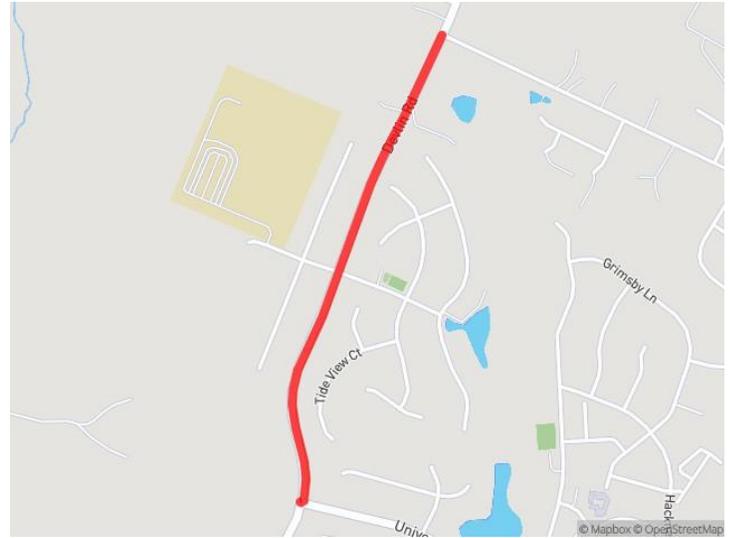


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$4,999,103
Total Programmed		\$0	\$0	\$0	\$0	\$4,999,103

## T13767 - Devlin Road Widening (Northern Segment)

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

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	118253, 121761
Facility:	Devlin Road
From:	Jennell Drive
To:	University Boulevard
County:	Prince William
Municipality:	-
Completion Year:	2028
Total Cost:	\$38,786,328

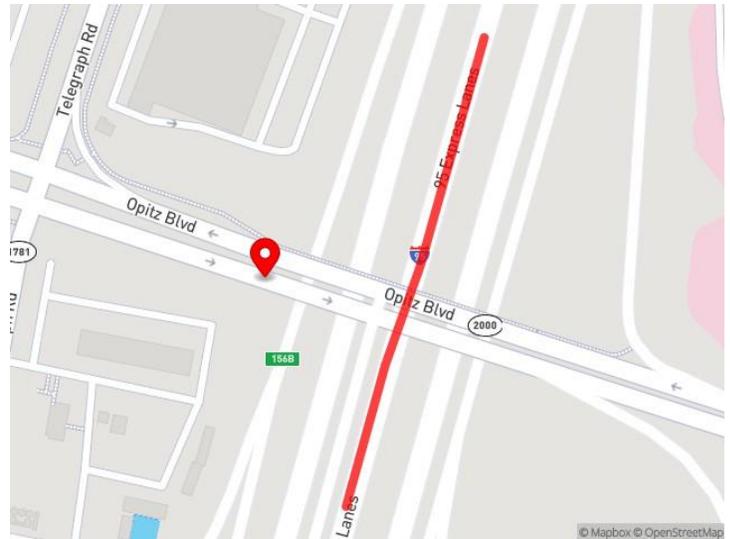


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$38,786,328
Total Programmed		\$0	\$0	\$0	\$0	\$38,786,328

# T11510 - I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.

Construct reversible ramp to/from express lanes at I-95/Optiz Blvd. Interchange

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - HOV/Managed Lanes
Agency Project ID:	115198
Facility:	95/Optiz Boulevard Ramp
From:	I-95
To:	Opitz Boulevard
County:	Prince William
Municipality:	-
Completion Year:	2022
Total Cost:	\$60,000,000

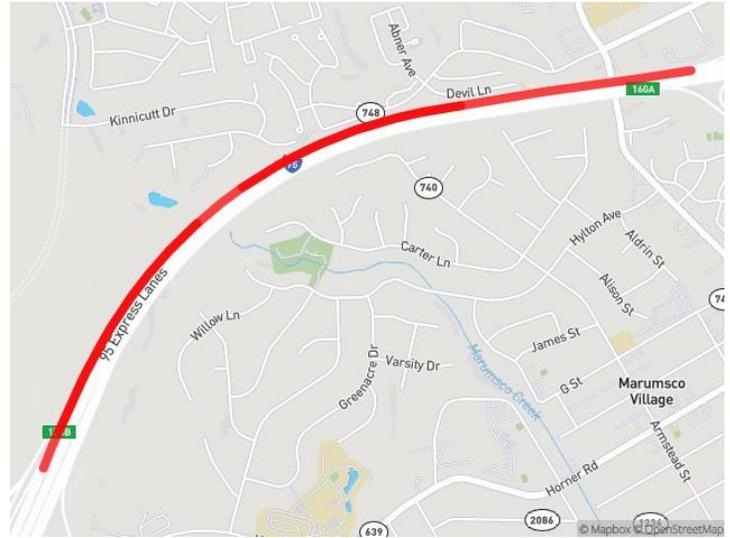


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$60,000,000
Total Programmed		\$0	\$0	\$0	\$0	\$60,000,000

## T6682 - I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294

This project includes adding an auxiliary travel lane on Southbound Interstate 95, from the Route 123 entrance ramp, which will merge into an existing lane before the Prince William Parkway exit ramp. The length of the project is approximately 1.4 miles.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	115999
Facility:	-
From:	-
To:	-
County:	Prince William
Municipality:	-
Completion Year:	2023
Total Cost:	\$23,721,497

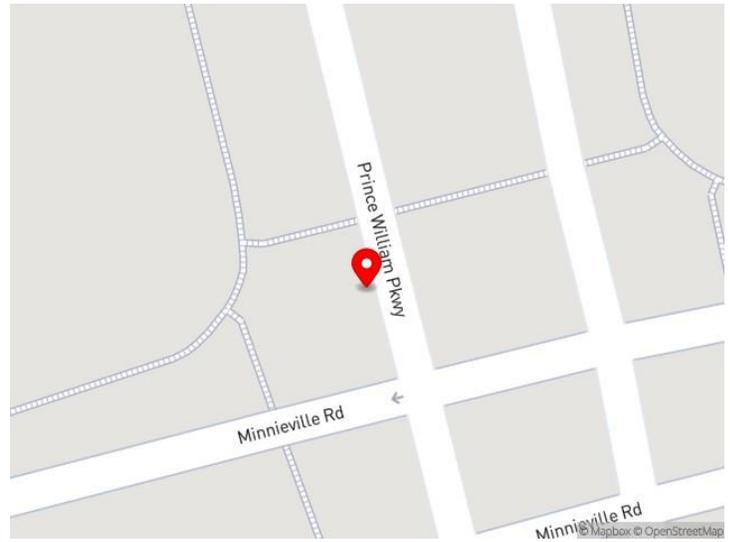


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$23,721,497
Total Programmed		\$0	\$0	\$0	\$0	\$23,721,497

# T11616 - Minnieville Road/Prince William Parkway Interchange

Project constructs as Sing Point Urban Interchange-Below Grade that will grade separate Minnieville Road (Route 640) above Prince William Parkway (Route 294). Project includes a new bridge, a traffic signal on elevated roadway, turn lane improvements at interchange ramps, a 10-foot shared use path on the north side of Prince William Parkway and a 5-foot sidewalk along the south side of Prince William Parkway and westside of Minnieville Road.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Interchange improvements
Agency Project ID:	-
Facility:	Minnieville Road/Prince William Parkway Interchange
From:	Prince William Parkway
To:	Minnieville Road
County:	Prince William
Municipality:	-
Completion Year:	2028
Total Cost:	\$70,000,000

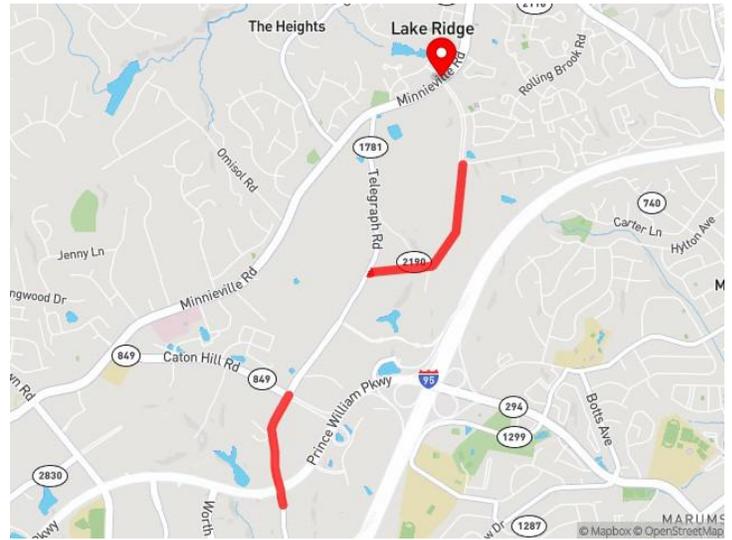


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$70,000,000
Total Programmed		\$0	\$0	\$0	\$0	\$70,000,000

## T13760 - New Telegraph Road/Summit School Road

This project consists of the extension, widening and construction of a section of Summit School Road from its terminus point at Kinnicutt Drive on a new alignment to connect with Telegraph Road north of the Horner Road Park and Ride lot entrance, approximately 0.77 mile. The project also includes the widening and improvement of the section of existing Telegraph Road between its intersection with Caton Hill Road to the existing intersection with Prince William Parkway, approximately 0.17 mile. Pedestrian facilities consist of a 5 foot sidewalk on the west side and a 10 foot shared use path on the east side of both roads.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	118534, 104802- CANCELLED UPC
Facility:	Summit School Road
From:	Kinnicutt Drive
To:	Telegraph Road
County:	Prince William
Municipality:	-
Completion Year:	2027
Total Cost:	\$39,970,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$39,970,000
Total Programmed		\$0	\$0	\$0	\$0	\$39,970,000

# T13549 - PWCS Safe Routes To School Program Coordinator/Development

PWCS Safe Routes To School Program Coordinator/Development

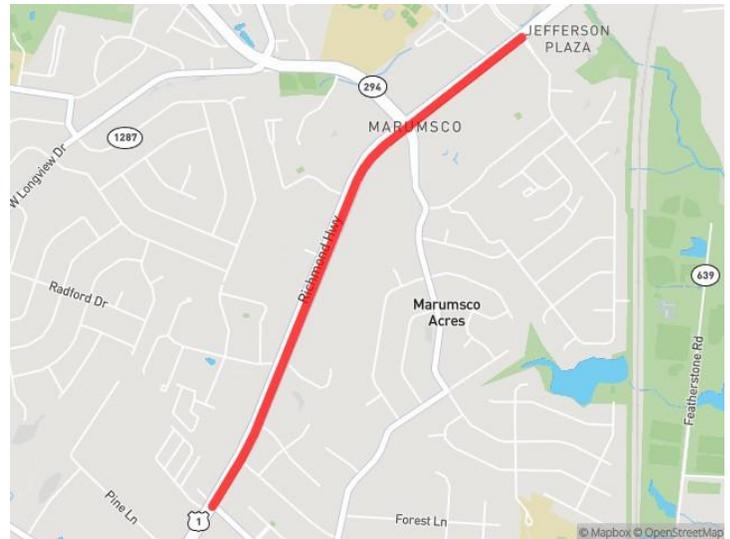
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	122014
Facility:	-
From:	-
To:	-
County:	Prince William
Municipality:	-
Completion Year:	2050
Total Cost:	\$174,833

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$174,833
Total Programmed		\$0	\$0	\$0	\$0	\$174,833

# T6446 - Route 1 Widening from Featherstone Road to Mary's Way

Widen from a 4 lane undivided highway to a 6 lane divided highway

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	104303
Facility:	US 1 Route 1
From:	Featherstone Road
To:	Mary's Way
County:	Prince William
Municipality:	-
Completion Year:	2019
Total Cost:	\$8,604,250

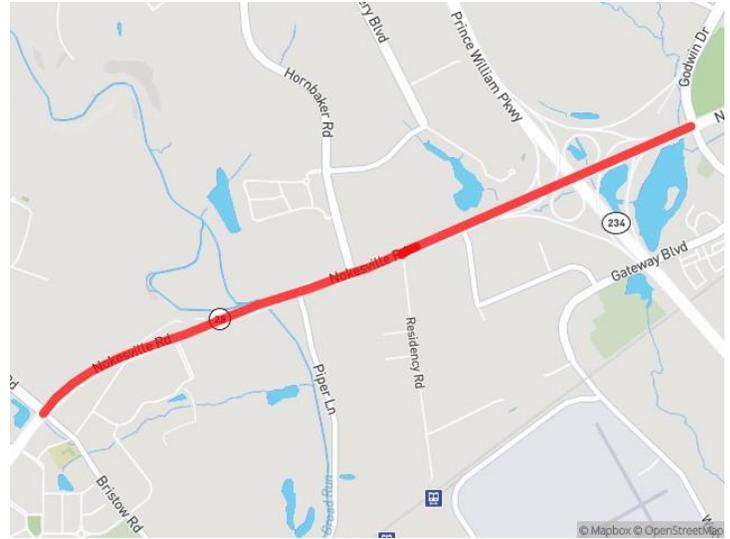


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$8,604,250
Total Programmed		\$0	\$0	\$0	\$0	\$8,604,250

# T6298 - Route 28 Widening

Widen to six lanes

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	96721
Facility:	Nokesville Road
From:	Prince William Parkway
To:	Linton Hall Road
County:	Prince William
Municipality:	-
Completion Year:	2021
Total Cost:	\$12,325,000

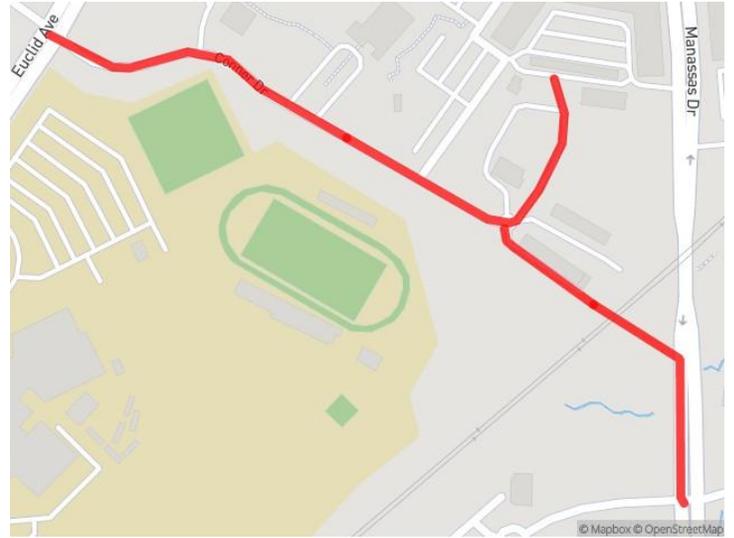


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$12,325,000
Total Programmed		\$0	\$0	\$0	\$0	\$12,325,000

## T13568 - Conner Drive Extension and Roundabout

Extension of Conner Drive southeast to Railroad Drive / Manassas Drive intersection with creation of new roundabout configuration. The extension would cross the Norfolk Southern railroad tracks thus require either grade separation meeting Norfolk Southern standards or a tunnel below the track alignment. The extension will likely require traffic control improvements at the southern terminus as well as the potential need for additional traffic controls at Euclid Drive.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	101302
Facility:	Conner Drive
From:	Euclid Avenue
To:	Manassas Drive
County:	-
Municipality:	City of Manassas Park
Completion Year:	2035
Total Cost:	\$25,014,952



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$14,952
Total Future Costs		\$0	\$0	\$0	\$0	\$25,000,000
Total Programmed		\$0	\$0	\$0	\$0	\$25,014,952

# T13636 - Route 28 Pedestrian Crossing

Description: The purpose of this project is to assess the feasibility of and to determine a recommendation for providing safe and accessible pedestrian and bike crossings of Route 28 in Manassas Park near the intersection of Conner Drive. The study should assess a variety of alternatives including grade-separation. The feasibility study will review the available right-of-way, environmentally sensitive areas, topography, and planning level geometry of the recommended crossing alternative.

Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	Centreville Road
From:	-
To:	Conner Dr
County:	-
Municipality:	City of Manassas Park
Completion Year:	-
Total Cost:	\$131,750



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$131,750
Total Programmed		\$0	\$0	\$0	\$0	\$131,750

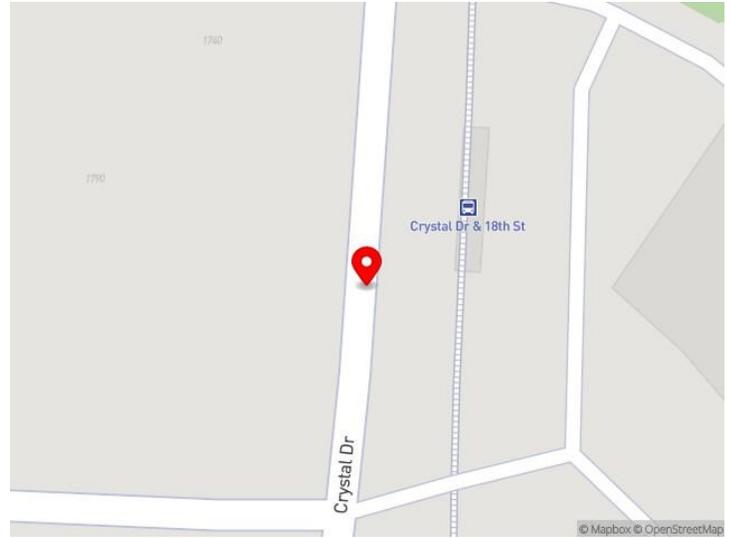
APPENDIX A  
Virginia Department of  
Rail & Public Transportation  
FY 2026-2029 TIP Tables



## T6670 - Crystal City Metro Station East Entrance

New Metro entrance at the east end of the station, near Crystal Drive, to provide easier access from Crystal Drive, the VRE station, and the northbound Transitway. Includes elevators, escalators and/or stairs, a fare payment area with fare vending machines, kiosk, and an underground passageway to the existing train platform and/or mezzanine.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Passenger Facilities
Agency Project ID:	T22443
Facility:	Crystal City Metro station
From:	Crystal Drive
To:	-
County:	Arlington
Municipality:	-
Completion Year:	2027
Total Cost:	\$162,172,812

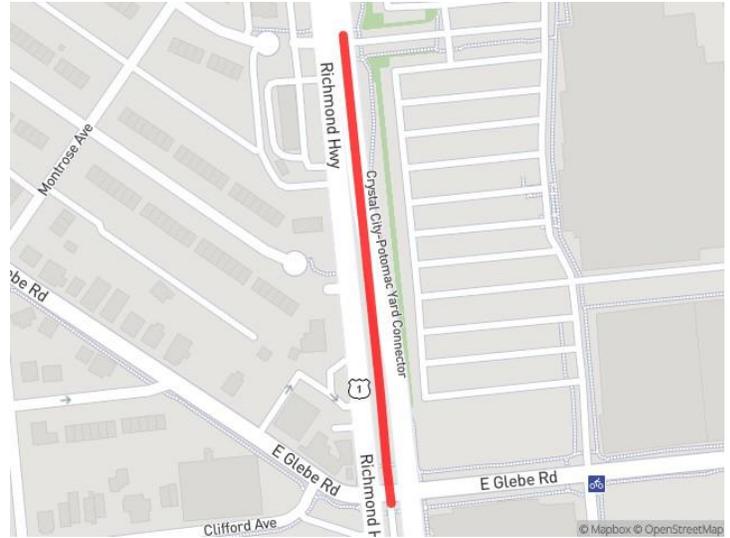


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CMAQ	\$16,085,000	\$0	\$0	\$0	\$16,085,000
Total Construction		\$16,085,000	\$0	\$0	\$0	\$16,085,000
TIP Total		\$16,085,000	\$0	\$0	\$0	\$16,085,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$146,087,812
Total Programmed		\$16,085,000	\$0	\$0	\$0	\$162,172,812

# T6672 - Crystal City Potomac Yard BRT Expansion

Enhance transit use by extending transitway on NB Route 1. Includes dedicated center running transit lanes and stations, coordinated with other planned intersections improvements at Rte 1/E Glebe Road.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Passenger Facilities
Agency Project ID:	115668
Facility:	US 1 Metroway
From:	Glebe Road
To:	Evans Lane
County:	-
Municipality:	City of Alexandria
Completion Year:	2030
Total Cost:	\$9,782,378

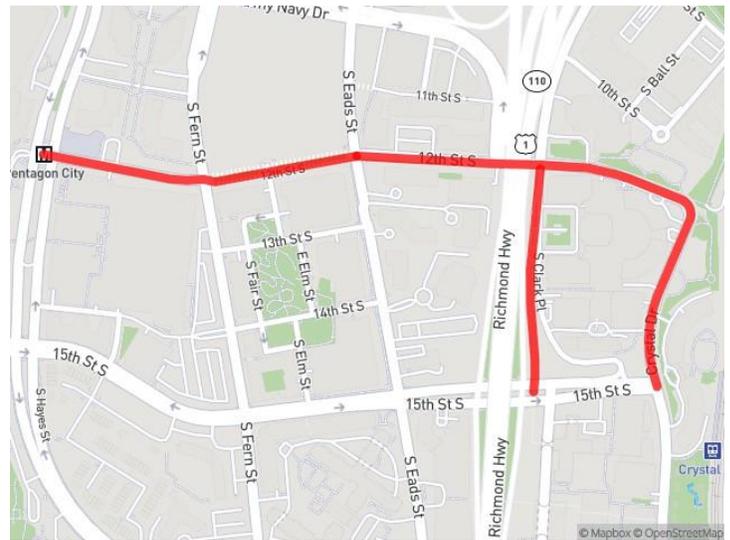


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	NVTA	\$0	\$0	\$2,000,000	\$0	\$2,000,000
Construction	NVTA	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Total Construction		\$0	\$0	\$0	\$5,000,000	\$5,000,000
TIP Total		\$0	\$0	\$2,000,000	\$5,000,000	\$7,000,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,782,378
Total Programmed		\$0	\$0	\$2,000,000	\$5,000,000	\$9,782,378

## T13890 - Crystal City Potomac Yard Transitway Northern Extension to Pentagon City

Extend the Crystal City Potomac Yard Transitway from Crystal City to Pentagon City. The Transitway extension will run along Crystal Drive, Clark Street, 12th Street, Hayes Street, and Army-Navy Drive. The project will provide exclusive dedicated transit lanes, new transit stations, utility relocations, signage and pavement marking, and traffic signal upgrades. Stations will be located at Crystal Drive & 15th St South, 12th & Long Bridge Drive, Clark Street & 12th St S, 12th St S & Elm St, 12th St S & Hayes Street, and S Hayes & 12th St S.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	Crystal City Potomac Yard Transitway
From:	Crystal City Metro station
To:	Pentagon City Metro station
County:	Arlington
Municipality:	-
Completion Year:	2029
Total Cost:	\$23,808,000

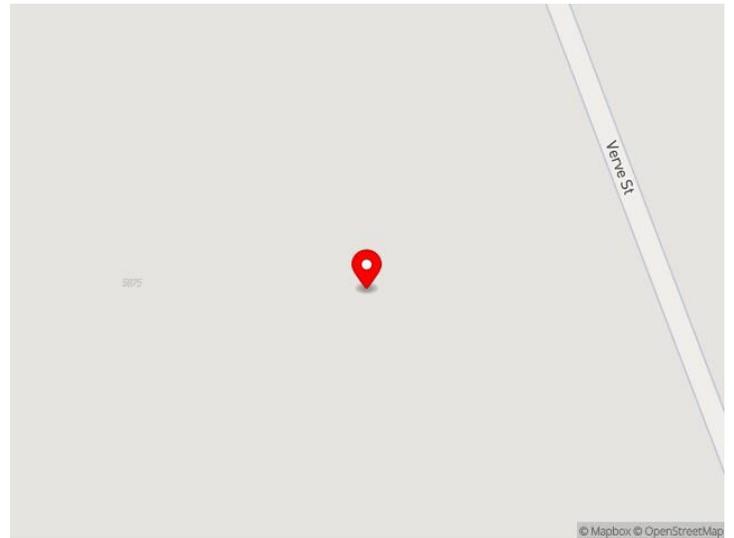


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$1,720,000	\$331,000	\$0	\$0	\$2,051,000
Other	LOCAL	\$786,000	\$330,000	\$0	\$0	\$1,116,000
Other	NVTA	\$9,600,000	\$3,610,000	\$0	\$0	\$13,210,000
Total Other		\$12,106,000	\$4,271,000	\$0	\$0	\$16,377,000
TIP Total		\$12,106,000	\$4,271,000	\$0	\$0	\$16,377,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$7,431,000
Total Programmed		\$12,106,000	\$4,271,000	\$0	\$0	\$23,808,000

## T13885 - Landmark Transit Center

This project will fund the construction of a transit center as part of a redevelopment of the Landmark Mall. This center will provide a comfortable waiting environment for the many transit passengers who go to the redeveloped Landmark Mall or transfer there between transit services. This function will be especially important, since this transit center will be the transfer location between two high-capacity transit lines serving Alexandria.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Passenger Facilities
Agency Project ID:	-
Facility:	Landmark Transit Center
From:	Duke Street
To:	Van Dorn Street
County:	-
Municipality:	City of Alexandria
Completion Year:	2027
Total Cost:	\$17,744,000

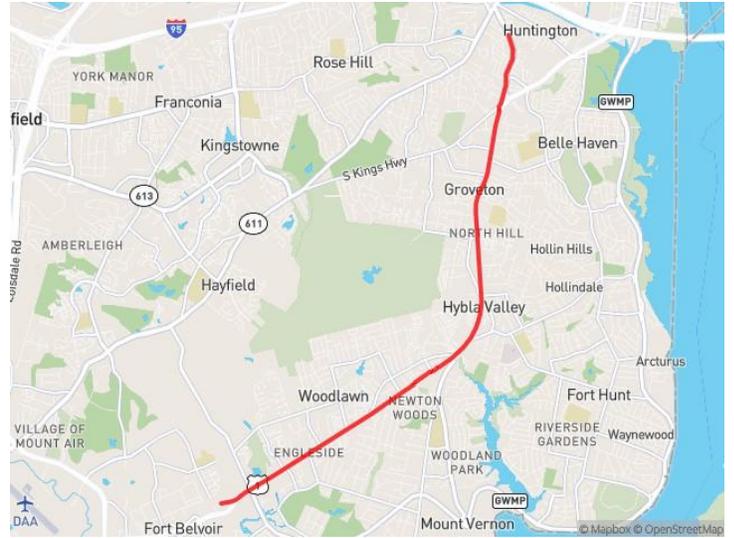


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$0	\$0	\$0	\$4,747,000	\$4,747,000
Total Construction		\$0	\$0	\$0	\$4,747,000	\$4,747,000
TIP Total		\$0	\$0	\$0	\$4,747,000	\$4,747,000
Total Future Costs		\$0	\$0	\$0	\$0	\$12,997,000
Total Programmed		\$0	\$0	\$0	\$4,747,000	\$17,744,000

## T13563 - US 1 Bus Rapid Transit (DRPT)

The Richmond Highway (Route 1) Bus Rapid Transit (BRT) project includes median running BRT from Huntington Metro Area to Fort Belvoir. The project will include: new transit stations, facilities for bicycle, pedestrian and vehicle travel modes.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	115550
Facility:	Richmond Highway
From:	Huntington Metrorail Station
To:	Fort Belvoir
County:	Fairfax, Prince William
Municipality:	-
Completion Year:	2031
Total Cost:	\$939,083,134



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CMAQ	\$693,951	\$0	\$0	\$0	\$693,951
Construction	RSTP	\$2,362,888	\$201,356	\$0	\$0	\$2,564,244
Total Construction		\$3,056,839	\$201,356	\$0	\$0	\$3,258,195
TIP Total		\$3,056,839	\$201,356	\$0	\$0	\$3,258,195
Total Prior Costs		\$0	\$0	\$0	\$0	\$935,824,939
Total Programmed		\$3,056,839	\$201,356	\$0	\$0	\$939,083,134

# T13639 - Arlington Commuter Assistance Program (FY25-FY27)

## COMMUTER ASSISTANCE PROGRAM

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	T24287
Facility:	-
From:	-
To:	-
County:	Arlington
Municipality:	-
Completion Year:	2027
Total Cost:	\$12,436,399

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$3,998,075	\$3,488,748	\$0	\$0	\$7,486,823
Other	DC/STATE	\$1,142,968	\$1,315,620	\$0	\$0	\$2,458,588
Other	RSTP	\$717,253	\$1,773,735	\$0	\$0	\$2,490,988
Total Other		\$5,858,296	\$6,578,103	\$0	\$0	\$12,436,399
TIP Total		\$5,858,296	\$6,578,103	\$0	\$0	\$12,436,399
Total Programmed		\$5,858,296	\$6,578,103	\$0	\$0	\$12,436,399

## T13660 - DASH Technology Phase II

The main goal of this project is to implement a new Computer-aided Dispatch/Automatic Vehicle Location (CAD/AVL) platform and supporting modules for DASH. DASH has conducted internal employee surveys to identify weaknesses with the current system and potential needs that a new system could address. Staff are also completing due diligence on various CAD/AVL vendors and peer agencies to better understand what new CAD/AVL solutions are available, and how other providers are using CAD/AVL to improve daily operations.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2026
Total Cost:	\$3,220,869

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	STBG	\$50,000	\$0	\$0	\$0	\$50,000
Construction	CMAQ	\$1,515,124	\$0	\$0	\$0	\$1,515,124
Construction	STBG	\$1,655,745	\$0	\$0	\$0	\$1,655,745
Total Construction		\$3,170,869	\$0	\$0	\$0	\$3,170,869
TIP Total		\$3,220,869	\$0	\$0	\$0	\$3,220,869
Total Programmed		\$3,220,869	\$0	\$0	\$0	\$3,220,869

# T6631 - WMATA REPLACEMENT BUSES

On-going, multi-year project.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Capital/SGR
Agency Project ID:	T21031, T21033, T25368
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$16,210,351

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$3,736,858	\$3,380,493	\$1,926,413	\$3,924,517	\$12,968,281
Other	DC/STATE	\$934,215	\$845,123	\$481,603	\$981,129	\$3,242,070
Total Other		\$4,671,073	\$4,225,616	\$2,408,016	\$4,905,646	\$16,210,351
TIP Total		\$4,671,073	\$4,225,616	\$2,408,016	\$4,905,646	\$16,210,351
Total Programmed		\$4,671,073	\$4,225,616	\$2,408,016	\$4,905,646	\$16,210,351

# VIRGINIA DEPARTMENT OF RAIL & PUBLIC TRANSPORTATION

## Records Pending Financial Close-Out

Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



## T13569 - DASH Electric Bus Charging Infrastructure

This new project will allow DASH to add and support thirteen (13) depot chargers to its new facility, including construction and installation of the chargers and 3 MW of electric utility upgrades. This will include a new 3 MW service to be constructed to support the new chargers. Funding will supply the battery electric chargers as well as the DASH facility electric infrastructure upgrades to power the electric charging needs of the replacement buses.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2030
Total Cost:	\$12,233,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$11,233,000
Total Future Costs		\$0	\$0	\$0	\$0	\$1,000,000
Total Programmed		\$0	\$0	\$0	\$0	\$12,233,000

## T6331 - DASH Fleet Replacement Project

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

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	T25368
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2030
Total Cost:	\$22,444,600

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$22,444,600
Total Programmed		\$0	\$0	\$0	\$0	\$22,444,600

## T13618 - DASH On-Route Electric Transit Bus Opportunity Charger

This project will implement one on-route opportunity charger to support the charging of battery electric transit buses in the DASH fleet. This charger will support and enable DASH to continue the conversion of its fleet to 100% zero emissions by addressing range limitations. The opportunity charger will reduce the need for DASH battery electric buses to replenish their charge throughout the day. This will enable DASH to keep battery electric buses in service significantly longer.

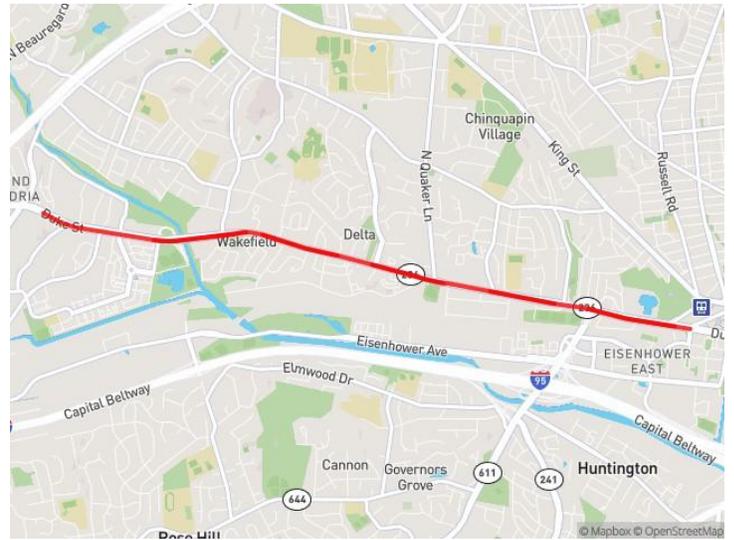
Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2028
Total Cost:	\$1,250,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,250,000
Total Programmed		\$0	\$0	\$0	\$0	\$1,250,000

## T13884 - Duke Street BRT Design & Construction Phase I

This project will provide BRT service between the former Landmark Mall site and the King Street Metro with about 4 lane miles of center running bus lanes along the approximately 3.5 mile corridor. This project includes the construction of a shared use path or separated cycle track along most of the corridor, along with enhanced pedestrian facilities. The project will improve safety at intersections for pedestrians and motorists.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	Duke Street Transitway
From:	Ripley Street
To:	Diagonal Road
County:	-
Municipality:	City of Alexandria, City of Fairfax
Completion Year:	2028
Total Cost:	\$87,000,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Future Costs		\$0	\$0	\$0	\$0	\$87,000,000
Total Programmed		\$0	\$0	\$0	\$0	\$87,000,000

## T13617 - Duke Street Corridor Planning

Project will develop a transit-oriented development (TOD) land use plan along the proposed Duke Street Bus Rapid Transit (BRT) Corridor. Planned BRT corridor will provide transit access along an approximate 3.7-mile stretch of Duke Street, connect two ends of the City from the planned West End (formerly Landmark Mall) mixed-use development to the King Street Metrorail Station and Alexandria Union Station, which will connect Duke Street to regional transit and commuter rail.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2028
Total Cost:	\$750,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$750,000
Total Programmed		\$0	\$0	\$0	\$0	\$750,000

## T13635 - Fairfax County Purchase Low-Emission Diesel-Electric Hybrid Buses

The County of Fairfax, Virginia, will receive funding to buy new low emission diesel-electric hybrid buses to replace older buses as part of its fleet replacement plan. The new buses will reduce greenhouse gas emissions and improve reliability and service while addressing the needs of disadvantaged communities.

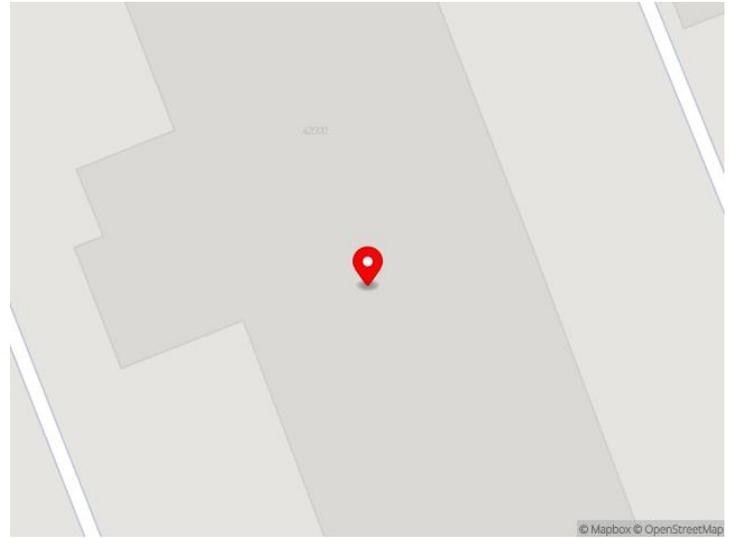
Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2027
Total Cost:	\$59,519,060

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$59,519,060
Total Programmed		\$0	\$0	\$0	\$0	\$59,519,060

## T13595 - Loudoun County CNG Bus Transition

This project will allow Loudoun County Transit to replace thirty-seven (37) buses with sixteen (16) Compressed Natural Gas (CNG) BOCs and seven (7) 29' CNG buses; retrofit the existing transit facility to accommodate CNG bus maintenance; and install a new CNG fueling facility. This project also includes workforce training.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Loudoun
Municipality:	-
Completion Year:	2028
Total Cost:	\$15,904,954

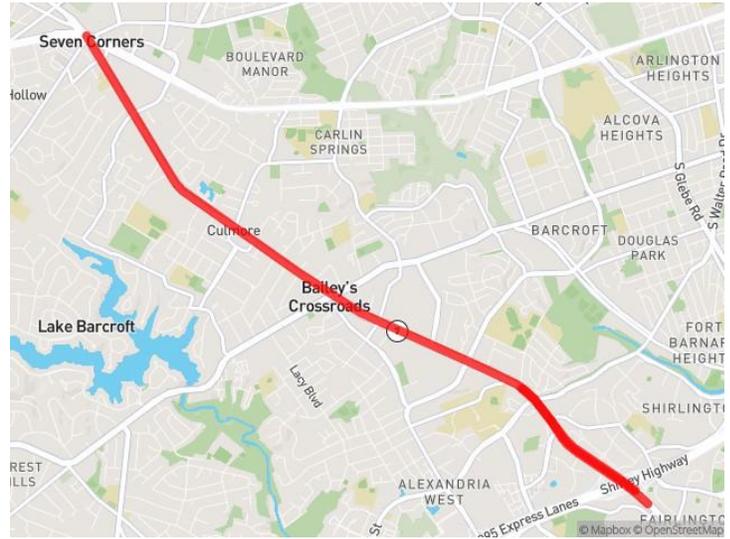


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$15,904,954
Total Programmed		\$0	\$0	\$0	\$0	\$15,904,954

# T13608 - NVTC - Envision Route 7 Bus Rapid Transit (BRT) Planning Study

This study will advance planning for the Virginia Route 7 Bus Rapid Transit (BRT) service that will operate across four Northern Virginia jurisdictions (Cities of Alexandria and Falls Church, Counties of Arlington and Fairfax), from Tysons through Falls Church, linking to the East Falls Church Metrorail station and Seven Corners, and through to Baileys Crossroads to Alexandria. Funding for this project will go towards a Mobility Analysis Study that will examine Route 7 from Seven Corners in Fairfax County to the Mark Center in Alexandria. The study goals include defining the mobility benefits of BRT, facilitate a public understanding of the BRT project, and understanding the operational impact of BRT along the study corridor.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	City of Alexandria
Completion Year:	2026
Total Cost:	\$3,000,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,000,000
Total Programmed		\$0	\$0	\$0	\$0	\$3,000,000

## T6626 - Transit Store Funding - Alexandria

The GO Alex Mobile Store has been operating in Alexandria for several years and provides on-site transportation information for residents, employees, and visitors to Alexandria. The Mobile Store staff are located primarily at Metro Stations, including the new Potomac Yard Metro Station, as well as other popular locations like the Alexandria Visitor Center, City Hall, and the Mark Center. Over the next year, staff will review other locations for the Mobile Store to operate in, including new office and residential developments and new transit locations, such as the new City facility in the Mark Center neighborhood and new office buildings in Potomac Yard. During this year, staff will evaluate the effectiveness of this service to determine future uses for a Transit Store or comparable service.

Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Training
Agency Project ID:	T21453
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2027
Total Cost:	\$600,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$600,000
Total Programmed		\$0	\$0	\$0	\$0	\$600,000

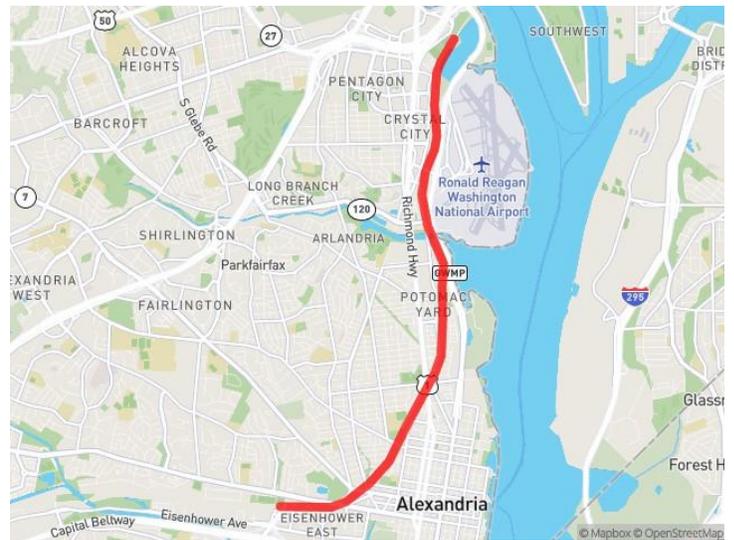
APPENDIX A  
Virginia Passenger  
Rail Authority  
FY 2026-2029 TIP Tables



## T6673 - Alexandria 4th Track

Construction of six (6) miles of fourth track from Control Point AF in Alexandria to the RO Interlocking near the south bank of the Potomac River in Arlington. This is part of the Northern Virginia Core Capacity Project (NVCC). Other NVCC Project components include the Long Bridge Project (T6727) with 4f mitigation The Long Bridge Pedestrian and Bicycle Bridge (T6807), and the acquisition of three (3) VRE trainsets - Rolling Stock Acquisition (T4534).

Cycle-Revision ID:	26-00
Lead Agency:	VPRA - Virginia Passenger Rail Authority
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	T23436
Facility:	Alexandria Fourth Track
From:	Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Parkway
To:	Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road
County:	Arlington
Municipality:	City of Alexandria
Completion Year:	2028
Total Cost:	\$210,451,772

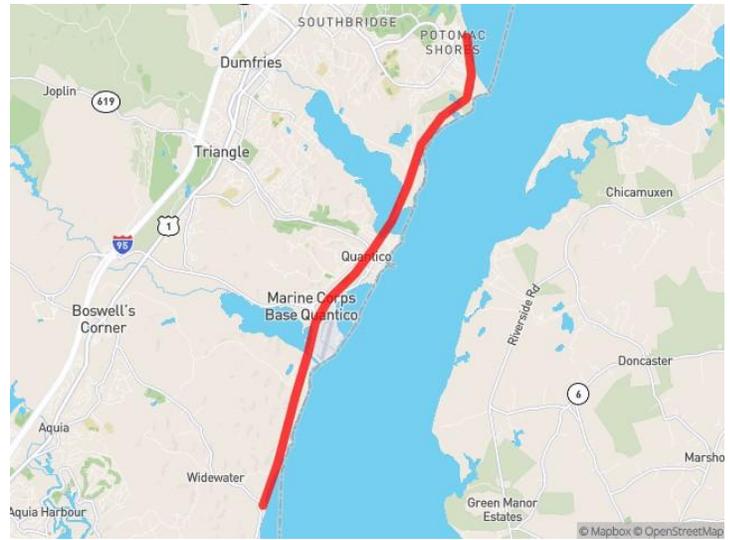


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	AMTRAK	\$0	\$10,000,000	\$0	\$0	\$10,000,000
Construction	CMAQ	\$43,267,557	\$3,806,367	\$0	\$0	\$47,073,924
Construction	DC/STATE	\$21,572	\$7,850,969	\$0	\$0	\$7,872,541
<b>Total Construction</b>		<b>\$43,289,129</b>	<b>\$21,657,336</b>	<b>\$0</b>	<b>\$0</b>	<b>\$64,946,465</b>
Other	DC/STATE	\$13,978,428	\$6,989,212	\$0	\$0	\$20,967,640
<b>Total Other</b>		<b>\$13,978,428</b>	<b>\$6,989,212</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,967,640</b>
<b>TIP Total</b>		<b>\$57,267,557</b>	<b>\$28,646,548</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,914,105</b>
Total Prior Costs		\$0	\$0	\$0	\$0	\$124,537,667
<b>Total Programmed</b>		<b>\$57,267,557</b>	<b>\$28,646,548</b>	<b>\$0</b>	<b>\$0</b>	<b>\$210,451,772</b>

# T13713 - Arkendale to Powells Creek Third Track Project and Potomac Shores Station

Final design and construction of 11.4 miles of third track along the CSX-owned and operated railroad from milepost CFP 72 Arkendale (Stafford County) to CFP 83.4 Powell's Creek (Prince William County). The project will allow for expanded intercity passenger rail service while preserving freight rail capacity.

Cycle-Revision ID:	26-00
Lead Agency:	VPRA - Virginia Passenger Rail Authority
Project Type:	Rail/Fixed Guideways - Capital/Expansion
Agency Project ID:	-
Facility:	RF&P Corridor
From:	CFP 72
To:	CFP 83.4
County:	Prince William, Stafford
Municipality:	-
Completion Year:	2030
Total Cost:	\$15,700,000

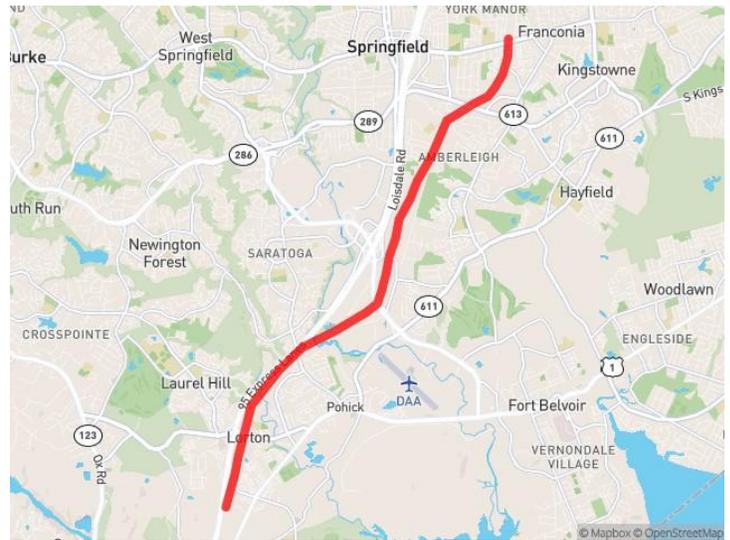


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$15,700,000	\$0	\$0	\$0	\$15,700,000
Total Other		\$15,700,000	\$0	\$0	\$0	\$15,700,000
TIP Total		\$15,700,000	\$0	\$0	\$0	\$15,700,000
Total Programmed		\$15,700,000	\$0	\$0	\$0	\$15,700,000

## T6706 - Franconia to Lorton 3rd Track Project

The Franconia to Lorton Third Track will increase rail capacity and alleviate congestion for passenger and freight services by adding a third mainline track along one of the most heavily traveled sections of rail between DC and Richmond. This additional 6 miles of mainline third track from Franconia to Lorton will create a continuous third track corridor between Alexandria and Lorton. In addition, the project will construct railroad bridges over Newington Road and Lorton Road, and other infrastructure to accommodate the additional third track.

Cycle-Revision ID:	26-00
Lead Agency:	VPRA - Virginia Passenger Rail Authority
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	DRPT002
Facility:	Franconia Rail Projects: Third Track & Bypass
From:	Approximately one mile north of the Franconia-Springfield VRE Station
To:	Just south of Lorton Road
County:	Fairfax, Prince William
Municipality:	-
Completion Year:	2029
Total Cost:	\$274,999,993



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	AMTRAK	\$790,757	\$125,655	\$0	\$0	\$916,412
Right of Way	AMTRAK	\$5,942,478	\$0	\$0	\$0	\$5,942,478
Construction	AMTRAK	\$4,103,578	\$39,752,275	\$104,831,740	\$14,354,448	\$163,042,041
Other	AMTRAK	\$5,042,666	\$16,929,094	\$34,192,822	\$22,026,763	\$78,191,345
Total Other		\$5,042,666	\$16,929,094	\$34,192,822	\$22,026,763	\$78,191,345
TIP Total		\$15,879,479	\$56,807,024	\$139,024,562	\$36,381,211	\$248,092,276
Total Prior Costs		\$0	\$0	\$0	\$0	\$26,907,717
Total Programmed		\$15,879,479	\$56,807,024	\$139,024,562	\$36,381,211	\$274,999,993

## T13759 - Franconia-Springfield Bypass

Franconia-Springfield Bypass, located just south of Franconia-Springfield station, is a rail bridge that will allow passenger trains to crossover the freight trains. This is necessary because the passenger rail stations south of the bypass are located on the east side of the railroad tracks and the passenger rail stations north of the bypass are located on the west side of the railroad tracks. Currently there is an at-grade crossing to allow passenger trains to switch sides with the freight trains, however this creates a bottleneck and significant delays. The bridge structure will eliminate the conflict, reduce congestion, and improve reliability for freight and passenger trains.

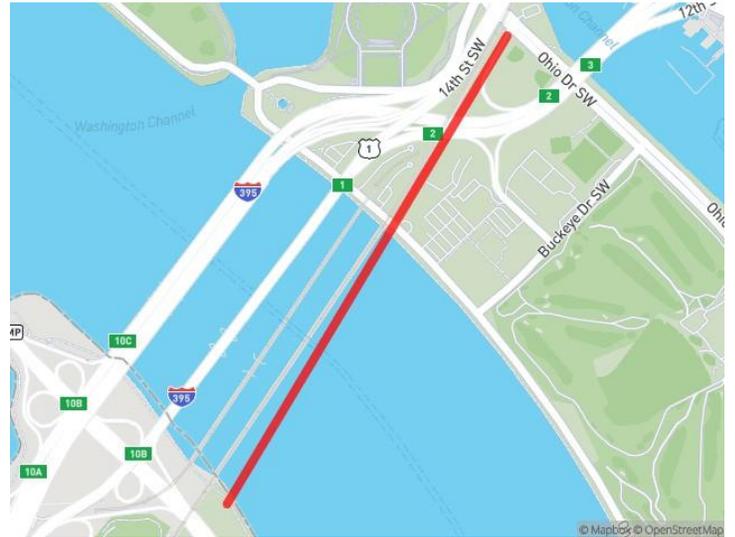
Cycle-Revision ID:	26-00
Lead Agency:	VPRA - Virginia Passenger Rail Authority
Project Type:	Rail/Fixed Guideways - Capital/Expansion
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$336,051,484

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	AMTRAK	\$757,670	\$0	\$0	\$0	\$757,670
Preliminary Engineering	AMTRAK	\$3,000,000	\$3,000,000	\$3,000,000	\$222,335	\$9,222,335
Construction	AMTRAK	\$18,333,653	\$0	\$65,000,000	\$5,061,615	\$88,395,268
Construction	FRA	\$47,000,000	\$47,000,000	\$0	\$0	\$94,000,000
Construction	NVTA	\$1,166,346	\$21,792,473	\$0	\$0	\$22,958,819
Other	AMTRAK	\$24,264,559	\$29,533,682	\$11,659,932	\$7,502,584	\$72,960,757
Other	FRA	\$3,000,000	\$3,000,000	\$0	\$0	\$6,000,000
Total Other		\$27,264,559	\$32,533,682	\$11,659,932	\$7,502,584	\$78,960,757
TIP Total		\$97,522,228	\$104,326,155	\$79,659,932	\$12,786,534	\$294,294,849
Total Prior Costs		\$0	\$0	\$0	\$0	\$41,756,635
Total Programmed		\$97,522,228	\$104,326,155	\$79,659,932	\$12,786,534	\$336,051,484

## T6727 - Long Bridge VA - DC

The Long Bridge Project will construct a new, two-track railroad bridge next to the existing Long Bridge, creating a four-track corridor. A new bike-pedestrian bridge (T6807) will also be constructed, spanning the Potomac River and the George Washington Memorial Parkway, and connecting Long Bridge Park directly to East and West Potomac Parks. Freight and passenger rail operators within the project corridor include Amtrak, Virginia Railway Express (VRE), and CSXT. Annually, up to 2 million Amtrak passengers and 3 million VRE commuters traverse the current Long Bridge, which operates at 98% capacity during peak hours. The project's purpose is to create greater railroad capacity between Virginia and the District of Columbia while alleviating the rail congestion caused by the existing two-track Long Bridge.

Cycle-Revision ID:	26-00
Lead Agency:	VPRA - Virginia Passenger Rail Authority
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	-
Facility:	Long Bridge
From:	Arlington, VA
To:	East Potomac Park, DC
County:	Arlington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	\$2,660,146,536

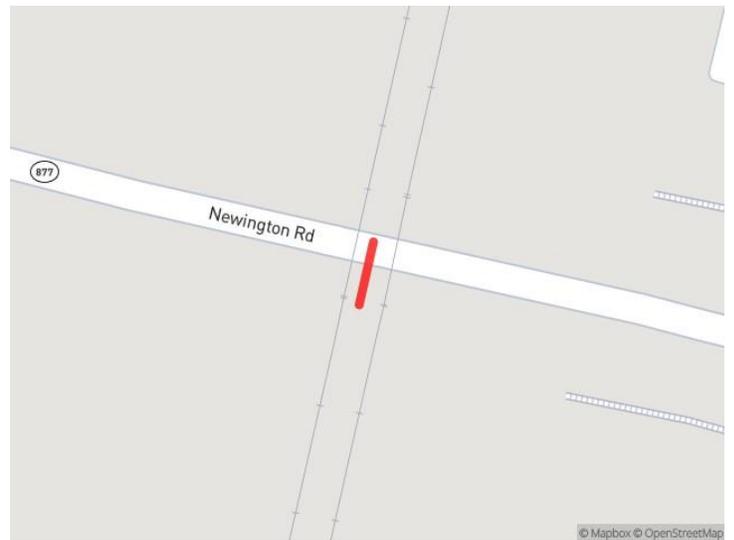


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	\$3,515,006	\$0	\$0	\$0	\$3,515,006
Preliminary Engineering	DC/STATE	\$57,914,619	\$0	\$0	\$1,802,020	\$59,716,639
Preliminary Engineering	FRA	\$68,079,132	\$4,505,050	\$0	\$0	\$72,584,182
Preliminary Engineering	PTF	\$0	\$23,221,838	\$5,364,909	\$3,506,109	\$32,092,856
Right of Way	AMTRAK	\$36,568,092	\$0	\$0	\$0	\$36,568,092
Right of Way	DC/STATE	\$16,363,565	\$0	\$0	\$0	\$16,363,565
Construction	DC/STATE	\$50,241,270	\$130,416,080	\$429,690,690	\$188,251,355	\$798,599,395
Construction	FRA	\$227,982,368	\$265,177,893	\$72,187,188	\$10,000,000	\$575,347,449
Construction	LOCAL	\$7,500,541	\$7,501,042	\$7,501,562	\$25,626,354	\$48,129,499
Construction	PTF	\$0	\$38,973,022	\$75,340,140	\$15,325,091	\$129,638,253
Other	DC/STATE	\$22,672,215	\$28,677,451	\$77,358,399	\$56,531,621	\$185,239,686
Other	FRA	\$25,797,698	\$34,643,415	\$20,347,477	\$0	\$80,788,590
Other	PTF	\$0	\$0	\$0	\$47,043,890	\$47,043,890
Total Other		\$48,469,913	\$63,320,866	\$97,705,876	\$103,575,511	\$313,072,166
TIP Total		\$516,634,506	\$533,115,791	\$687,790,365	\$348,086,440	\$2,085,627,102
Total Prior Costs		\$0	\$0	\$0	\$0	\$238,090,372
Total Future Costs		\$0	\$0	\$0	\$0	\$336,429,062
Total Programmed		\$516,634,506	\$533,115,791	\$687,790,365	\$348,086,440	\$2,660,146,536

## T11619 - Railroad Bridge Replacement Over Newington Road

This railroad bridge replacement will be constructed as part of the Franconia to Lorton 3rd Track Project (T6706), but has received a stand-alone State of Good Repair Grant from the Federal Railroad Administration. The railroad bridge over Newington Road will be replaced with a longer and wider bridge to accommodate the new third rail track and allow for a future reconfiguration of Newington Road beneath the bridge (not included in this project).

Cycle-Revision ID:	26-00
Lead Agency:	VPRA - Virginia Passenger Rail Authority
Project Type:	Bridge - Replace
Agency Project ID:	T26071
Facility:	Newington Road
From:	Milepoint 1.31
To:	Milepoint 1.33
County:	Fairfax
Municipality:	-
Completion Year:	2029
Total Cost:	\$61,000,006



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$219,933	\$34,948	\$0	\$0	\$254,881
Right of Way	DC/STATE	\$1,467,336	\$0	\$0	\$0	\$1,467,336
Construction	DC/STATE	\$0	\$7,073,662	\$16,323,759	\$4,102,394	\$27,499,815
Construction	FRA EARMARK	\$0	\$11,755,353	\$2,164,646	\$0	\$13,919,999
Other	DC/STATE	\$485,371	\$1,849,685	\$7,994,794	\$1,744,312	\$12,074,162
Other	FRA EARMARK	\$0	\$1,575,624	\$500,000	\$0	\$2,075,624
Total Other		\$485,371	\$3,425,309	\$8,494,794	\$1,744,312	\$14,149,786
TIP Total		\$2,172,640	\$22,289,272	\$26,983,199	\$5,846,706	\$57,291,817
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,708,189
Total Programmed		\$2,172,640	\$22,289,272	\$26,983,199	\$5,846,706	\$61,000,006

## T13570 - Virginia State-Supported Amtrak Operations

Operating expenses for two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51). The cost included is only for a portion of the routes, and a portion of the train costs is estimated for the jurisdiction. This TIP ID is connected to TIP ID T13611.

Cycle-Revision ID:	26-00
Lead Agency:	VPRA - Virginia Passenger Rail Authority
Project Type:	Rail/Fixed Guideways - Operating
Agency Project ID:	124309
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$30,159,836

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CMAQ	\$22,302,363	\$1,796,014	\$0	\$0	\$24,098,377
Preliminary Engineering	DC/STATE	\$5,628,498	\$432,961	\$0	\$0	\$6,061,459
Total Preliminary Engineering		\$27,930,861	\$2,228,975	\$0	\$0	\$30,159,836
TIP Total		\$27,930,861	\$2,228,975	\$0	\$0	\$30,159,836
Total Programmed		\$27,930,861	\$2,228,975	\$0	\$0	\$30,159,836

## T13610 - Virginia State-Supported Amtrak Operations

Operating expenses for two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51). The cost included is only for a portion of the routes, and a portion of the train costs is estimated for the jurisdiction. This TIP ID is connected to TIP ID T13570.

Cycle-Revision ID:	26-00
Lead Agency:	VPRA - Virginia Passenger Rail Authority
Project Type:	Rail/Fixed Guideways - Operating
Agency Project ID:	120532
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$5,022,738

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CMAQ	\$819,001	\$3,199,231	\$0	\$0	\$4,018,232
Construction	DC/STATE	\$205,121	\$799,385	\$0	\$0	\$1,004,506
Total Construction		\$1,024,122	\$3,998,616	\$0	\$0	\$5,022,738
TIP Total		\$1,024,122	\$3,998,616	\$0	\$0	\$5,022,738
Total Programmed		\$1,024,122	\$3,998,616	\$0	\$0	\$5,022,738

## T13611 - Virginia State-Supported Amtrak Operations

Operating expenses for two trains on the Roanoke route (Route 46), two trains on the Newport News route (Route 47), three trains on the Norfolk route (Route 50), and one train on the Richmond route (Route 51). The cost included is only for a portion of the routes, and a portion of the train costs is estimated for the jurisdiction. This TIP ID is connected to TIP ID T13570.

Cycle-Revision ID:	26-00
Lead Agency:	VPRA - Virginia Passenger Rail Authority
Project Type:	Rail/Fixed Guideways - Operating
Agency Project ID:	120532
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$5,022,738

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CMAQ	\$819,001	\$3,199,231	\$0	\$0	\$4,018,232
Construction	DC/STATE	\$205,121	\$799,385	\$0	\$0	\$1,004,506
Total Construction		\$1,024,122	\$3,998,616	\$0	\$0	\$5,022,738
TIP Total		\$1,024,122	\$3,998,616	\$0	\$0	\$5,022,738
Total Programmed		\$1,024,122	\$3,998,616	\$0	\$0	\$5,022,738

APPENDIX A  
Virginia Railway Express  
FY 2026-2029 TIP Tables



## T11581 - L'Enfant Station and Fourth Track

This project includes planning, design, permitting, and construction for an expanded VRE L'Enfant Station and an additional mainline track between L'Enfant (LE) and Virginia (VA) interlockings in Washington DC.

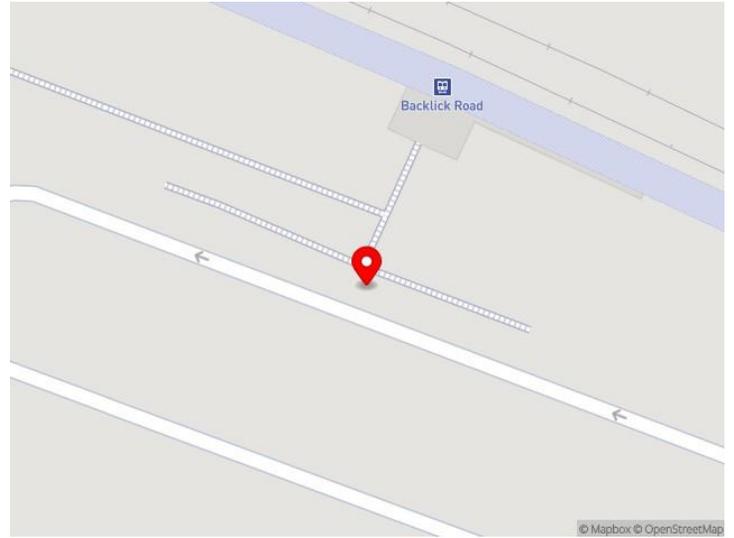
Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	-
Facility:	VRE L'Enfant Station
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	\$131,800,302

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$1,178,355	\$2,080,000	\$2,080,000	\$3,269,533	\$8,607,888
Construction	LOCAL	\$294,589	\$520,000	\$520,000	\$817,383	\$2,151,972
Construction	S. 5307	\$5,891,777	\$10,400,000	\$10,400,000	\$16,347,665	\$43,039,442
Construction	State (NM)	\$18,200,000	\$18,200,000	\$14,100,000	\$0	\$50,500,000
Total Construction		\$25,564,721	\$31,200,000	\$27,100,000	\$20,434,581	\$104,299,302
TIP Total		\$25,564,721	\$31,200,000	\$27,100,000	\$20,434,581	\$104,299,302
Total Prior Costs		\$0	\$0	\$0	\$0	\$27,501,000
Total Programmed		\$25,564,721	\$31,200,000	\$27,100,000	\$20,434,581	\$131,800,302

## T11632 - VRE Backlick Road Station Improvements

Design and construct station improvements at the VRE Backlick Road Station to extend the station platform and maintain the station in a state of good repair. These improvements will enable the station to serve forecast ridership and trains up to eight cars long and improve pedestrian flows when boarding and detraining to allow for improved operational efficiency.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	VRE Backlick Road Station
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2029
Total Cost:	\$8,645,103

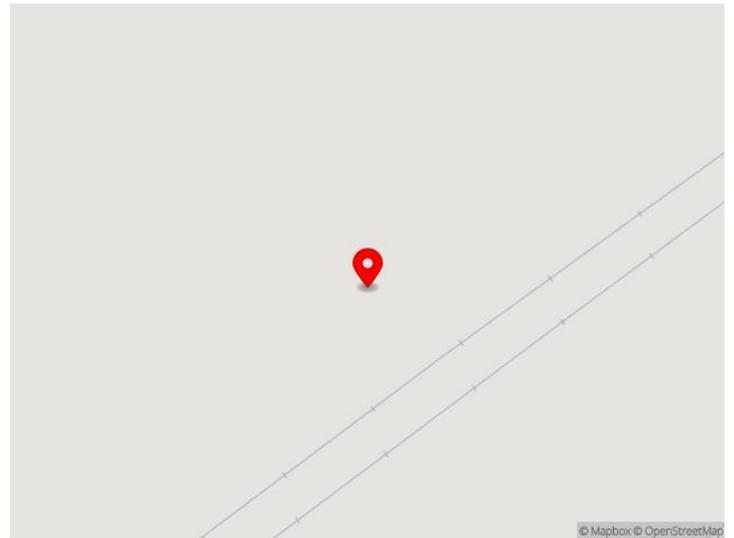


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NVTA	\$0	\$0	\$0	\$6,145,103	\$6,145,103
Total Construction		\$0	\$0	\$0	\$6,145,103	\$6,145,103
TIP Total		\$0	\$0	\$0	\$6,145,103	\$6,145,103
Total Prior Costs		\$0	\$0	\$0	\$0	\$2,500,000
Total Programmed		\$0	\$0	\$0	\$6,145,103	\$8,645,103

## T12003 - VRE Broad Run Expansion

This project includes expansion of the Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service. Improvements include: expansion of the MSF site and construction of storage tracks for additional trains and equipment and construction of station and MSF parking and platform modifications. The project includes real estate acquisition to expand the station and MSF footprint. A future phase of the expansion is construction of about 3 miles of new lead track between Broad Run and the Manassas Station.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	VRE0004
Facility:	VRE Manassas Line
From:	-
To:	-
County:	Prince William
Municipality:	City of Manassas
Completion Year:	2028
Total Cost:	\$100,209,793



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CMAQ	\$13,200,943	\$0	\$0	\$0	\$13,200,943
Construction	DC/STATE	\$5,384,543	\$0	\$0	\$0	\$5,384,543
Construction	RSTP	\$8,337,231	\$0	\$0	\$0	\$8,337,231
Total Construction		\$26,922,717	\$0	\$0	\$0	\$26,922,717
TIP Total		\$26,922,717	\$0	\$0	\$0	\$26,922,717
Total Prior Costs		\$0	\$0	\$0	\$0	\$73,287,076
Total Programmed		\$26,922,717	\$0	\$0	\$0	\$100,209,793

# T4534 - VRE Debt Service

This project is debt service payments for prior rolling stock acquisitions and other facility improvements.

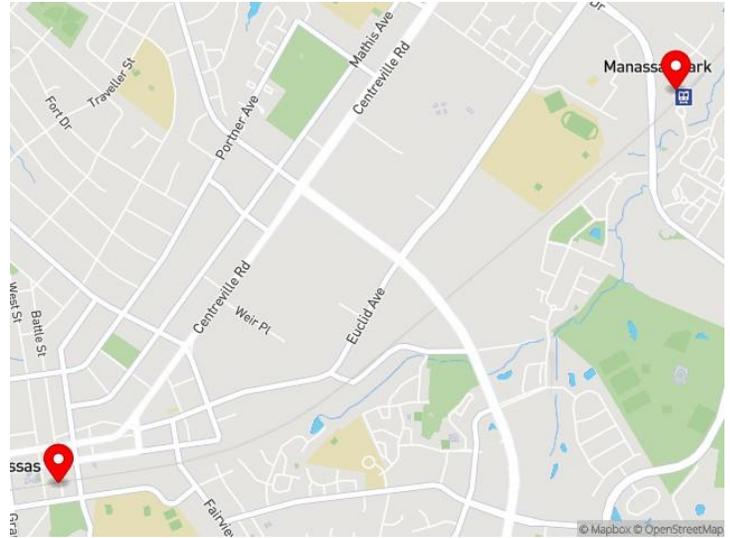
Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Debt Service
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Suburban VA
Completion Year:	2050
Total Cost:	\$62,940,418

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$0	\$686,812	\$686,295	\$686,765	\$2,059,872
Other	LOCAL	\$0	\$171,703	\$171,574	\$171,691	\$514,968
Other	S. 5307	\$0	\$1,430,858	\$1,429,782	\$1,430,759	\$4,291,399
Other	S. 5337-SGR	\$0	\$2,003,202	\$2,001,695	\$2,003,063	\$6,007,960
Total Other		\$0	\$4,292,575	\$4,289,346	\$4,292,278	\$12,874,199
TIP Total		\$0	\$4,292,575	\$4,289,346	\$4,292,278	\$12,874,199
Total Prior Costs		\$0	\$0	\$0	\$0	\$41,482,222
Total Future Costs		\$0	\$0	\$0	\$0	\$8,583,997
Total Programmed		\$0	\$4,292,575	\$4,289,346	\$4,292,278	\$62,940,418

# T6699 - VRE MANASSAS LINE CAPACITY EXPANSION

This project provides for improvements at VRE Manassas Line stations and facilities, including Manassas station improvements, to serve forecast ridership demand, using I-66 OTB concession fees and other non-Federal funds. Included in TIP for information.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	113525, 113526
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Suburban VA
Completion Year:	2029
Total Cost:	\$9,125,000

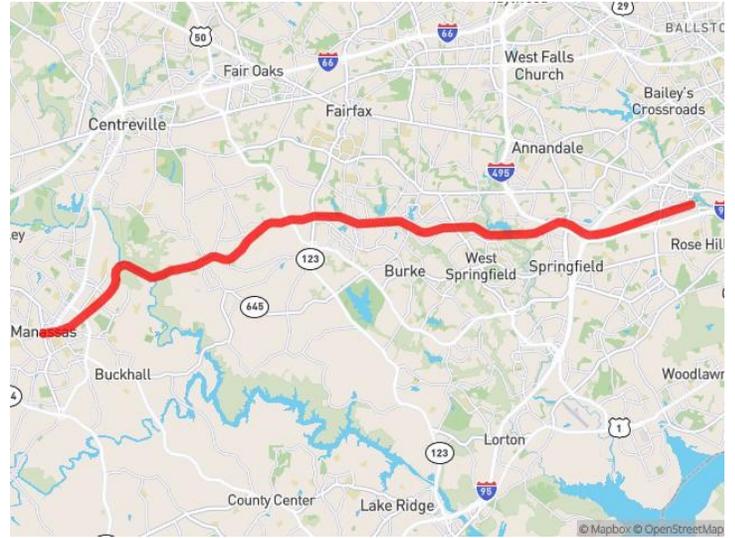


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CONCESSION	\$2,081,910	\$0	\$0	\$0	\$2,081,910
Construction	CONCESSION	\$6,506,735	\$0	\$0	\$0	\$6,506,735
-	CONCESSION	\$0	\$0	\$0	\$0	\$0
TIP Total		\$8,588,645	\$0	\$0	\$0	\$8,588,645
Total Prior Costs		\$0	\$0	\$0	\$0	\$536,355
Total Programmed		\$8,588,645	\$0	\$0	\$0	\$9,125,000

# T13667 - VRE Property Acquisition for Manassas Line Operating Easement

VRE will acquire a permanent operating easement from the Virginia Passenger Rail Authority (VPR) over about 23.5 miles of the Manassas Line railroad right-of-way (ROW) from a point at or near the Grant Avenue bridge in the City Manassas, Milepost (MP) 32.75, to MP 10.76 at or near Telegraph Road in the City of Alexandria, VA. Acquisition of the property will provide long-term access to the ROW for the operation of VRE rail transit service.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Fairfax, Prince William
Municipality:	City of Alexandria, City of Manassas, City of Manassas Park
Completion Year:	2027
Total Cost:	\$77,847,000

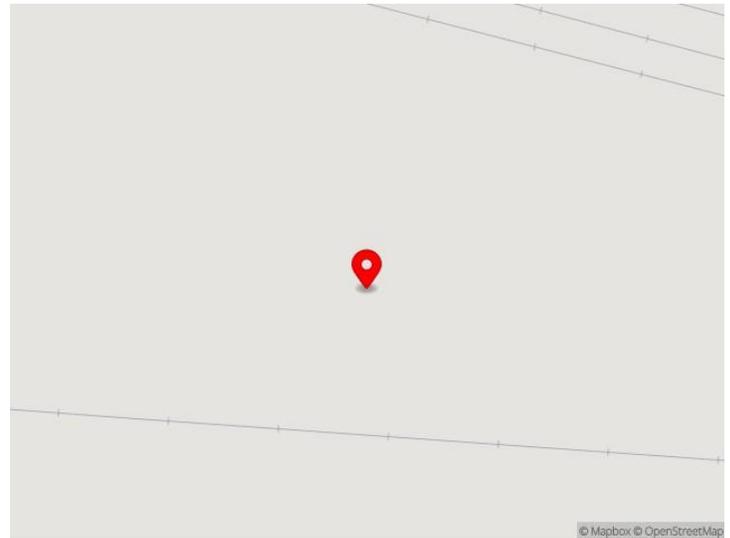


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	LOCAL	\$0	\$5,000,000	\$0	\$0	\$5,000,000
Right of Way	S. 5307	\$0	\$31,138,800	\$0	\$0	\$31,138,800
Right of Way	S. 5337-SGR	\$0	\$31,138,800	\$0	\$0	\$31,138,800
Total Right of Way		\$0	\$67,277,600	\$0	\$0	\$67,277,600
TIP Total		\$0	\$67,277,600	\$0	\$0	\$67,277,600
Total Prior Costs		\$0	\$0	\$0	\$0	\$10,569,400
Total Programmed		\$0	\$67,277,600	\$0	\$0	\$77,847,000

# T13668 - VRE Seminary Yard Midday Storage Replacement Facility

This project includes the design, permitting, and phased construction for a VRE midday storage facility and related track/access improvements. The new facility will be located in Alexandria, VA at the Seminary Yard site, which is proximate to the converging point of VRE's Fredericksburg line and Manassas Line and will be able to accommodate VRE's storage needs.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2026
Total Cost:	\$6,774,840



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Construction	S. 5337-SGR	\$4,800,000	\$0	\$0	\$0	\$4,800,000
Total Construction		\$6,000,000	\$0	\$0	\$0	\$6,000,000
TIP Total		\$6,000,000	\$0	\$0	\$0	\$6,000,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$774,840
Total Programmed		\$6,000,000	\$0	\$0	\$0	\$6,774,840

## T4489 - VRE Grant and Project Management

The costs of VRE grants and project management, as well as staff participation in federal grants management seminars, will be capitalized to the grants, reserving operating funds for service provision.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Project Oversight
Agency Project ID:	VRE0008
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2029
Total Cost:	\$2,600,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	\$130,000	\$130,000	\$130,000	\$130,000	\$520,000
Preliminary Engineering	S. 5307	\$520,000	\$520,000	\$520,000	\$520,000	\$2,080,000
Total Preliminary Engineering		\$650,000	\$650,000	\$650,000	\$650,000	\$2,600,000
TIP Total		\$650,000	\$650,000	\$650,000	\$650,000	\$2,600,000
Total Programmed		\$650,000	\$650,000	\$650,000	\$650,000	\$2,600,000

## T4802 - VRE Information Technology Improvements

The project implements information technology and communications improvements systemwide, including TRIP and variable message system (VMS) upgrades and the Real-time Multimodal Traveler Information project.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	113526, VRE0002
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Suburban VA
Completion Year:	2031
Total Cost:	\$4,481,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CONCESSION	\$3,481,000	\$0	\$0	\$0	\$3,481,000
Total Construction		\$3,481,000	\$0	\$0	\$0	\$3,481,000
TIP Total		\$3,481,000	\$0	\$0	\$0	\$3,481,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,000,000
Total Programmed		\$3,481,000	\$0	\$0	\$0	\$4,481,000

# T4818 - VRE Rolling Stock Modifications and Asset Management (EAM)

This project includes ongoing equipment upgrades to comply with Federal mandates as well as safety, technology, and other improvements consistent with VRE's equipment asset management (EAM) program.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	VRE0001
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Suburban VA
Completion Year:	2050
Total Cost:	\$11,000,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$1,760,000	\$0	\$0	\$0	\$1,760,000
Construction	LOCAL	\$440,000	\$0	\$0	\$0	\$440,000
Construction	S. 5337-SGR	\$8,800,000	\$0	\$0	\$0	\$8,800,000
Total Construction		\$11,000,000	\$0	\$0	\$0	\$11,000,000
TIP Total		\$11,000,000	\$0	\$0	\$0	\$11,000,000
Total Programmed		\$11,000,000	\$0	\$0	\$0	\$11,000,000

## T4277 - VRE Security Enhancements Systemwide

Purchase and installation of security cameras, lighting, fencing, and other security improvements systemwide. The project also includes transit security projects satisfying FTA requirements that grantees certify at least 1% of 5307 funding received each fiscal year is being used for transit security projects. Eligible transit security projects include systems safety consulting and security drills with first responders.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	VRE0003
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2050
Total Cost:	\$420,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$16,800	\$16,800	\$16,800	\$16,800	\$67,200
Construction	LOCAL	\$4,200	\$4,200	\$4,200	\$4,200	\$16,800
Construction	S. 5307	\$84,000	\$84,000	\$84,000	\$84,000	\$336,000
Total Construction		\$105,000	\$105,000	\$105,000	\$105,000	\$420,000
TIP Total		\$105,000	\$105,000	\$105,000	\$105,000	\$420,000
Total Programmed		\$105,000	\$105,000	\$105,000	\$105,000	\$420,000

## T4310 - VRE Stations and Facilities Asset Management (FAM)

This project includes maintenance, replacement, and enhancement of existing facilities including facilities asset management (FAM) projects.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	VRE0011
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Suburban VA
Completion Year:	2050
Total Cost:	\$2,593,773

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$415,004	\$0	\$0	\$0	\$415,004
Construction	LOCAL	\$103,751	\$0	\$0	\$0	\$103,751
Construction	S. 5337-SGR	\$2,075,018	\$0	\$0	\$0	\$2,075,018
Total Construction		\$2,593,773	\$0	\$0	\$0	\$2,593,773
TIP Total		\$2,593,773	\$0	\$0	\$0	\$2,593,773
Total Programmed		\$2,593,773	\$0	\$0	\$0	\$2,593,773

## T5489 - VRE Track Lease Improvements

Provides capitalized access fees in the form of long-term system maintenance and upgrade and related capital improvements on the railroad systems over which VRE operates that are owned by Amtrak, CSXT, Norfolk Southern, and Virginia Passenger Rail Authority (VPRA). Included in the TIP for information.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	VRE0012
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Suburban VA
Completion Year:	2050
Total Cost:	\$99,129,272

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$17,924,760	\$20,932,800	\$21,770,112	\$22,640,916	\$83,268,588
Other	LOCAL	\$3,414,240	\$3,987,200	\$4,146,688	\$4,312,556	\$15,860,684
Total Other		\$21,339,000	\$24,920,000	\$25,916,800	\$26,953,472	\$99,129,272
TIP Total		\$21,339,000	\$24,920,000	\$25,916,800	\$26,953,472	\$99,129,272
Total Programmed		\$21,339,000	\$24,920,000	\$25,916,800	\$26,953,472	\$99,129,272

# VIRGINIA RAILWAY EXPRESS

## Records Pending Financial Close-Out

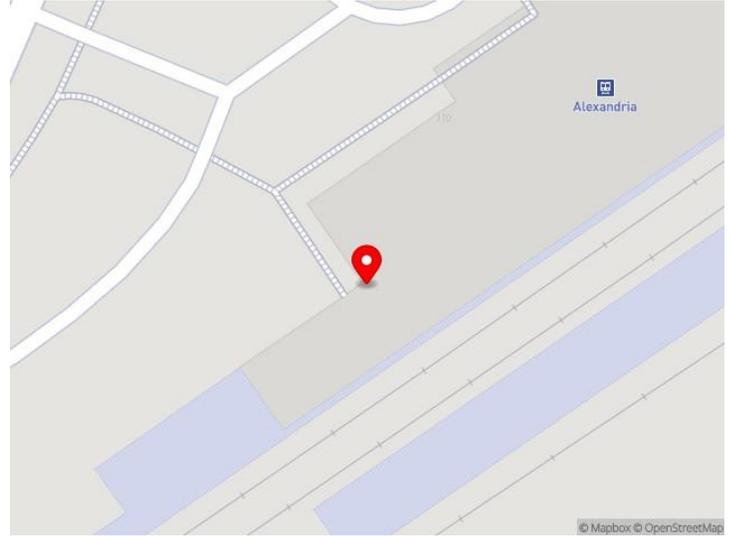
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP to facilitate that process if it becomes necessary.



## T11633 - VRE Alexandria Station Improvements

The project design and construct an ADA-compliant, grade-separated pedestrian tunnel and elevator access between the two platforms at the VRE/Amtrak station in Alexandria and modify and extend the east platform at the station to accommodate eight-car trains and enable the platform to service two trains simultaneously, from a track on each side of the platform. The west platform adjacent to the station building will also be modified to raise its height relative to the top of rail as part of the project. This project is being designed and constructed in conjunction with the VPRA-led effort to replace the King Street and Commonwealth Avenue railroad bridges immediately north of the station as part of the Alexandria Fourth Track project.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	VRE Alexandria Station
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2027
Total Cost:	\$48,541,205

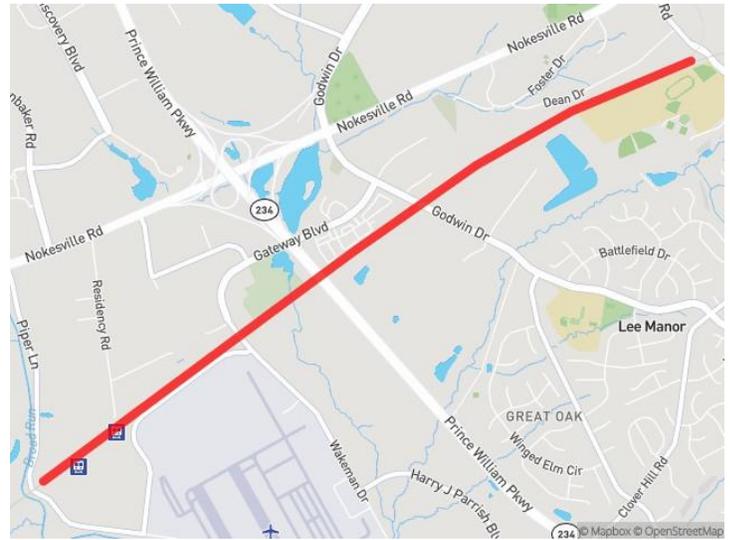


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$48,541,205
Total Programmed		\$0	\$0	\$0	\$0	\$48,541,205

# T13662 - VRE Broad Run Corridor Lead Track Property Acquisition

VRE will acquire 10.93 acres of railroad right-of-way (ROW) from the Virginia Passenger Rail Authority (VPR) from a point east of the railroad bridge over Piper Lane at Milepost (MP) 36.23 to MP 33.6 in Prince William County and City of Manassas, VA. The ROW will be used for future construction of an extended lead track from the VRE Broad Run Station and Maintenance and Storage Facility (MSF) to the main railroad corridor. This project is for property acquisition only and does not include track construction.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince William
Municipality:	City of Manassas
Completion Year:	2025
Total Cost:	\$11,500,000

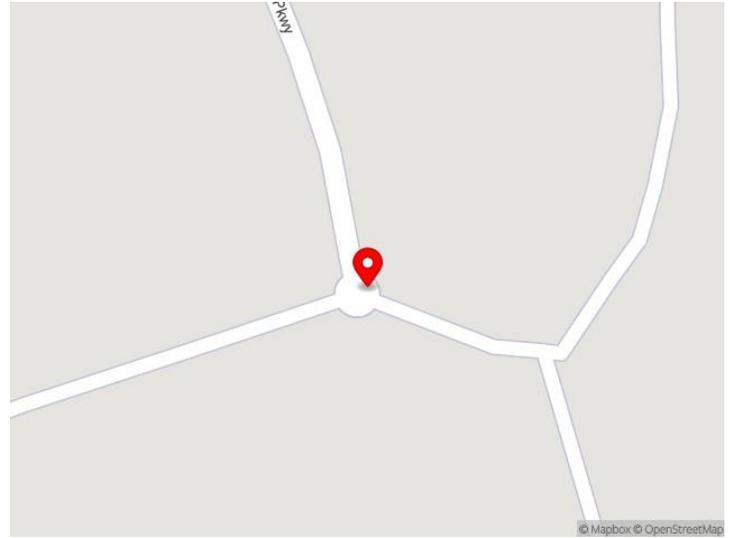


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$11,500,000
Total Programmed		\$0	\$0	\$0	\$0	\$11,500,000

# T13602 - VRE Crossroads MSF Expansion

This project will expand facilities at the VRE Crossroad Maintenance and Storage Facility (MSF) including an Administrative and Employee Welfare (AEW) building and employee parking.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	VRE Crossroads MSF
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2027
Total Cost:	\$19,191,500



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$19,191,500
Total Programmed		\$0	\$0	\$0	\$0	\$19,191,500

## T13624 - VRE Crystal City Station Improvements

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

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	VRE Crystal City Station
From:	-
To:	-
County:	Arlington
Municipality:	-
Completion Year:	2029
Total Cost:	\$68,900,900

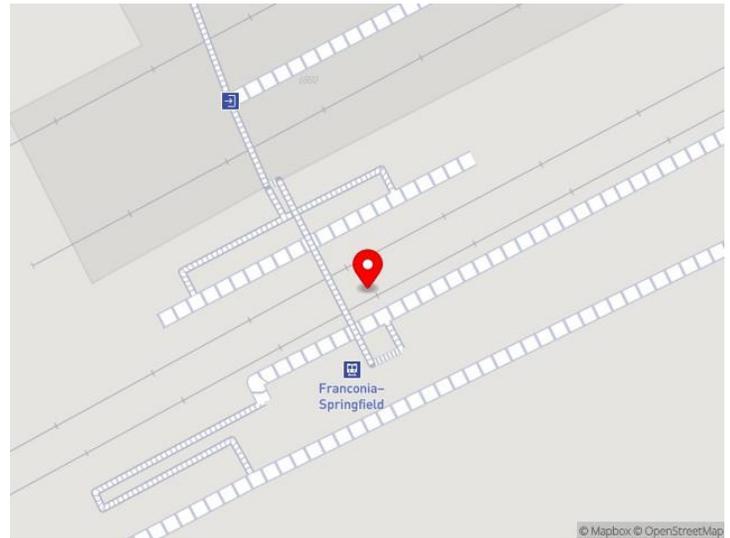


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$68,900,900
Total Programmed		\$0	\$0	\$0	\$0	\$68,900,900

# T11630 - VRE Franconia-Springfield Station Improvements

Design and construct an extension to the existing VRE Franconia-Springfield Station west platform (adjacent to the WMATA Metrorail Station), an extension to the existing east platform, and a new pedestrian ramp and tunnel entrance at the east platform. These improvements will enable the station to serve trains up to eight cars long and improve pedestrian flows to allow for improved operational efficiency. The tunnel will maintain continuous, safe pedestrian access to the VRE Station when the Franconia to Occoquan Third Track is constructed by others.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	VRE Franconia-Springfield Station
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2027
Total Cost:	\$32,516,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$32,516,000
Total Programmed		\$0	\$0	\$0	\$0	\$32,516,000

## T11631 - VRE Rolling Stock Acquisition - Expansion Coaches

This project includes the procurement of 21 passenger coaches for use in VRE Fredericksburg Line service (11) and Manassas Line service (10) to support planned VRE service increases.

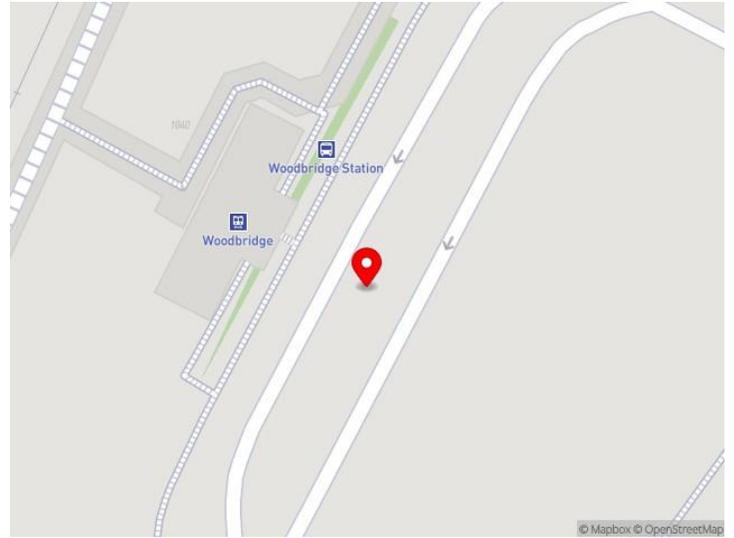
Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	111654, 113526
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2027
Total Cost:	\$84,624,563

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$84,624,563
Total Programmed		\$0	\$0	\$0	\$0	\$84,624,563

## T6368 - VRE Woodbridge Station Improvements

Design station improvements to enable the VRE Woodbridge Station to serve trains up to eight cars long, maintain a state of good repair, enhance pedestrian access, and enable the planned addition of a third or fourth main track through the station as part of future phases (Phase 3 or beyond) of the Transforming Rail in Virginia program.

Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	T18094
Facility:	VRE Woodbridge Station
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2031
Total Cost:	\$3,281,261



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		\$0	\$0	\$0	\$0	\$3,281,261
Total Programmed		\$0	\$0	\$0	\$0	\$3,281,261

APPENDIX A  
Potomac & Rappahannock  
Transportation Commission  
FY 2026-2029 TIP Tables



# T6630 - BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)

## BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)

Cycle-Revision ID:	26-00
Lead Agency:	PRTC
Project Type:	Bus/BRT - Capital/SGR
Agency Project ID:	T21459
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$13,836,217

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$2,304,119	\$2,261,264	\$2,247,590	\$4,256,000	\$11,068,973
Other	DC/STATE	\$576,030	\$565,316	\$561,898	\$1,064,000	\$2,767,244
Total Other		\$2,880,149	\$2,826,580	\$2,809,488	\$5,320,000	\$13,836,217
TIP Total		\$2,880,149	\$2,826,580	\$2,809,488	\$5,320,000	\$13,836,217
Total Programmed		\$2,880,149	\$2,826,580	\$2,809,488	\$5,320,000	\$13,836,217

# T4506 - PRTC - Bus Acquisition / Replacement Program

Ongoing replacement of commuter buses that have reached the end of their useful life.

Cycle-Revision ID:	26-00
Lead Agency:	PRTC
Project Type:	Bus/BRT - Capital/SGR
Agency Project ID:	PRTC005 (T158)
Facility:	-
From:	-
To:	-
County:	Prince William
Municipality:	-
Completion Year:	2029
Total Cost:	\$12,852,580

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$976,413	\$360,000	\$360,000	\$360,000	\$2,056,413
Other	LOCAL	\$244,103	\$90,000	\$90,000	\$90,000	\$514,103
Other	S. 5307	\$4,458,980	\$391,614	\$391,614	\$391,614	\$5,633,822
Other	S. 5337-SGR	\$0	\$976,440	\$976,440	\$976,440	\$2,929,320
Other	S. 5339	\$423,084	\$431,946	\$431,946	\$431,946	\$1,718,922
Total Other		\$6,102,580	\$2,250,000	\$2,250,000	\$2,250,000	\$12,852,580
TIP Total		\$6,102,580	\$2,250,000	\$2,250,000	\$2,250,000	\$12,852,580
Total Programmed		\$6,102,580	\$2,250,000	\$2,250,000	\$2,250,000	\$12,852,580

# T5601 - PRTC - Preventive Maintenance

Maintenance of the Omniride and Omnilink fleet.

Cycle-Revision ID:	26-00
Lead Agency:	PRTC
Project Type:	Bus/BRT - Maintenance
Agency Project ID:	PRTC0004
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$18,500,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$1,600,000	\$700,000	\$700,000	\$700,000	\$3,700,000
Other	S. 5307	\$6,400,000	\$2,800,000	\$2,800,000	\$2,800,000	\$14,800,000
Total Other		\$8,000,000	\$3,500,000	\$3,500,000	\$3,500,000	\$18,500,000
TIP Total		\$8,000,000	\$3,500,000	\$3,500,000	\$3,500,000	\$18,500,000
Total Programmed		\$8,000,000	\$3,500,000	\$3,500,000	\$3,500,000	\$18,500,000

# T5304 - PRTC Bus Shelter Program

Installation of bus shelters, pads, benches and access improvements.

Cycle-Revision ID:	26-00
Lead Agency:	PRTC
Project Type:	Bus/BRT - Passenger Facilities
Agency Project ID:	PRTC0001
Facility:	-
From:	-
To:	-
County:	Prince William
Municipality:	City of Manassas, City of Manassas Park
Completion Year:	2029
Total Cost:	\$1,177,403

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$169,922	\$140,000	\$140,000	\$240,000	\$689,922
Other	DC/STATE	\$42,481	\$350,000	\$35,000	\$60,000	\$487,481
Total Other		\$212,403	\$490,000	\$175,000	\$300,000	\$1,177,403
TIP Total		\$212,403	\$490,000	\$175,000	\$300,000	\$1,177,403
Total Programmed		\$212,403	\$490,000	\$175,000	\$300,000	\$1,177,403

# T6629 - PRTC COMMUTER ASSISTANCE PROGRAM

## PRTC COMMUTER ASSISTANCE PROGRAM

Cycle-Revision ID:	26-00
Lead Agency:	PRTC
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	T21457
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2029
Total Cost:	\$1,200,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
Other	DC/STATE	\$60,000	\$60,000	\$60,000	\$60,000	\$240,000
Total Other		\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
TIP Total		\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
Total Programmed		\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000

APPENDIX B  
Amendment and Administrative  
Modification Procedures  
Fiscal Year 2026-2029  
Transportation  
Improvement Program





**National Capital Region Transportation Plan  
and Transportation Improvement Program**

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**Amendment and  
Administrative  
Modification Procedures**



## **AMENDMENT AND ADMINISTRATIVE MODIFICATION PROCEDURES**

December 2025

### **ABOUT THE TPB**

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. 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, 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).

### **CREDITS**

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# OVERVIEW OF PROCEDURES FOR REVISIONS TO THE METROPOLITAN TRANSPORTATION PLAN AND THE TRANSPORTATION IMPROVEMENT PROGRAM

The National Capital Region Transportation Planning Board (TPB) is responsible for approving the metropolitan transportation plan (MTP) and transportation improvement program (TIP) for the metropolitan Washington region. Once the MTP and the TIP have been determined to meet the financial constraint and air quality conformity requirements and are approved by the TPB, they become the Plan and TIP of record.

Due to the complex nature of proposing, studying, engineering, and constructing transportation projects, details of the various project phases are always in flux. As projects evolve, implementing agencies frequently need to request revisions to the TIP, and sometimes even to the MTP, between their regularly scheduled updates. Revisions could include cost, scope, or schedule changes. This document explains how the TPB ensures that the MTP and TIP remain financially constrained and continue to meet the air quality conformity requirements.

On January 16, 2008, the TPB adopted procedures for processing amendments to its MTP and TIP. All amendments required action by the TPB's Steering Committee and/or the full board and often required public review. In 2012, the passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) defined a new option for processing smaller scale revisions to the TIP through administrative modifications. These are minor changes to project or project phase costs, funding sources, and project or project phase initiation dates, and they do not require public review or comment. Exactly what counts as a "minor change" has been defined in a series of Memoranda of Understanding (MOUs) between the U.S. Department of Transportation (USDOT) and the region's three DOTs: the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT). This has led to the development of the amendment and administrative modification procedures in this document that are regionally compatible but still tailored to each agency's needs. These procedures are in accordance with the USDOT planning regulations 23 CFR 450. These procedures are based on the most recently amended version by TPB Steering Committee Resolution SR 8-2020 on September 6, 2019.

According to 23 CFR 450.326: TIP Revisions and Relationship to the STIP, the regional TIP projects must be included without change in a federally approved state transportation improvement program (STIP) in order for them to receive federal funding. In the metropolitan Washington region, DDOT, MDOT, and VDOT each provide the project descriptions and funding information for the development of the regional TIP and MTP. Each DOT has adopted procedures for revising its STIP. When it becomes necessary for a DOT to revise project information in the STIP, its procedures must be consistent with the TPB procedures for revising its regional TIP.

Revisions to the MTP will, at a minimum, require action by the TPB Steering Committee and may ultimately require the establishment of an expensive and time-consuming off-cycle conformity analysis. As such, any revisions to the MTP will be considered on an individual basis and require significant advanced notice to TPB staff. In practice, most administrative modifications and amendments are made to the TPB's TIP. Accordingly, this document is primarily focused on updating projects and programs in the TIP.

# TPB’S ROLE AND KEY STAFF

The TPB serves as the Metropolitan Planning Organization (MPO) for the National Capital Region and prepares the regional MTP and the TIP. The TPB’s role is to revise these documents ensuring their consistency with regional goals and other local members’ plans. Key staff involved with handling amendments and administrative modifications are noted in Table 27.1.

**TABLE 27.1: KEY STAFF**

TPB Staff	Title	Role
<b>Kanti Srikanth</b>	Executive Director	Staff Director for the Transportation Planning Board (TPB)
<b>Andrew Austin</b>	Transportation Planner	Lead
<b>Lyn Erickson</b>	Chief Program Director	Contributor
<b>Cristina Finch</b>	Principal Transportation Planner	Contributor
<b>Sara Brown</b>	Transportation Planner	Contributor
<b>Marc Moser</b>	Transportation Planner	Contributor

Once the TPB approves the MTP and the TIP, TPB staff will establish a schedule of alternating periods for processing amendments and administrative modifications each month. At the beginning of each period, staff will issue a call for amendments or administrative modifications via email, posted on the Project InfoTrak homepage/dashboard, and any other communication platforms in use at the time. TPB staff will assist staff from member agencies if there are any questions as to which type of action a proposed change would require.

Administrative modifications are reviewed by TPB staff. If the proposed actions are consistent with the criteria listed in the Defining Amendments, Administrative Modifications and Technical Corrections section, and the guidelines provided in the Establishing Financial Constraint section of this document then staff will process and approve the administrative modification request(s) on behalf of the Director.

For amendments, staff review the proposed revisions and prepare a resolution to approve the amendments to be considered by the TPB Steering Committee or the TPB itself, depending on the size and nature of the changes proposed, according to the guidelines provided in the Procedures section of the document. At the meeting where the amendments are slated for approval, TPB staff will be present to provide any notable comments during the discussion of the items prior to their approval. Following approval by the TPB or the Steering Committee, staff will transmit an officially approved version of the resolution and amendment to the relevant agencies.

## Role of TPB Subcommittees

Each month, the TPB Steering Committee approves amendments to the TIP that are exempt from the air quality conformity requirement. The TPB Bylaws endow the Steering Committee with full authority to act on its behalf in the approval of amendments to the MTP and the TIP on non-regionally significant items. The phrase “non-regionally significant items” (and its inverse) is not the same as a project that may be considered “regionally significant” (or not) for the purposes of an air quality conformity analysis. As used in the TPB Bylaws, the term is subjective and multiple factors such as the scope and scale of the project and the additional amount of proposed funding may be considered.

## ROLE OF KEY PLANNING AGENCIES

Key planning agencies include states, local jurisdictions, and transit agencies. The agencies’ role is to provide the TPB the details of their investment strategies for inclusion in the MTP or TIP and update their project or program information in the TPB’s Project InfoTrak database when there is an administrative modification or amendment.

For administrative modifications, the agencies will submit a request via email to the Staff Director for the TPB or their designee. For amendments, the agencies must submit a signed letter to the Chair of the TPB.

## PUBLIC ENGAGEMENT

The TPB Public Participation Plan<sup>1</sup> guides TPB staff on public engagement. The Participation Plan states the TPB will conduct a Public Forum on the TIP with each new adoption of a TIP. TPB staff use this forum as an opportunity to educate community members on federal, regional, state, and local transportation funding. In accordance with the Participation Plan, the TPB holds a public comment period before approval of a newly updated TIP. If any agency requests an amendment to update its entire section of the TIP, this is akin to a new TIP update for that agency; thus, also requiring a 30-day public comment period.

For revisions that require amending the TIP without updating the conformity analysis, TPB staff will prepare a resolution with accompanying materials to describe the proposed revision(s) to be reviewed and approved by the TPB Steering Committee. The resolution(s) and accompanying materials are posted to the Steering Committee’s next upcoming meeting page one week prior to the meeting date. A subscription-based email is sent the same day that the materials have been posted.

The TPB Steering Committee generally meets on the first Friday of the month, unless pre-empted by a holiday. Steering Committee meetings are streamed live and recorded on YouTube, where the public is permitted to watch and listen. Following approval by the Steering Committee, the TPB will receive a report on the action at their next meeting, at which point any member or alternate may ask the board to review or reconsider any action taken by the Steering Committee. If no objection is raised, the action is considered final. The public has the opportunity to comment at all the TPB’s regular meetings.

Administrative modifications are handled by TPB staff and do not undergo public engagement. The administrative modification and amendment actions will be posted to the Public Project InfoTrak website after they have been approved.

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<sup>1</sup> National Capital Region Transportation Planning Board (October 20, 2020). *Public Participation Plan*. <https://www.mwcog.org/documents/2020/10/21/tpb-participation-plan-outreach-public-comment-tpb>

In cases where the MTP is being amended to include new projects that require an update to the air quality conformity analysis, protocol for a standard update of the MTP is followed.

# DEFINING AMENDMENTS, ADMINISTRATIVE MODIFICATIONS, AND TECHNICAL CORRECTIONS

## Amendments

Amendments are any major changes to projects or programs included in the TIP that exceed the parameters for administrative modifications, as defined in the following section.

## Administrative Modifications

Administrative modifications (also called “Modifications” or “Ad-Mods”) are minor changes to a project included in the TIP that do any one or more of the actions listed on the following page.

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 or \$1 million, whichever is less.
    - 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<sup>2</sup> 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

An administrative modification 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

- 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.

## ESTABLISHING FINANCIAL CONSTRAINT

One of the TPB's primary roles is to verify the financial constraint of the region's MTP and TIP. To do this, the TPB must have accurate estimates for all expenditures planned in the MTP and programmed in the TIP. With hundreds of records of projects and programs in the MTP and TIP and their planned expenditures, the Project InfoTrak database application is the primary tool that the TPB uses to meet this requirement.

As seen in the previous section, one of the most significant factors in determining whether a project or program revision can be processed by administrative modification is the change in total cost. Due to the variety of project and program types included in the MTP and TIP, there is no one-size-fits-all approach to determining the total cost of these records. For the purpose of determining total cost, the records in the Project InfoTrak have been sorted into three categories:

- Discrete Projects,
- Project Groupings
- Ongoing Programs

This section explains how those categories and other factors are used to define the total costs of projects and programs so that financial constraint can be verified when revisions are requested.

## Defining Record Types and Calculating Total Cost

The three types of TIP records are defined in Table 27.2. For the purpose of amending or modifying the TIP, how the total costs for these record types are calculated is described in the following sections.

TABLE 27.2: RECORD TYPE DEFINITIONS

Discrete Projects	Project Groupings	Ongoing Programs
<p><b>Any capital activity that has:</b></p> <ul style="list-style-type: none"> <li>• A set scope of work,</li> <li>• At a specific location with determined limits</li> <li>• A finite project cost</li> <li>• Final year of completion</li> <li>• Typically program funds for               <ul style="list-style-type: none"> <li>○ planning &amp; engineering,</li> <li>○ right-of-way acquisition,</li> <li>○ and construction phases.</li> </ul> </li> </ul>	<p><b>Multiple discrete projects (2 – 300+) that are:</b></p> <ul style="list-style-type: none"> <li>• Non-regionally significant (NRS) for air quality analysis</li> <li>• Sub-projects are similar in type, scope, or primary funding source.</li> </ul>	<p><b>Operational or capital activities that are:</b></p> <ul style="list-style-type: none"> <li>• Non-regionally significant (NRS) for air quality analysis</li> <li>• Anticipated to continue indefinitely</li> <li>• Funded annually at or near the same level, typically adjusted to account for inflation.</li> <li>• Sub-projects may be listed individually on the Component Projects tab.</li> </ul>

### Total Cost for Discrete Projects

Ideally, discrete projects would move from the MTP into the TIP as a whole, all at once. Then any discrete project would be entirely in the MTP or entirely in the TIP.

However, sometimes agencies will advance one segment of a larger discrete MTP project into the TIP to begin programming it for construction. There may also be instances where an agency will begin studying, planning, preliminary engineering (PE) or even acquiring rights-of-way (ROW) for projects that aren’t expected to begin construction until much later.

Whether in the MTP or in the TIP, the total project cost for any whole or partial discrete project record should cover the scope of work specifically described in the record’s Agency Project Title, Project Type and Description including studies, planning, preliminary engineering, right-of-way acquisition, construction, utilities, and overhead or any other capital expenditures through the expected completion of the project. Break-out records for project segments should include the total projected cost for that segment only, using prior and/or future funding if necessary. Breakout records for any pre-construction phases should capture the projected cost of that entire phase (again using prior and/or future funding if necessary). This will then be considered the “total project cost” for those breakout phases or segments.

The TPB’s Project InfoTrak database application automatically calculates the total cost for each TIP record by adding together three amounts:

- The sum of all funding in years prior to the current four years of the TIP (shown at the bottom of TIP tables as “Total Prior Costs” funding, (This should equal all prior actual obligations),
- The sum of all planned obligation funds programmed in the current four years of the TIP, and
- The sum of any reasonably anticipated funding that the implementing agency has scheduled beyond the final year of the TIP to complete a phase or full scope of work (shown at the bottom of TIP tables as “Total Future Cost”)

This calculated “Total Programmed” amount will serve as the “total cost” for that discrete TIP project record. Consistent with practices used in the MTP financial analysis, all funding should be provided in Year-of-Expenditure (YOE) dollars.

## Total Cost for Project Groupings

Project Groupings are made up of multiple discrete projects, all with varying completion dates. Because there is no clear start or end year, it is not possible to define a reasonable finite total cost as is done with Discrete Projects. These groupings are essentially timeless, and so **the “total cost” for grouped project records is defined as the four-year program total of the TIP.** All prior funding will be removed, and no future funding should be entered.

To account for all expenditures in the MTP, ongoing programs should have one TIP record to cover the first four years, and one MTP record that reflects the cost of the program beyond the final year of the current TIP through the horizon year of the MTP.

## Total Cost for Ongoing Programs

Ongoing programs are anticipated to continue indefinitely with annual expenses. This continuous nature makes calculating a finite “total cost” somewhat arbitrary. **For ongoing program records, the four-year program total will serve as the total program cost.** Funds shall be programmed in the four active years of the TIP only. All prior funding will be removed, and no future funding should be entered.

To account for all expenditures in the MTP, ongoing programs should have one TIP record to cover the first four years, and one MTP record that reflects the cost of the program beyond the final year of the current TIP through the horizon year of the MTP.

## Total Cost for the TIP and MTP

Total cost is not calculated the same way for MTP records as it is for TIP records. Since no specific funding sources have been allocated to projects in the MTP, prospective revenues need only be “reasonably expected to be available.” The total cost for MTP records is a simple addition of the expected amounts of federal, state, local, regional, private, or other funding mechanisms listed. Yet, maintaining the total cost for MTP records as they relate to project records that have been advanced into the TIP is critical for maintaining financial constraint of the plan as well as the TIP. This section discusses how MTP records are eventually advanced, in whole or in part into the TIP, and how those related records are tracked.

## Tracking TIP and MTP Records with Over-Arching Projects

A project segment or phase may be advanced into the TIP as an independent discrete project record, so long as there is no change to how the project is reflected in the most recently approved air quality conformity analysis and the action complies with all other federal requirements. Once phases or segments of a singular discrete MTP project record begin advancing into the TIP, keeping track of these multi-record projects becomes very important for maintaining financial constraint. The TPB’s Project InfoTrak system uses a type of super-record called an “Over-Arching

Project” or “OAP” record. Project IDs for these records start with “G” to keep track of all records associated with the original MTP project record.

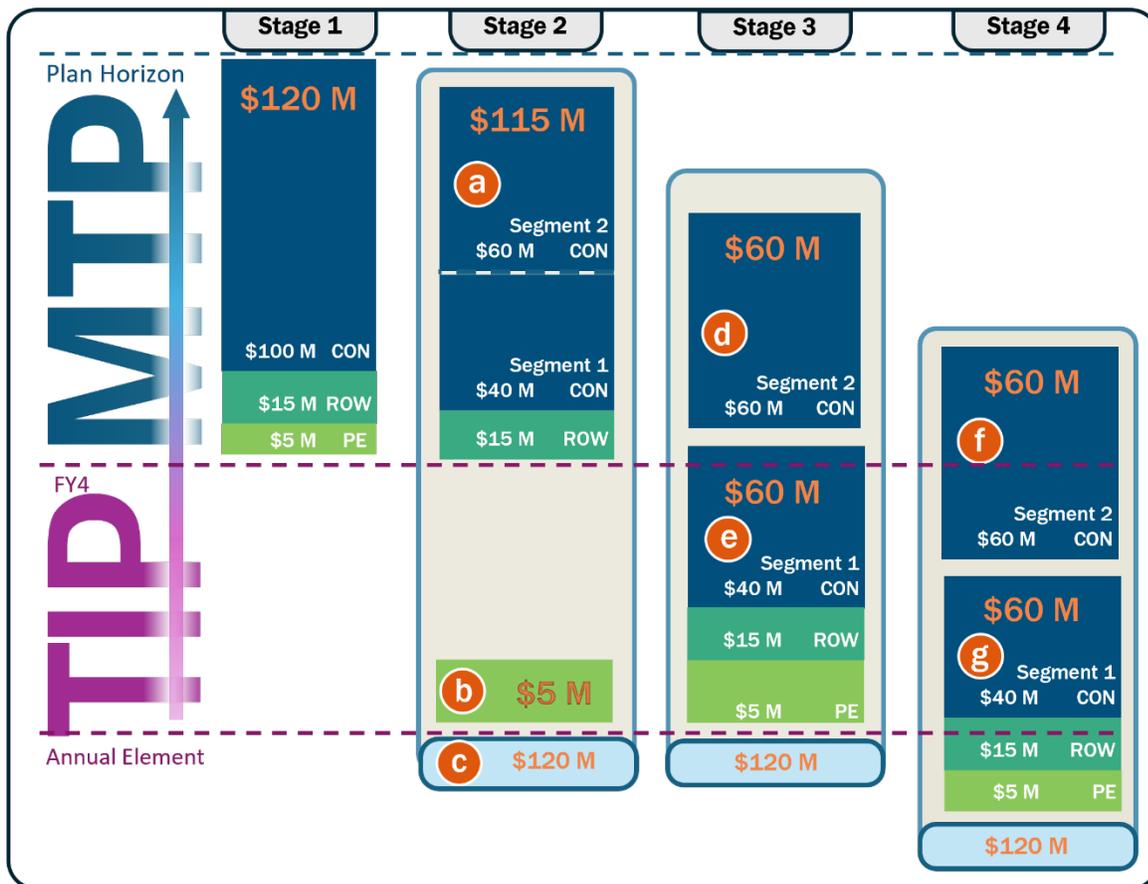
OAP records are useful for Project Grouping and Ongoing Program records as well. MTP records have been established as “companion” records for all Project Grouping and Ongoing Program records to account for the projected expenditures of those records throughout the plan year horizon.

**Case Study: How a Discrete Project Advances from the MTP into the TIP**

Figure 27.1 provides an illustration of the advancement process and record management requirements as a project first enters the MTP, and then how various segments and/or phases might be advanced for funding in the TIP as it progresses through subsequent MTP and TIP updates and amendments. Each of the four stages are explained in greater detail on the following pages.

The description of Stage 3 will explore the two most common scenarios that occur when amendments are made to the TIP and answers the question: when funding is added to a TIP record, where does it come from?

**FIGURE 27.1: PROGRESSION OF AN MTP RECORD INTO A TIP RECORD**



**STAGE 1**

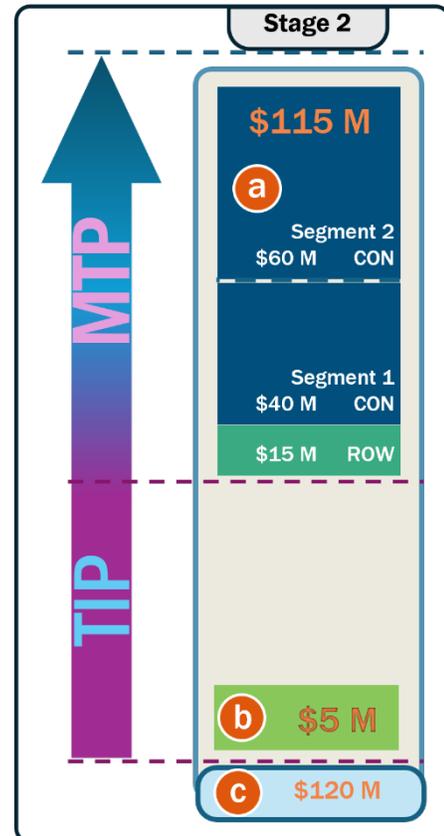
The process begins as a new project enters the MTP. The project is estimated to be complete by 2040, is regionally significant for air quality conformity analysis, and costs approximately \$120 million. A new

CE record is established with this information and with one conformity record with the entire scope complete in 2040. No funding is included in the TIP (FY 2026-2029 for this example).

## STAGE 2

Two years later, the TPB is in the process of updating the TIP to cover fiscal years 2028 through 2031. The adoption of a new TIP requires an update to the air quality conformity analysis, so the TPB issues a call for updates to the projects included in the last analysis. Based on initial studies, the agency has decided to split completion of the project into two segments: one complete in 2033 and the second in 2040. When programming funds for the updated TIP, the agency advances the Planning & Engineering (PE) phase into the TIP with \$5 million. This project must now be accounted for with two records: an MTP record (a) and a TIP record (b).

- a) The original MTP record should now contain two conformity records with Segment 1 complete in 2033 and Segment 2 complete in 2040. The project description should be updated to indicate that it now only covers the right-of-way acquisition (ROW) and construction (CON) phases, and the total project cost should be adjusted to \$115 million to reflect the removal of the PE phase.
- b) The new TIP record should be created using the Duplicate Project tool found in the context menu that opens by clicking on the three vertical ellipsis dots (⋮) to the right of the Submit for Review button (see full instructions for duplicating records in the April 2025 Addendum to the Technical Inputs Solicitation document). The agency, project title, and description should be modified to indicate that this is a PE-only phase record. The project type should be changed to “Study/ Planning/Research” and any conformity records that copied over should be removed. Funding for the entire PE phase should be included on this record, even if that requires using “Future Funding”. The expected completion year should identify when the PE phase is expected to be complete – NOT when Segment 1 is slated for completion.



- c) Lastly, the agency should contact TPB staff to request that an OAP record be created to hold both project records.

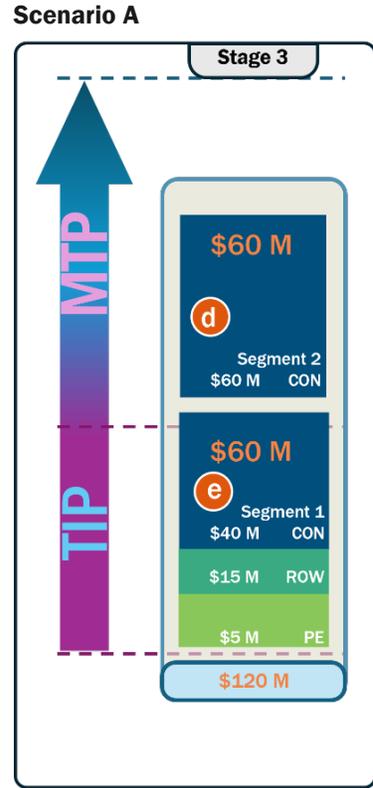
## STAGE 3

Several months later, the agency requests an amendment to the TIP to include funding for ROW and CON for Segment 1. Providing there are no changes to the conformity analysis in terms of scope or schedule, the amendment is permissible. When this happens, there is often a reckoning of previously made estimates for the costs of these phases or segments. This reckoning generally has one of two outcomes: Scenario A) the initial estimates were accurate within acceptable margins and no adjustments are necessary or Scenario B) the costs for one or more of the segments or phases were underestimated and a funding gap has been identified. In these scenarios, it can be useful to think of

the OAP collection as a closed system, in terms of funding. Sometimes funds flow entirely within the system, and other times additional funding needs to be added to the system.

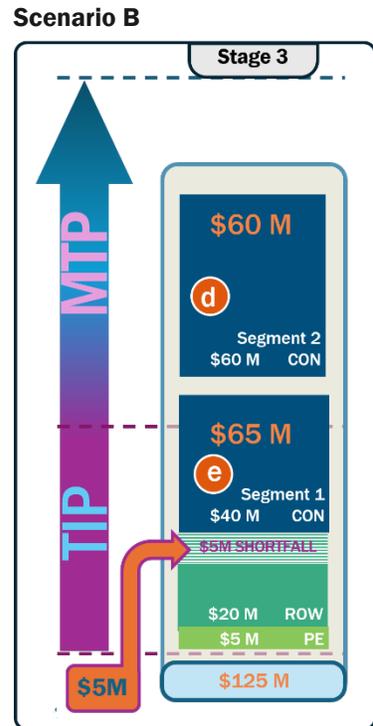
**Scenario A** – In this scenario, no revisions to the cost estimates of the ROW or CON phases of Segment 1b are required. The combined cost of Segments 1 and 2 starts out as \$120 million \$5 million moves into the TIP first, then another \$55 million, until eventually all \$120 million has been programmed in the TIP. Preparation of the amendment should follow steps d and e below.

- d) The MTP record should again be adjusted as follows: the title, description, total cost, and map should be updated to reflect only the scope and cost of Segment 2. The conformity record for Segment 1 should be manually transferred from the MTP record to the existing TIP record previously designated as “PE Only” (please ask for TPB staff assistance with this).
- e) The title and description should be edited to remove any reference to “PE Only”. The record should be revised to reflect the full construction of Segment 1. The conformity record for Segment 1 should be included with this record (TPB staff will assist with this task). The expected completion year should be changed to 2033 and the Current Implementation Status field updated accordingly. When programming funds for ROW and CON, it is likely that some funding for CON will extend beyond the four-year span of the TIP. If construction is already being funded for Segment 1 in TIP year four (2031 in this example) or earlier, then the remaining CON funds should be assigned to 2032 or later to be shown as “Future Funding.” Depending on the alignment of the TPB’s TIP and the agency’s STIP, these funds may already be allocated and planned for obligation in those years, thus the TIP and STIP are in agreement.



**Scenario B** – A \$5 million shortfall has been identified in the ROW Acquisition phase and must be resolved before Segment 1 can begin construction. In this scenario, the \$5 million must come from outside of the OAP collection. The funds may come from a “donor” project that has come in under budget, from a project that has been delayed or cancelled, or possibly from a new funding source that wasn’t included in the financial analysis of the MTP and TIP. In this scenario:

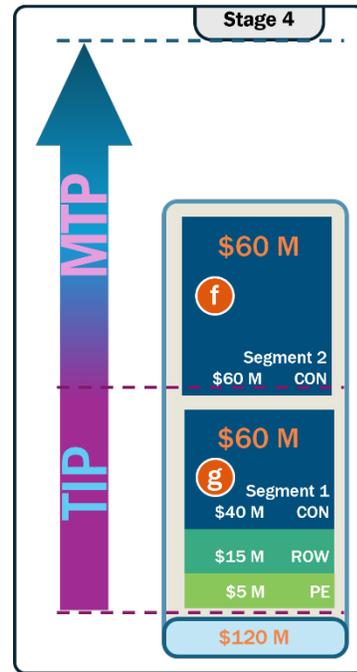
- There is no change to sub-steps d and e described above.
- When submitting the project for an amendment, the agency must declare in writing (via email or letter) what the source of the new external funds are.
  - For funding that is coming from other projects that were included in the conformity and financial analyses, this also means that the donor project records will need to be included in the amendment to show the reduction of funds.
  - Any newly identified funding source will need to provide documentation.



## STAGE 4

In another couple of years, the TPB is once again updating the MTP and TIP. The new TIP will cover fiscal years 2030 through 2033. During development of the TIP, the agency advances Segment 2 of the project into the TIP, including funding for construction. Additional PE and ROW funding would likely be included with this new TIP record, but for simplicity's sake, it is shown only as CON funding. The following actions must be taken:

- f) The new TIP record should be created using the Duplicate Record method described in the addendum to the TPB Instructional Guide for Technical Inputs Solicitation document. The conformity record should be copied from the MTP record to the new TIP record. The Change Reason for the MTP record should be set to "Project Changed", and "Converted to TIP record" should be selected from the additional change details sub-menu. The agency can then save and submit the MTP record, and it will effectively be archived. The agency should not set the Change Reason to "Completed" or "Withdrawn." Since the original MTP record is being archived and CON funding is being programmed in the new TIP, the remaining CON funding required to complete construction of Segment 2 should be included on this record, using "Future Funding" years as necessary.
- g) Since the completion year for this segment as shown in the conformity analysis is now within the four-year span of the TIP, funding for completion of construction of Segment 1 must be fully programmed.



# PROCEDURES FOR SUBMITTING AMENDMENT OR ADMINISTRATIVE MODIFICATION REQUESTS

TPB staff will publish a schedule that announces in advance when submissions for amendments and administrative modifications will be accepted and the associated due dates for data entry and submission of the requests. These dates are subject to change due to unforeseen circumstances, but staff will update the published schedule as far in advance as possible and make every effort to inform the implementing agencies of any such changes. Amendment and administrative modification submissions will not be accepted after the posted due dates, save for extenuating circumstances.

When it becomes necessary for an agency to revise the information for a project in the TIP, the agency will review the type of changes to the project and apply the above definitions to determine if it can be processed by the TPB as an administrative modification or an amendment. The DOT will then submit the project changes to the TPB and request that it take the appropriate action to approve either an administrative modification or an amendment.

## Amendments

At the beginning of each amendment cycle, TPB staff will issue a Call for Amendments. Each agency requesting an MTP or TIP amendment must complete their data entry and submit a signed letter addressed to the Chair of the TPB by the specified deadline. The letter must:

- Identify why the amendment is being requested,
- Specify if any funds are being advanced and deducted from “Future Funding” (which would not change the total project cost), and
- Identify the source of any new funding that would increase the total project cost.

TPB staff will work with agency staff to determine whether that funding was included in the financial analysis of the most recently approved MTP and TIP. The requests will be reviewed by TPB staff and those that meet the definition of an amendment will be presented to the TPB Steering Committee. The Steering Committee will consider and be asked to approve amendments that are non-regionally significant.

Under the TPB Bylaws, the Steering Committee “*shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.*” The Steering Committee will consider and place regionally significant amendments on the TPB agenda for consideration and approval after meeting the applicable USDOT planning regulations for Amendments. For agencies requesting an amendment to update its entire section of the TPB’s TIP, a 30-day public comment period is required. In such instances, agencies must provide TPB staff with notice at least 60 days in advance to ensure that the amendment can be given adequate time on the necessary agendas.

All TPB approved requests for MTP and TIP amendments will be forwarded to the requesting agency and recorded in Project InfoTrak. Upon receipt of the approved amendment, the requesting agency will transmit it to FHWA and/or FTA (depending on the funding sources involved) along with the request for federal approval of an amendment to its STIP.

Agencies may transmit their STIP amendment requests using either of two options:

- Directly from within Project InfoTrak

*Requests sent via Project InfoTrak will alert the federal agency personnel responsible for review of that jurisdiction’s STIP that there is a pending amendment request and provide*

them with a link to log into the system, review the request and approve it if deemed acceptable.

- Via email to the appropriate USDOT agency.

*Requests sent via email should include courtesy copies sent to the Director of the Department of Transportation Planning of the Metropolitan Washington Council of Governments and any relevant TPB staff member(s). The DOT is also responsible for ensuring that TPB staff are kept apprised of any federal approvals so that they may be logged in Project InfoTrak.*

After approval by FHWA and FTA, the amendment will be incorporated into the DOT's STIP.

## **Administrative Modifications**

In accordance with the posted schedule, TPB staff will announce the opening of each period for accepting administrative modification requests. The TPB has delegated approval of MTP and TIP administrative modifications to the Staff Director of the TPB. Requests for MTP and TIP administrative modifications must be submitted via email to the Staff Director or their designee. In the administrative modification request, the submitting agency must explain the following information:

- Why an administrative modification is needed
- The source of any new funds that increase the project cost, and
- Why the action qualifies as an administrative modification, citing the definitions provided above and the agency's procedures and agreements with FHWA and FTA.

TPB staff will work with agency staff to determine if the funds were included in the most recent financial analysis of the MTP and TIP and if the request meets the definition of administrative modification will be approved and posted in the Project InfoTrak system. Approved MTP and TIP administrative modifications will be forwarded to the requested implementing agency for incorporation into its STIP with no federal action required.

## **Cumulative Administrative Modification Totals**

Since administrative modifications are not reviewed and approved by FHWA or FTA, only initial TIP adoptions or subsequent amendments can provide those agencies with an official change in discrete project, project grouping, or ongoing program total cost. Therefore, when calculating the percentage increase in a total project cost across successive amendment administrative modification requests, the baseline total project cost will always refer to the total project cost most recently approved by adoption of, or amendment to the TIP. Once the threshold between an administrative modification and an amendment is reached, the next action taken must be by amendment, regardless of the size of the administrative modification request. This will prevent a situation where successive administrative modification requests would effectively bypass the intended limit to an increase of a project or program's cost.

## **DISPUTE RESOLUTION**

If a question arises on the interpretation of the definition of an amendment, the TPB, the requesting DOT, FHWA and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an amendment, the final decision will rest with the FTA for transit projects and FHWA for highway projects.

APPENDIX C

Technical Inputs Solicitation Policy  
Guide, Instructional Guide, and  
Instructional Guide Addendum

**Fiscal Year 2026-2029**

**Transportation  
Improvement Program**





# **The TPB's Long-Range Transportation Plan and Transportation Improvement Program: Technical Inputs Solicitation**

***Instructional Guide for Submission of  
Inputs by Implementing Agency Staff***

Updated May 22, 2023



# THE VISUALIZE 2050 LONG-RANGE TRANSPORTATION PLAN AND FY 2026–2029 TRANSPORTATION IMPROVEMENT PROGRAM

## TECHNICAL INPUTS SOLICITATION: INSTRUCTIONAL GUIDE

February 2023

### Recipients:

This document is intended for use by technical staff from the following TPB member agencies:

#### District of Columbia

District Department of Transportation (DDOT), Washington Metropolitan Area Transit Authority (WMATA)

#### Suburban Maryland

Maryland Department of Transportation (MDOT), State Highway Administration (MDOT SHA), Maryland Transit Administration (MTA), Maryland Transportation Authority (MDTA), Charles County Department of Public Works, Frederick County Department of Public Works, Montgomery County Department of Transportation, Prince George's County Department of Public Works and Transportation

#### Northern Virginia

Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (VDRPT), Virginia Railway Express (VRE), Potomac and Rappahannock Transportation Commission (PRTC), Arlington County Department of Environmental Services, Fairfax County Department of Transportation, Fauquier County Department of Community Development, Loudoun County Department of Transportation and Capital Infrastructure, Prince William County Department of Transportation, City of Alexandria Department of Transportation and Environmental Services

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### Land Acknowledgement

MWCOG acknowledges that the National Capital Region is held on the traditional lands of the Doeg, Manahoac, Nacotchtank, Piscataway, and Susquehannock People, and pay its respect to elders both past and present. (Source: [native-land.ca](http://native-land.ca))

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## 1: INTRODUCTION

This document is intended to serve as an instructional guide and technical resource for staff from the implementing agencies of TPB member jurisdictions during the development of the next update to the region’s long-range transportation plan (LRTP), Visualize 2050 and the FY 2026–2029 Transportation Improvement Program (TIP). It provides an overview of the process used by TPB and its member agencies to solicit technical inputs for these two federally required documents. When either of these documents are updated, the federal government requires the TPB to conduct an in-depth analysis to ensure projected emissions generated by users of the region’s future transportation system will not exceed (or “conforms to”) the air quality emissions budgets set forth in the region’s air quality plans. This is known as air quality conformity. Based on the results of the analysis, a determination is made to confirm conformity.

Additionally, whenever the LRTP is updated (at least every four years by federal law), the TPB must develop a financial plan to demonstrate that the region’s implementing agencies can afford to build out, maintain, and operate the proposed projects, programs, and policies in the plan, while continuing to maintain and operate the existing transportation system in a state of good repair.

This document provides 1) a brief overview of the plan and TIP update, 2) a comprehensive guide to the requirements of the technical inputs solicitation process, 3) a schedule for developing Visualize 2050 and the FY 2026–2029 TIP with additional information on amending and modifying the plan and TIP, and 4) detailed instructions for submitting project and program data using the TPB’s Project InfoTrak database application.

### Visualize 2050 and the FY 2026–2029 TIP

The TPB approved the 2022 Update to Visualize 2045, its current plan and the FY 2023-2026 TIP on June 15, 2022. The federal agencies approved the conformity determination for the plan and TIP on August 25, 2022. Through Resolution R19-2021, the TPB directed its staff to initiate an update to the plan with a target completion date of 2024. In response to this resolution, one of the major activities for the development of Visualize 2050 and the FY 2026-FY 2029 TIP is the use of a zero-based budgeting approach for this Technical Inputs Solicitation, and consideration of scenario study findings to inform the solicitation.

Using a zero-based budgeting approach means that the TPB will work with sponsoring agencies to re-examine/re-submit all projects, programs, and policies for the plan and TIP update. Specifically, the intent is to enable the submissions to better reflect TPB planning priorities, be more aligned with the TPB’s enhanced policy framework, be more reflective of TPB scenario findings and more responsive to other findings from related TPB analysis. Documents that the TPB sponsoring agencies should review and consider prior to resubmitting their technical inputs are described and linked in the [\[Technical Inputs Solicitation: Policy Guide\]](#).

A subset of project inputs will be exempt from re-examination in the zero-based budgeting process. This subset includes projects that:

- are under construction, or
- have been funded for any phase with any source: federal, state, local, private, etc., or
- will be funded using money that is “available and committed” (i.e., programmed in the first two years of the TPB’s approved TIP or an agency’s own approved budgetary document through FY 2024).

## Technical Inputs Due Dates

The required analysis of this plan and TIP adoption will take about a year to complete. With time for review by staff from implementing agencies, the public, the TPB, and other stakeholders, the plan and TIP are scheduled for approval by June 2025. Therefore:

- The technical inputs for the air quality conformity analysis (AQCA) of the plan and TIP must be submitted by **December 29, 2023**.
- Project and funding inputs for the FY 2026–2029 TIP and any required documentation of the Congestion Management Process (CMP) must be submitted by **January 26, 2025**.

## 2: THE TECHNICAL INPUTS SOLICITATION PROCESS REQUIREMENTS

This section details the information that is required from each implementing agency as a part of the Technical Inputs Solicitation process for the air quality conformity analysis of the LRTP and TIP. A supplemental document to this guide will be provided in early 2024 that focuses specifically on inputs to the FY 2026–2029 TIP.

The initial inputs phase can be broken down into 4 steps required of agency staff and TPB staff:

- **Step 1. Financial Plan and Fiscal Constraint Analysis:** Agencies submit updated projected revenues and estimated expenditures to expand, operate, and maintain the region’s transportation system through 2050.
- **Step 2. Review and Update Existing Projects and Air Quality Conformity Inputs:** Agencies review and update existing LRTP and TIP project records that were included in the conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.
- **Step 3. New Projects and Additional Air Quality Conformity Inputs:** Agencies add new

projects, programs, and policies to be included in inputs to the conformity analysis before they are approved. TPB staff add operational and transit service details, population, land use, and other data to be included in the conformity analysis.

- **Step 4. FY 2026–2029 TIP Development, PBPP, and CMP Documentation Review:** Following development of their draft Statewide Transportation Improvement Programs (STIPs) and/ or annual budgets for the next fiscal year, agencies provide inputs to the FY 2026–2029 TIP. No new conformity-related projects may be submitted at this time. TPB staff will review the inputs and coordinate with agencies to ensure that any required documentation of the CMP is up to date.

Note: this Instructional Guide will focus primarily on the technical inputs for the AQCA of the plan and TIP (Steps 1 – 3). A supplement to this document will be provided in early 2024 when development of the new TIP begins.

### Step 1. Financial Plan and Fiscal Constraint Analysis

In this step, TPB member agencies are required to submit updated projected revenues and estimated expenditures. Federal metropolitan planning regulations require MPOs to develop a financial plan that demonstrates how the adopted LRTP could be implemented given revenues that are “reasonably expected to be available.” “Financial constraint” or “fiscal constraint” is the analysis performed to demonstrate that the forecast revenues which are reasonably expected to be available through 2050 will cover the estimated costs of adequately maintaining, operating, and expanding the highway and transit system in the region through that same timeframe.

The financial analysis for Visualize 2050 will build on work done for the 2022 update of Visualize 2045, with five additional “out” years to the 2050 horizon.

The financial analysis work plan has two components. Member agencies will need to

provide: 1) high-level, “top-down” projections of revenue and expenditures (by type); and 2) a “bottom-up” review and update of project costs in the Project InfoTrak (InfoTrak) database to reconcile project costs with the high-level projections. This project cost review will take place in tandem with the submission of all projects into InfoTrak in Spring 2023. Other financial analysis work includes a compilation of costs for transit services.

The financial element will be finalized as part of the Visualize 2050 LRTP when submitted for approval by the TPB.

For additional instruction on submitting data for the financial plan, please see the [Visualize 2050 Financial Analysis Work Plan Memo](#) included in Appendix A of this document, or contact TPB staff member, [Eric Randall](#).

### Schedule for Financial Analysis

- **October 2022 – February 2023**; Phase 1: High-Level Revenue and Expenditure Projections
- **June 2023 – January 2024**; Phase 2: Initial Analysis Results and Project InfoTrak Database Project Cost Review
- **January – April 2024**; Phase 3: Reconciliation and Preliminary Analysis Results
- **May 2024 – January 2025**; Phase 4: Final Revisions, Report Production

## Step 2. Update Existing Projects and Air Quality Conformity Inputs

For the next stage of the Technical Inputs Solicitation process, staff from each agency are required to re-enter data for all projects that the agency wishes to submit for inclusion in the air quality conformity analysis. This includes all conformity-related projects and programs that were approved as a part of the 2022 Update to Visualize 2045 and the FY 2023–2026 TIP.

Over the course of their history, many project records have become outdated, redundant, misaligned, or cluttered with technical jargon. The intent of this exercise is not to simply copy-and-paste data from previous project records by rote, but to apply a critical review of the information provided in each record, make corrections where needed, and provide better information where available.

This step will begin when TPB staff provide each agency with a set of all LRTP and TIP project records that are included in the Air Quality Conformity Analysis Inputs table for the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP. These records will be divided into two lists, a [Green List of funded/committed projects](#), and an [Orange List of developmental stage projects](#). Following consultations between relevant jurisdictions’ TPB members, implementing agency staff, and TPB staff, each agency should have a list of projects to be submitted for inclusion in Visualize 2050 LRTP and FY 2026–2029 TIP, projects that have been completed since the approval of the inputs to the last plan and TIP update, and possibly projects that are to be withdrawn from the LRTP or TIP.

Agencies will use the TPB’s Project InfoTrak database application (also referred to as “InfoTrak” in this document) to update every project from the currently approved plan and TIP by taking one of three actions:

1. Review and re-enter all information for projects the agency wishes to resubmit for inclusion in the LRTP or TIP,
2. Re-enter the basic required information for projects that have been completed since the approval of the inputs to the conformity analysis and the mark project as well as any associated conformity records as complete, or
3. Re-enter the basic required information for projects that the agency does not wish to resubmit with their inputs and mark the project and any associated conformity records for withdrawal.

Please use the guidelines that follow when reviewing and re-entering project information. Complete instructions for these actions can be found in section 4 of this document: Using Project InfoTrak.

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**The goal at the end of this step of the Technical Inputs Solicitation process is to have thoroughly vetted and accurate LRTP, TIP, and air quality conformity data for the projects and programs that constitute the foundation of our region's long-range transportation plan, a majority of which are funded and committed.**

### Guidelines for Project Submissions

It is the responsibility of implementing agency staff to re-enter data in all fields for each project or program record. When reviewing and updating project records, TPB staff requests that agencies adhere to these guidelines:

- a) Projects that have been identified as components of a larger “Overarching Project” as a part of the record batching exercise should indicate this in the Project Information section of the form (see the instructions in Chapter 4 of this document).
- b) Check for redundancy; if a project record is duplicative in whole or in part to another LRTP or TIP record, either adjust the scope or submit one of the records for deletion.
- c) Project titles must be edited to remove the annotations and the project title, limits, descriptions, and conformity records should all be consistent with one another.
- d) To the extent possible, project titles and descriptions should be provided in plain English and avoid use of technical jargon. If special terminology is required in the title, consider placing it parenthetically at the end of the title.
- e) Project descriptions should be succinct and consistent with the title, limits, and any conformity records. Do not use the description field to provide a listing of segment implementation statuses.
- f) Completion years provided in the Conformity records section must be consistent with those provided in the Scheduling Information section.
- g) The Total Project Cost for LRTP and TIP projects should accurately reflect the scope

of work described and should not include funding for any phase or segment described in another LRTP or TIP project record.

Instructions for editing all fields, saving records for continued editing, and submitting records once finished are found in the **Using Project InfoTrak** section of this document.

## Step 3. New Project & Additional Air Quality Conformity Inputs

Once agencies have demonstrated that the existing and planned roadway and transit system can be built, operated, and maintained in a state of good repair, agencies may present new projects to be included in the LRTP. Agencies will not be able to begin adding new records in Project InfoTrak until all InProgress records have been filled in and submitted for inclusion in the air quality conformity analysis or submitted as complete or withdrawn.

For each regionally significant project submission, agencies must provide complete project details, including locations and limits, descriptions, cost and revenue estimates in year of expenditure dollars, completion dates. Agencies must also identify and describe what federal and regional policy considerations the investments address.

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### What is a ‘Regionally Significant Project’?

In order to meet federal guidelines, the TPB defines it as:

- 1) Any project on a facility that is included in the coded regional network that adds or removes at least one continuous vehicular lane from one major road to the next, or adds a new access/egress location or capacity; or
- 2) Any transit project that adds or modifies fixed-guideway transit facilities (heavy rail, light rail, streetcar, bus rapid transit)

### Additional Air Quality Conformity Inputs

A number of other inputs that are required needed to perform the Air Quality Conformity Analysis. This data is gathered by TPB staff with help from local, state, and other agencies. *These inputs are not directly required as part of this solicitation*

#### **PROJECT INPUTS FROM NEIGHBORING MPOS**

These include projects that are in jurisdictions in the TPB Modeled Area from the Baltimore Regional Transportation Board, the Fredericksburg Area Metropolitan Planning Organization, and the Calvert-St. Mary's Metropolitan Planning Organization long-range transportation plans.

#### **BASE-YEAR TRANSIT ASSUMPTIONS**

Route and schedule information for existing train and bus systems

#### **TOLL AND FARE UPDATES**

Existing toll and fare policies and usage, including toll collection methods, facility use by vehicle type, and hours of operation.

#### **NON-TRAVEL RELATED EMISSIONS MODEL INPUTS**

Air temperature and humidity, fuel formulation, and inspection and maintenance program.

#### **LAND-USE FORECASTS FOR THE MODELED AREAS**

Population and employment forecasts for the TPB Planning Area and jurisdictions outside the TPB Planning Area but within the TPB Modeled Area, including the Baltimore, Fredericksburg, and Calvert-St. Mary's metropolitan areas and Charles County (MD), Clark and Fauquier counties (VA), and Jefferson County (WV).

#### **VEHICLE REGISTRATION INFORMATION**

Make, model, and year of all registered vehicles, used in the calculation of mobile emissions in the region.

#### **OTHER SPECIALIZED TRIPS**

Estimates of external trips, through trips, and specialty-generator trips (e.g., for major sporting events).

## Step 4. Development of the FY 2026–2029 TIP, PBPP, & CMP Documentation Review

For the purposes of the conformity inputs, TPB staff presume that every project with conformity data that is programmed in the current TIP of record will carry over into the new TIP. These projects are shown in the “In Progress TIP” listings when users begin their inputs. Any records that agencies submit as complete or withdrawn during this inputs process will be removed from the draft data once the plan and TIP are approved in June 2025. Those records that remain will be included in the FY 2026–2029 TIP document. Please note that this does not and will not commit the agency to program funding.

A second set of projects that do not have any conformity impacts will need to be carried over from the FY 2023-2026 TIP to the new TIP once development begins in early 2025. A supplement to this document with complete instructions will be made available at that time.

### Congestion Management Process Documentation Review

The CMP must consider congestion and congestion management strategies directly associated with Plan projects. Requested as a part of this Technical Inputs Solicitation is documentation of any project-specific information available on congestion that necessitates or impacts the proposed project. Submitting agencies are asked to cite whether congested conditions necessitate the proposed project, and if so, whether the congestion is recurring or non-recurring.

For any project providing a significant increase to SOV capacity, it must be documented that the implementing agency considered all appropriate systems and demand management alternatives to the SOV capacity. This requirement and its associated questions are substantially unchanged from what has been requested in recent years. A special set of SOV congestion management documentation questions must be answered for

any project to be included in the Plan or TIP that significantly increases the single occupant vehicle carrying capacity of a highway.

## Performance-Based Planning and Programming

Federal transportation legislation has put forth seven National Goals for Performance-Based Planning and Programming (PBPP):

- 1) **Safety**
- 2) **Infrastructure Condition**
- 3) **Congestion Reduction**
- 4) **System Reliability**
- 5) **Freight Movement and Economic Vitality**
- 6) **Environmental Sustainability**
- 7) **Reduced Project Delivery Delays**

These goals mirror the goals in the TPB Vision and other regional policy documents.

Following federal regulations on PBPP, a set of measures and targets were developed and approved in 2018 by the TPB for Visualize 2045 for the following areas:

- **Highway Safety Performance**
- **Pavement and Bridge Condition Performance**
- **Highway System Performance**
- **Congestion Mitigation and Air Quality Program Performance**
- **Transit Asset Management Performance**
- **Transit Safety Performance**

PBPP documentation has been a part of the last three TIP documents. The Performance-Based Planning and Programming section of the TIP documents provide analysis of the number of projects and amounts of funding using specific sources that pertained to each performance area.

During the development of the Visualize 2050 and the FY 2026–2029 TIP, agencies will be asked to provide additional information about projects that are aimed at improving these performance areas that may use funds outside of the sources traditionally associated with those goals. For instance, a project designed

to increase safety may use National Highway Performance program rather than the Highway Safety Improvement program funding, but these investments should still be captured. Further instructions on providing this data will be included in the 2024 supplement to this document.

## 3: AMENDING THE LONG-RANGE PLAN AND TIP

Federal regulations require that an MPO update its LRTP and TIP at least every four years. The TPB follows the four-year cycle for its LRTP but updates its TIP every two years. Because an update to either document will require a new determination of air quality conformity, the TPB includes an amendment to the LRTP when it updates the TIP between plan updates. The primary difference between updates and amendments to the LRTP is that the TPB does not develop a new financial analysis of the plan for an amendment.

### Guidelines for Scheduled and Unscheduled Plan Amendments

The current plan and TIP of record were approved by the TPB in June 2022 which would have required the next four-year update to be complete by 2026. The TPB's decision to develop a new LRTP update, complete with a new financial analysis by 2025, effectively reset the four-year clock. Following approval in 2025, Visualize 2050 will be the plan of record until it needs to be amended in conjunction with the FY 29-31 TIP, and then ultimately updated in 2029.

In the off-years between the approval of long-range transportation plan and TIP updates, agencies may, in consultation with TPB staff, determine that an off-cycle amendment and conformity analysis is required to include one or more new, high-priority projects in the plan and TIP. There will not be a new solicitation document provided for any off-cycle amendments, and the requesting agency will be responsible for covering the cost of the additional staff time needed to produce the conformity analysis.

Funding for any new projects submitted during an interim TIP update or an off-cycle amendment must be accounted for in the financial analysis of the most recently approved LRTP or the submitting agency must submit a detailed financial plan, indicating any new funding sources that will be used to pay for construction, operations, and maintenance of the project(s).

## **Guidelines for Amendments and Modifications to the TIP**

In stark contrast to the LRTP, the TIP is usually amended and modified on a monthly basis throughout its two-year lifespan. See Appendix B for definitions, complete guidelines, and schedule for submitting amendments and administrative modifications to the TIP. Projects that are included in a request for an amendment or modification to the TIP must be either included in the most recent air quality conformity analysis or be exempt from the air quality conformity requirement.

Administrative modifications to the TIP are usually smaller in scale than amendments and may be requested during specified TIP Action periods provided in the schedule in Appendix B. Modifications can be approved by TPB staff typically within two business days.

Amendments to the TIP are usually reviewed and approved by the TPB Steering Committee at their monthly meetings. Some amendments may need to be elevated to the full TPB for approval and may even require a 30-day comment period. This typically happens when a project is of a high-profile nature, or when an agency is updating project and funding information for all projects across the span of the TIP. The latter example would also require a 30-day public comment and interagency review period.

## 4: ADOPTION OF VISUALIZE 2050 AND THE FY 2026–2029 TIP

CY 2023	January	<ul style="list-style-type: none"> <li>TPB receives draft of 2024 LRTP Update Technical Inputs Solicitation document for review</li> </ul>
	February	<ul style="list-style-type: none"> <li>The TPB releases the Technical Inputs Solicitation document to initiate the Call for Projects</li> <li>Training for member agency staffs in using TPB’s Project InfoTrak tools for input</li> </ul>
	March - December 2023	<ul style="list-style-type: none"> <li>Financial analysis continues, including updates to project cost estimates in InfoTrak</li> <li>TPB member agency technical staff continue and complete re-examination of current projects and propose new projects for inclusion in Visualize 2050</li> <li>TPB staff will continue to assist TPB members and member agency staff, including facilitated meetings, as necessary, to discuss potential inputs to Visualize 2050</li> <li><b>TPB staff continue accepting and sharing public comments on Visualize 2050 project inputs with TPB members and their transportation agencies</b></li> <li>TPB member agency technical staff will input technical information into Project InfoTrak</li> <li>TPB staff continues financial analysis (to be completed by December 29, 2023)</li> </ul>
CY 2024	January – February 2024	<ul style="list-style-type: none"> <li>Preliminary LRTP update inputs due December 29 for Air Quality Conformity (AQC) analysis</li> <li><b>Staff will review and compile the conformity table showing changes. Staff to send draft table with changes to agencies for review on February 1. Agencies to provide corrections by February 15</b></li> <li><b>Final project inputs for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff for presentation in comment period documentation (February 15)</b></li> <li>TPB staff will reconcile draft financial analysis results and produce preliminary financial plan to reflect project submissions</li> </ul>
	March 2024	<ul style="list-style-type: none"> <li>Technical Committee will review the draft financial plan; projects proposed for inclusion in the conformity, and the draft AQC scope of work</li> <li><b>The TPB will receive a briefing on the draft inputs to the plan/AQC analysis and the draft AQC scope of work and the draft financial plan</b></li> <li>Public comment period (March 1-30) on inputs to the plan/AQC analysis, and AQC scope of work</li> </ul>
	April 2024	<ul style="list-style-type: none"> <li>TPB receives summary of public comments on draft inputs to the plan and AQC analysis; agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses</li> <li>The TPB will review responses to comments and updates to inputs to the plan and scope of work for the AQC</li> </ul>
	Early 2024	<ul style="list-style-type: none"> <li>EPA anticipated to find new MVEBs in the updated 2008 ozone maintenance plan adequate for us in AQC analyses</li> </ul>
	May 2024	<ul style="list-style-type: none"> <li>TPB asked to accept comments and approve inputs and scope, authorizing staff to begin analysis</li> <li>Continue financial analysis: (May 2024-March 2025) final revisions, report production</li> </ul>
	May 2024	<ul style="list-style-type: none"> <li>TPB staff commence Air Quality Conformity technical analysis</li> </ul>
CY 2025	Winter 2024	<ul style="list-style-type: none"> <li><b>Transportation Improvement Program (TIP) inputs due for the FY 2026–2029 TIP Jan. 26, 2025</b></li> <li>TPB staff complete Air Quality Conformity technical analysis and draft report</li> <li>TPB staff complete financial plan: final revisions, report production</li> <li>TPB staff draft performance analysis for the plan and TIP</li> </ul>
	April 2025	<ul style="list-style-type: none"> <li>TPB Technical Committee, MWAQC, and MWAQC TAC reviews draft plan and TIP, and draft results of AQC analysis for the updated plan and FY 2026–2029 TIP during their meetings</li> <li><b>Public comment period on the plan, TIP, and the results of AQC analysis determination for the updated plan and FY 2025-2028 TIP from April 1 – April 30</b></li> <li>TPB receives briefing on draft results of the AQC analysis for the plan and TIP</li> </ul>
	May 2025	<ul style="list-style-type: none"> <li>TPB receives summary of the comments received on the analysis, plan and TIP; the agencies sponsoring the projects will have the opportunity to advise staff on responses to comments</li> </ul>
	June 2025	<ul style="list-style-type: none"> <li>The TPB will be asked to approve the results of the AQC analysis and adopt the updated plan and the FY 2026 – 2029 TIP</li> </ul>

## 5: GETTING TO KNOW PROJECT INFOTRAK

This section provides an overview of Project InfoTrak, its data model for records in the LRTP and TIP, and some basic terminology that will help users understand how to use the application to locate, update, and submit their project and program information.

Project InfoTrak (or “InfoTrak”) is the database application used by TPB staff to gather detailed project information from TPB’s implementing agencies. InfoTrak collects information for the LRTP, the TIP, the air quality conformity analyses of those documents, documentation of the Congestion Management Process, for verifying financial constraint of the plan and TIP, and for reporting on federal obligations of funds in the TIP.

A variety of user roles in the system empowers a wide swath of local, state, regional, and federal stakeholders with the ability to access and review the same project and program data. InfoTrak reduces redundant processes and increases transparency for all users.

Project InfoTrak is provided as a software as a solution (or SAAS) platform by the TPB’s consultant partner, EcoInteractive, Ltd. EcoInteractive provides customizations to meet TPB and member agencies’ needs, as well as continuing platform upgrades, new modules, and technical help desk support for staff from both the TPB and member agencies.

### Project InfoTrak Database Structure and Nomenclature

Both the data structure and the software features in Project InfoTrak have a bearing on how relationships between the projects in the LRTP and the TIP are described. This section provides a guide to the data relations and terminology used by InfoTrak.

### Relationship Between LRTP and TIP Records in Project InfoTrak

This section provides an overview of InfoTrak’s database structure and how the relationship between LRTP and TIP records meets federal requirements, what happens when a project transitions from the LRTP into a TIP record, and how individual LRTP and TIP project records can be related to each other and one another using InfoTrak’s features.

#### The TIP Is Part of the LRTP

The TIP is often described as the implementation of, or the first four years of the LRTP. Federal law requires that for a project to be in the TIP, it also must be included in the LRTP.

In Project InfoTrak, the LRTP and TIP records all carry with them the same data points (the only difference being the Programming Information section of the LRTP form requires fewer details regarding funding). Since the TIP form contains all the same data points as the LRTP form, the requirement that any TIP project is included in the long-range plan is met. A project should not have both an LRTP record and a TIP record that describes the same scope of work, nor any sub-component thereof. Any record describing a project or subcomponent of a project must be discrete and exclusive of any project or component described in another record.

#### Moving from the LRTP to the TIP

If the entire scope of an LRTP project becomes ready to be programmed in the TIP, the record should be converted from an LRTP record to a TIP record (see instructions in the next section). This action will create a duplicate of the LRTP record with a new TIP ID and Programming Information section for detailed TIP funding data. It will also edit the LRTP record to indicate that it was converted and submit the record for archival.

If a subcomponent of an LRTP record needs to be broken out and included in the TIP, the data entered into each record must be mutually exclusive. When a new TIP record is created for a break-out project, the LRTP record from which it is being extracted must be updated to exclude the scope of work described in the new TIP record. The project title, limits, description, and cost of the updated LRTP record should reflect the revised limits and reduced project cost, which are now accounted for in the TIP record. After this, changes to the TIP project record only need to be reflected in the original LRTP record if more of the scope of work is being amended into the TIP. For more guidance on breakout project components, see the section on Total Project Cost in [Appendix B](#).

### Introducing Overarching Projects

To support the zero-based budgeting process for moving projects into the LRTP and TIP, TPB staff are introducing a new concept of “over-arching projects.” These are groups of LRTP and TIP project records that are geographically and/or temporally proximate, and interrelated. This section provides more detail on how overarching will be used and managed in Visualize 2050 and in Project InfoTrak.

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**Note:** Use of the word “group” as found in this section should not be confused with the practice of grouping projects in the TIP. Federal regulations allow state DOTs to group smaller scale projects that are not regionally significant together in the TIP by project type (e.g., roadway resurfacing or reconstruction, safety, transit asset maintenance, etc.) so that funding is easier to access as projects become ready to implement. To differentiate from the practice of grouping TIP projects, TPB staff use the term “over-arching projects” to describe the collections of LRTP and TIP project records discussed in this section.

Staff recognize that agencies need to break some projects down into smaller segments or phases for various reasons, and those break-out segments need to be managed distinctly in Project InfoTrak. Unfortunately, this has often

made conversations about the larger projects somewhat obscure as we focus on the pieces described in separate project records. To make “bigger picture” projects easier to discuss and understand, TPB staff, agencies, and localities carried out an exercise to “batch” some project records together to form overarching projects in late 2022.

### Overarching Projects and Project InfoTrak

Data on these overarching projects will be maintained in Project InfoTrak. Each overarching project (OAP) record includes a smaller set of data that is meant to provide a high-level summary of its LRTP and/or TIP component projects. Descriptive text fields (Project Title, Description, Facility/ Corridor, From, and To) for each OAP record are manually entered, while the remaining fields (Cost, Completion Year, Jurisdiction, and ZBB-Exempt Status) are populated automatically based on data from the component projects. Overarching projects must have a record established in InfoTrak before LRTP or TIP project records can be associated with them, therefore, TPB staff recommend making sure that all OPA records are created first. Moving forward, this feature may be used to relate additional or new projects to each other under the existing overarching projects or under new ones. See instructions on [Managing Overarching Projects](#) on page 14 for further information.

### Record Relations and the Project IDs Tab

This section and the corresponding instructions in the next chapter will be updated prior to the beginning of inputs for the FY 2026–2029 TIP.

At the top of every LRTP and TIP record is a set of tabs, the third of which is titled “Project IDs.” This tab features several other types of project IDs that may be associated with that project. Currently, these include Federal Aid Project (FAP) numbers, the sponsor agency’s internal project identifiers, and LRTP IDs. Once the Project InfoTrak application platform is upgraded (expected summer 2023), the LRTP ID field that currently appears on LRTP project records will be replaced by a field titled

TIP ID(s) At present, the LRTP ID field on the Project IDs tab on any new TIP records created in the amendment process, either as breakout projects from an LRTP record, or as a conversion of an LRTP record, automatically fills in the originating LRTP record's ID. When the platform upgrade is complete, the Project IDs tab on LRTP records will automatically update the TIP ID(s) field to display the project IDs of any breakout TIP project records or TIP records that were converted in whole from that LRTP record.

## Nomenclature and Numbering

The structure and functionality of Project InfoTrak also have a bearing on how we talk about certain aspects of updating and amending the LRTP and TIP. This section defines InfoTrak's terminology and plan versioning system.

### Updates, Adoptions, and Amendments

Throughout this document and other Technical Inputs Solicitation documents, this process has been referred to as the beginning of an "update" to the TPB's long-range transportation plan. Since the 1960s, federal regulations have required that the TPB follow the "3C" planning process (continuing, comprehensive, and cooperative), and to update its plan at least every four years. In 2025, the TPB will not approve a "new" plan, but rather, it will *continue* the planning process and approve an update to the decades-old original plan.

When the TPB acts in 2025, it will "adopt" a resolution that approves this update to the plan. This is sometimes shortened to say that the TPB "adopts the update of the plan." The term "Adoption" is used within Project InfoTrak to refer specifically to the development and approval cycle of an update to the long-range plan or TIP.

InfoTrak uses the term "Amendment" to refer to any formal approval of changes made to the plan or TIP by the TPB or its Steering Committee (when empowered to do so). For the LRTP, this would include the two-year interim amendment to the plan when the TIP is updated between

plan updates and any off-cycle amendments to the LRTP conducted by special request of one or more implementing agencies.

### LRTP Cycle Numbering Conventions

To identify successive updates and amendments of the LRTP, Project InfoTrak uses a uniquely assigned "LRTP Action" code number. These are also referred to as "cycles." Visualize 2050, for instance will be the 50-00 cycle, or 50-00 Adoption. The first two digits of this code indicate the horizon year of the LRTP and the last two numbers are the "version" of the plan. In this case, the -00 indicates the initial major update cycle. Presuming no off-cycle amendment is requested in 2025, then the two-year TIP update and LRTP amendment would be designated as LRTP Action 50-01. If an off-cycle amendment is requested, that would be 50-01 and the 2026 interim amendment would be designated 50-02.

### TIP Cycle Numbering Conventions

A similar numbering convention is used for identifying cycles of the TIP. The first two numbers in the TIP Action code refer to the first year of the program and the second two refer to the version, with "26-00" indicating the adoption of the FY 2026–2029 TIP and 26-03 would be the third version of the TIP which would include the TIP as initially adopted, plus amendments and modifications approved in 26-01 and 26-02.

For amendments to the TIP, a single digit modifier, separated by a decimal, is appended to the code to indicate to which of the three sections of the TIP and corresponding Statewide Transportation Improvement Program (STIP) the action applies: 26-XX.1 actions to the District of Columbia's STIP, .26-XX.2 actions to Maryland's STIP, and 26-XX.3 to Virginia's.

Administrative modifications approved by TPB staff do not require federal approval for inclusion in a STIP, therefore all modifications will be processed using the same TIP Action code each month.

## 6: USING PROJECT INFOTRAK

This section provides detailed instructions for using Project InfoTrak to find, enter, and edit project submissions for the inputs to the Air Quality Conformity Analysis of the plan and TIP.

### Getting Started: Signing Up for an Account & Logging In

To log in or sign up for an account or to log in to the system, visit [www.mwcog.org/PIT](http://www.mwcog.org/PIT). This redirects you to a secure login page. Redirects are blocked by some IT or email systems. If this happens, please set your bookmark to: <https://projectinfotrak.mwcog.org/secure/login>. To create a new account, follow these steps:

1. Click the link under the orange **LOGIN** button, where the text reads, “**New to Project InfoTrak? CLICK HERE.**”
2. Enter your email address, answer the Captcha, and click “**Submit.**”
3. Complete the user registration form. Note that the password is case sensitive while the username is not.
4. Select your agency name.
5. If you work with editing/adding projects in the LRTP, mark YES for ‘Do you need access to LRTP’ (this will be most of you).
6. Select user type:
  - a. For agency staff entering and editing project information, select SPONSOR.
  - b. For federal review agency members, select FED FHWA or FED FTA
7. Once the system receives your Project InfoTrak User Account request, an automated email will be sent for verification. ***New users will not have access to InfoTrak until they receive the email described in the next step.***
8. Your user account must be granted access by an Administrator. ***Once approved as a user, Project InfoTrak will send a second e-mail notification and then you can begin to use the system.*** This may take anywhere from a few minutes to the next business day, depending on the time of the request.

## Managing Overarching Projects

As noted in the Nomenclature section on page 12, overarching projects (OAPs) are groups of LRTP and TIP project records that are geographically and/or temporally proximate, and interrelated. To assign records to an overarching project, users must first create an overarching project entry. This is done by going to “Other Tools” in the top menu and then clicking on “Manage Overarching Projects”. Click on the text link labeled “Create New” on the top right of the page.

From here, the user will be asked to fill out some information on the OAPs including an ID, project title, sponsor agency, description, the facility/corridor, and from/to. On the bottom of the page are fields that will be automatically filled in once project records are linked to the OAP. Those are completion year, ZBB-Exempt Status, Cost, and Jurisdictions.

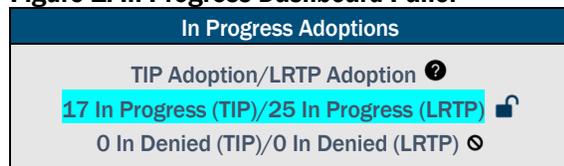
If an Overarching Project includes component projects from more than one sponsor agency, please select all agencies that apply in the Lead Agency drop-down menu.

Once created, users can continue to edit the OAP from the “Manage Overarching Projects” list. As project records are linked to the OAPs, a list of those records will be viewable through their assigned OAP page along with some of the records’ data. To link records to the OAPs, users will need to navigate to the project record and fill out the appropriate fields in the Project Information section. There are three fields related to OAPs: Overarching Project (Yes/No), Overarching Project Name, and ZBB-Exempt Status. Once an OAP is created, it should show up in the Overarching Project Name list.

## Submitting Project Data for Existing LRTP and TIP Projects

When agencies begin Step 2 of the Technical Inputs Solicitation process, users will find that the Project ID, record version number, and project title are the only field that have been carried over for all conformity-related records from the currently approved LRTP and TIP. Links to these two lists of projects can be found under the “In Progress Adoptions” panel (Fig. 1) in the upper-right corner of the dashboard on the InfoTrak home page.

**Figure 1: In Progress Dashboard Panel**



Agencies will need to review and edit every record in both the “In Progress (LRTP)” and “In Progress (TIP)” lists to complete the submission of their existing projects. TPB staff recommend beginning with project records from the provided “Green List” of funded/committed projects before moving on to records on the “Orange List”.

After clicking on one of the two In Progress links, users will see an index list of the conformity-related projects in the currently approved LRTP or TIP. Use the Project ID (LRTP IDs begin with “CE” and TIP IDs begin with a “T”) and Project Titles to find the project record you wish to edit. You can use the TIP ID and Project Title column headers to sort and make finding records easier. Click the Project ID to open the record and begin editing.

### Projects to Be Included in Visualize 2050 or the FY 2026–2029 TIP

Line-by-line field definitions and instructions follow later in this chapter. When editing each record, please consider both the content Guidelines from page 4 and the technical instructions on the next page.

## Identify Overarching Projects

Please remember to fill out the “Overarching Project” fields to link individual project records to overarching projects, where appropriate.

## Ensure Project Information and Conformity Records Are Consistent

Conformity Location records will be carried over for each project into the 50-00 and 26-00 Adoption cycles. These location records form the core of the project’s scope. Review every conformity record associated with each project record and update as necessary. Make sure that the project’s Title, limits, Description, Cost, and Projected Completion are consistent with these records. TPB staff will deny and return any project record to the submitting agency where the descriptive fields and Conformity Location records are inconsistent, or where a conformity location record shows a Projected Completion Date of 2022 or earlier and not marked as complete or withdrawn.

### HELP DESK HINT

If a Conformity record needs to be moved to or from another project record, contact TPB staff at [PIThelp@mwkog.org](mailto:PIThelp@mwkog.org).

## Update Project Costs

For “Total Project Cost” on LRTP records, provide the cost broken down by estimated revenue source (federal, state, local, private, bond, or other) in year-of-expenditure dollars. Please ensure that costs are consistent with data provided in the financial analysis work done in Step 1 of the Technical Inputs Solicitation. The Fiscal Year and project phase columns will not be used. TPB staff recommend entering 2050 for the FY value and putting funding amounts for each federal, state, local, etc. source in the “Other” column.

Programmed funds from the FY 2023–2026 TIP have been carried over for each TIP project record with related conformity records to facilitate the calculation of Total Project Costs. Hopefully most of these costs are accurate and will not need to be edited. However, if a

project cost needs to be changed to match data provided for the Financial Analysis you may add to or deduct from any programmed amount to arrive at the correct Total Project Cost. **Note: this will not impact or change any funding programmed in the FY 2023–2026 TIP, nor will it be portrayed as programming for the FY 2026–2029 TIP.** It is solely for the purposes of deriving a Total Cost for the project. Until development of the FY 2026–2029 TIP begins in early 2025, all reports for TIP projects will suppress the programming section and will only show the Total Cost.

### Update Current Implementation Status

Please set the Current Implementation Status field to reflect any updates as necessary. Consider that this status should be accurate as of the “pencils down” moment that inputs to the conformity analysis are due, which is December 29, 2023. If there is a high degree of certainty that the project will be moving on to a new phase by that time, then select the more advanced phase.

### Required Fields

Before you can successfully save and/or submit a record, InfoTrak will review the data provided to make sure certain fields have been filled in. To save time and avoid having to wait for the form to review and provide an error message, make sure the following fields all have a value:

- **Project Title**
- **Primary Project Type**
- **System**
- **Location Type** (for both Project and Conformity Information sections)
- **Map** – any project record being submitted for inclusion in the air quality conformity analysis must be mapped on the Map tab
- **Change Reason** – this field may show a value, but it needs to be updated. Select “**Schedule/ Funding/Scope**” and either select “50-00/26-00 Adoption” from the drop-down menu or type “50-00/26-00 Adoption” under “**Other Change Reason**”

### Saving and Submitting

When completed, click on the “**Submit for Review**” button on the bottom of the page. If users need to come back to the record later, there is an alternate option to “**Save**”. This will create the record in the database without submitting it for review and allows users to return to it later.

### For Projects in the Currently Approved L RTP or TIP That Are Complete

Agencies must identify any projects that have been completed since the inputs to the 2022 Update to Visualize 2045 and the FY 23-26 TIP were approved. For completed projects, agencies need not complete the information for every data field. Please enter the project title, limits, and description, then follow these steps to submit the record as complete and ready for archiving:

1. Edit the Project Title to remove annotation.
2. For each Conformity record, change the Improvement Type to “Complete” and enter the appropriate year in “Completed Year.”
3. Under Schedule Information, Select “Project Complete” for “Current Implementation Status
4. Select “Complete Project” in the Change Reason section.
5. Click “Save & Submit.”

### For Projects Being Withdrawn from the Currently Approved L RTP or TIP

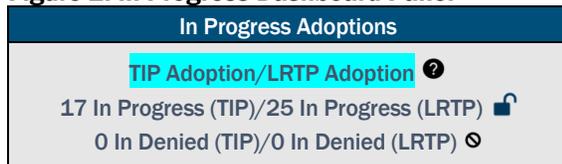
If a project record is being withdrawn from the L RTP or TIP, agencies do not need to re-enter data for every field. So that we may list the project as withdrawn, please do edit to include project title, limits, and description, then follow these steps to submit the record as withdrawn and ready for archiving:

1. Edit Project Title to remove annotation.
2. For each Conformity record not already complete, select “Withdrawn” for the “Improvement Type” field.
3. Set the “Current Implementation Status” to “Project Cancel.”
4. Select “Delete Project” as Change Reason.
5. Click “Save & Submit.” Modifying an Existing Project Record

## New Project Record Submissions

To create a new record, users will need to be at the homepage and locate the boxes at the top of the page labeled “In Progress Amendments” or “In Progress Adoptions” (Figure 2). From there, click on the LRTP or TIP Adoption links. This will bring the user to a new page where users will then select the option for “Create New Project”. The next page may ask users to select which action or version of the TIP/LRTP that the record pertains to. At this time, all new projects should be submitted as LRTP projects, so select 50-00.

**Figure 2: In Progress Dashboard Panel**



When filling out the record page, please refer to the detailed form instructions later in this section. As a reminder, please do not forget to fill out the “Overarching Project” field to link individual project records to overarching projects, where it is necessary. When completed, click on the “Submit for Review” button on the bottom of the page. If users need to come back to the record later, there is an alternate option to “Save”. This will create the record in the database without submitting it for review and allows users to return to it later.

## 7: DETAILED PROJECT DESCRIPTION FORM INSTRUCTIONS

This section provides line-by-line instructions and definitions for fields on the LRTP and TIP project description forms. The data collected for both LRTP and TIP projects is essentially the same, save for the information in the Programming/Cost Information sections, so these instructions apply the same to both documents.

### ADMINISTRATIVE AREA

<b>1</b> ADOPTION/AMENDMENT	<b>2</b> LRTP ID	TIP ID	AGENCY PROJECT ID
50-00 LRTP ADOPTION 2027	CE2617	N/A	N/A

Fields in this section cannot be edited by implementing agency staff.

- ADOPTION/AMENDMENT** This field indicates the LRTP or TIP cycle in which the project is being submitted. See sections on LRTP and TIP Cycle Numbering Conventions on page 10.
- LRTP ID/TIP ID** Unique project ID number assigned to each record upon creation

**Note:** If viewing a TIP record, the field to the right may show an LRTP ID. This indicates either the associated LRTP project from our legacy data system or that the TIP project was created by amending that LRTP project into the TIP. The Agency Project ID can be edited on the Project IDs tab and is useful for associating records in InfoTrak with your own systems.

### PROJECT INFORMATION

<b>3</b> PROJECT TITLE <i>Spell Check</i>			
<b>4</b> PROJECT DESCRIPTION <i>Spell Check</i>			
<b>5</b> PRIMARY PROJECT TYPE	<b>6</b> OVERARCHING PROJECTS	<b>7</b> OVERARCHING PROJECT NAME	
	No		
<b>8</b> LEAD AGENCY	<b>9</b> SECONDARY AGENCY	<b>10</b> COUNTY	<b>11</b> MUNICIPALITY
<b>12</b> PRIMARY CONTACT	<b>13</b> PHONE (10-DIGIT)	<b>14</b> EMAIL	<b>15</b> URL
<b>16</b> BICYCLE/PEDESTRIAN ACCOMMODATIONS	<b>17</b> COMPLETE STREETS	<b>18</b> COMPLETE STREET EXEMPT	

- PROJECT TITLE** Provide a brief, public-friendly name for the project
- PROJECT DESCRIPTION** Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible
- PRIMARY PROJECT TYPE** Classify the major purpose or nature of the project using one of the
- OVERARCHING PROJECTS** Select “Yes” to indicate that this record is a component of an Overarching Project
- OVERARCHING PROJECT NAME** If the project is a component of a larger Overarching Project, please select the name from the pull-down menu.
- LEAD AGENCY** The agency that is submitting the project information. This is automatically filled in defined by the user’s agency.
- SECONDARY AGENCY** Other agency working in conjunction with primary agency.
- COUNTY**
- MUNICIPALITY** The municipality(ies) in which the project is located. Multiple values may be selected from the dropdown menu.
- PRIMARY CONTACT** Name of project manager or point-of-contact for more information.
- PHONE** Phone number for project manager or point-of-contact for information.

14. **EMAIL** \_\_\_\_\_ Email address for project manager or point-of-contact for information
15. **URL** \_\_\_\_\_ Website address for additional project information
16. **ACCOMMODATIONS** \_\_\_\_\_ Check the appropriate box to indicate whether bicycle and/or pedestrian accommodations are:
- Included
  - Not Included
  - Not Applicable
17. **COMPLETE STREETS** \_\_\_\_\_ Use the dropdown menu to indicate if the project:
- Advances the jurisdiction’s Complete Streets policy goals
  - Not applicable to a Complete Streets policy
  - Is exempt from the jurisdiction’s Complete Streets policy.
18. **COMPLETE STREET EXEMPT** \_\_\_\_\_ If the previous response was “Exempt,” use the dropdown menu to identify the reason for its exemption.

## LOCATION INFORMATION

Use this set of fields to identify the facility and limits included in the scope of the project. The fields available will change based on the **SYSTEM** selected (several examples of this section are shown below). Use the Conformity Details fields in the next question to define the project for air quality conformity modeling.

**23**

<b>SYSTEM</b>	<b>ROUTE</b>	<b>LOCATION TYPE</b>	<b>FACILITY NAME</b>	<b>FROM</b>	<b>TO</b>	<b>DIST MILE(S)</b>
Roadways <b>b</b>		Road Segment <b>c</b>				

<b>SYSTEM</b>	<b>ROUTE</b>	<b>LOCATION TYPE</b>	<b>FACILITY NAME</b>	<b>INTERCHANGE</b>	<b>INTERCHANGE</b>
Roadways <b>a</b>		Interchange			

<b>SYSTEM</b>	<b>ROUTE</b>	<b>LOCATION TYPE</b>	<b>FACILITY NAME</b>	<b>BRIDGE #</b>	<b>FROM</b>	<b>TO</b>
Roadways		Bridge <b>i</b>				

- SYSTEM** \_\_\_\_\_ Select from the menu to indicate if the project is on:
- Roadway System (Functional Class 1-3, 5)
  - Local Street System (Functional Class 4)
  - Transit System
  - Non-Infrastructure (None of the above)
- The **SYSTEM** field will dictate the options made available in the **LOCATION TYPES** menu.
- ROUTE** \_\_\_\_\_ Identify the interstate, U.S., or state highway designation from the dropdown menu. The routes have been prepopulated based on county(ies) selected in field 10. This field only appears when “Roadways” is selected for System.
- LOCATION TYPE** \_\_\_\_\_ Select the best option to describe the project from the list available. The list is filtered based on the System type and will determine the fields that follow on the same line.
- FACILITY NAME** \_\_\_\_\_ Full name of facility; e.g. “Capital Beltway,” “East Street” or “Red Line”. To the extent possible, this field should be limited to actual street names or transit routes. If the project or program is not road, trail, or transit route-related, the **PROJECT TITLE** and **DESCRIPTION** fields will be sufficient to identify the project and this field, along with associated limit fields should not be used
- FROM** \_\_\_\_\_ The beginning project limit or location of a spot improvement
- TO** \_\_\_\_\_ Terminal project limit
- DISTANCE** \_\_\_\_\_ Distance in miles of the complete project.
- INTERCHANGE/INTERSECTION** \_\_\_\_\_ Use these fields to identify one or more facilities that cross the main facility to form an interchange or intersection

**BRIDGE#** \_\_\_\_\_ Use this field to provide the federal or state bridge asset identification number

## CONFORMITY INFORMATION

Use this section to provide detailed information on how the project should be coded in the TPB's network for use in the Travel Demand Model. Multiple segment records may be required to distinguish pieces of the project that have different completion dates, improvement types, lane configurations, etc. If you are unsure on whether a project meets the regionally significant criteria for inclusion in the model, please contact [Jane Posey](#).

24 MODEL

[REMOVE LOCATION]

a	SYSTEM Roadways	ROUTE Road Segment	LOCATION TYPE Road Segment	FACILITY NAME	FROM	TO	DIST MILE(S)
b	CONFORMITY	c	CONFORMITY C	d	AGENCY PHASE	e	IMPROVEMENT TY
f	FACILITY TYPE FROM	g	FACILITY TYPE TO				
h	LANES FROM	i	LANES TO	j	UNDER CONSTRUCT	k	ROW ACQU
l	PROJECTED COMPLETION	m	COMPLETED YEAR				

[ADD NEW LOCATION]

24. **MODEL** \_\_\_\_\_ Select "YES" to indicate that this project record will have or more Conformity Location records. To add a new Conformity segment, click the [\[ADD NEW LOCATION\]](#) link
- SYSTEM - DIST MILE(S)** \_\_\_\_\_ The fields on this row behave in the same manner as fields a - i in the Location Information section described above. The **DIST MILE(S)** field does not need to be calculated for these records.
- CON ID** \_\_\_\_\_ Automatically generated unique conformity segment identifier. This field is not editable.
- CONFORMITY NUMBER** \_\_\_\_\_ A project code assigned by TPB staff that is used for modeling inputs. This field is not editable by agency sponsors.
- AGENCY PHASE ID** \_\_\_\_\_ Agencies can use this field to track projects with their own ID systems.
- IMPROVEMENT TYPE** \_\_\_\_\_ Pull-down field to identify type of improvement being made to the facility. The following values are available to select from:
- FACILITY TYPE FROM** \_\_\_\_\_ Functional class of facility before improvement
- FACILITY TYPE TO** \_\_\_\_\_ Functional class of facility after improvement
- LANES FROM** \_\_\_\_\_ Number of lanes on facility before improvement
- LANES TO** \_\_\_\_\_ Number of lanes on facility after improvement
- ROW ACQUIRED** \_\_\_\_\_ Right-of-way has been acquired for the facility
- UNDER CONSTRUCTION** \_\_\_\_\_ Construction has begun on the facility
- PROJECTED COMPLETION** \_\_\_\_\_ Estimated year that the project will be complete
- COMPLETED YEAR** \_\_\_\_\_ Year that the project was completed or implemented

## CONGESTION MANAGEMENT PROCESS INFORMATION

This section asks for information about congestion in the project area and determines if a Congestion Management Process (CMP) Documentation form needs to be submitted with the project. The CMP is primarily intended to ensure that alternatives to adding capacity for SOVs have been adequately considered during the study and planning stages before moving forward with construction. Some of the factors that may exempt projects from requiring documentation of the CMP are subject to change (e.g., costs may rise above \$10 million; HOV facilities might be converted to HOT, thus allowing SOVs, federal funding might eventually be used, etc.) TPB staff will review data in this section during the development of the TIP to ensure that the exemption criteria indicated in 25b still hold true for records where 25a is true.

### SPECIAL NOTE:

This section can be deferred until development of the FY 2026–2029 TIP begins. CMP documentation is due by July 26, 2024.

Transit agency users may select “NO” for 24e and move on to the next section.

24 a  Traffic congestion conditions necessitate the proposed project or program and are

b  If the congestion is on another facility, please identify it:

25 a  This project is capacity-increasing and on a limited access highway or other principal arterial

b  The following exemption criteria are true about the project? (Choose one, or indicate that none of the exemption criteria apply)

CMP

c

- 24 a. **CONGESTION CONDITIONS** \_\_\_\_\_ Check the box if the statement is true and select the appropriate response at the end of the statement.
- b. **OTHER FACILITY** \_\_\_\_\_ If true, check the box and provide the name of the other facility.
- 25 a. **CAPACITY INCREASING** \_\_\_\_\_ Check the box if this statement is true. Please note that this is not the same question as whether the project is required to be in the air quality conformity analysis. This statement only applies to those projects on facility types of 1, 2, or 5.
- b. **CMP EXEMPTION** \_\_\_\_\_ Check the box next to each true statement about this project. If none of the first six statements are true, check the last box indicating that a CMP documentation form is required. If this box is checked, a new line of text will appear below the next field providing a link to download a blank form. Once completed, the CMP documentation form should be uploaded on the **Documents** tab at the top of the form.
- c. **CMP REQUIRED** \_\_\_\_\_ If 25a is checked and none of the exemption criteria in 25b apply, select “YES,” otherwise select “NO.”

## ENVIRONMENTAL REVIEW INFORMATION

This section asks for the status of NEPA documentation and environmental mitigation activities.

26 ENVIRONMENTAL REVIEW DOCUMENT

27 ENVIRONMENTAL REVIEW STATUS

28  This project has been identified for the following potential environmental mitigation activities.

26. **ENVIRONMENTAL REVIEW DOCUMENT** \_\_\_\_\_ Select the type of NEPA documentation required, if any.
27. **ENVIRONMENTAL REVIEW STATUS** \_\_\_\_\_ Select the current status of any required NEPA documentation
28. **ENVIRONMENTAL MITIGATION** \_\_\_\_\_ Check appropriate boxes to identify any mitigation activities.

## PROGRAMMING INFORMATION

This section asks for project funding information. This is the only section of the form that is different for LRTP records and TIP records. For this Technical Inputs Solicitation document, these instructions apply primarily to LRTP records. Instructions on using the TIP Programming Information section are provided solely for the purposes of updating the Total Project Cost. Complete details on programming funds in the FY 2026–2029 TIP will be provided in the supplement to this Instructional Guide in early 2024.

A new addition to this section is the Source Document and Source Document Page/Record Link fields. These will be required fields to be filled out where users will enter which document notes the funding source(s) of each of the records.

### LRTP Funding and Total Project Cost

The funding information requested in this section has been simplified from the previous Visualize 2045 instructions. TPB staff are only requesting that the total cost of a project be broken down by source category (federal, state, local, etc.). No data on fiscal years (or bands of fiscal years) or project phasing is required.

[Section image and instructions will be provided here once EcoInteractive has implemented updates.]

### TIP Funding and Total Project Cost

This section uses the standard TIP fund programming block of data, which need not be shown here for these instructions. Funding data will be included for every project record carried forward from the FY 2023–2026 TIP. If the Total Project Cost shown at the bottom of the programming block does not match what was included in the Financial Analysis in Step 1 of the Technical Inputs Solicitation, then please adjust by adding or subtracting the necessary amount in any funding line item.

Please note:

- Changes made here are solely for the purposes of deriving a Total Project Cost that is consistent with data provided in the financial analysis.
- Changes made will not affect programming in the currently approved FY 2023–2026 TIP, nor will any change to the approved TIP of record be required.
- Funding information provided WILL NOT be used or portrayed as inputs to the FY 2026–2029 TIP.
- Fund programming data shown here is TEMPORARY. When development of the FY 2026–2029 TIP begins, this data will be replaced by funding programmed in the FY 2023–2026 TIP as amended and modified at that time, and protocols will be in place to ensure that updates to funding made by amendments or modifications to the FY 2023–2026 TIP through the end of July 2024 are carried over to the draft FY 2026–2029 TIP.

### A Final Note on Total Project Costs for LRTP and TIP Projects

TPB staff recognize that some project costs will change over time. While a full update to the LRTP and TIP takes almost two years, the financial analysis can only account for the information available at the time that inputs for the conformity analysis are due. Update project costs can and should be provided prior to publication of the Visualize 2050 LRTP and FY 2026–2029 TIP documents. Any updates will be reflected in an addendum to the financial analysis.

## SCHEDULE INFORMATION

This section asks for information on the current status and timing of the expected and actual completion of the project.

<b>29</b> ESTIMATED PROJECT COMPLETION DATE	<b>30</b> ACTUAL PROJECT COMPLETION DATE	<b>31</b> CURRENT IMPLEMENTATION STATUS
<input type="text"/>	<input type="text"/>	<input type="text"/>

- 29. ESTIMATED PROJECT COMPLETION** \_\_\_\_\_ Estimated year that the project will be open to traffic or implemented.
- 30. ACTUAL PROJECT COMPLETION** \_\_\_\_\_ Use this field to indicate the year that the full scope of the project has been opened to traffic or implemented.
- 31. CURRENT IMPLEMENTATION STATUS** \_\_\_\_\_ Indicate the current status of the project using one of the project milestones or activities in the dropdown menu.

## REGIONAL POLICY & FEDERAL PLANNING FACTOR SUPPORT

The questions in this section address the goals identified in the Regional Transportation Priorities Plan (RTPP). Question 39 should be used to provide additional context of how this project supports the TPB Aspirational Initiatives the RTPP goals or other regional needs identified in the Technical Inputs Solicitation Policy Guide.

- 32a. NON-AUTO TRAVEL** \_\_\_\_\_ Does the project promote non-auto travel or can it be expected to reduce VMT?
- 32b. TRANSPORTATION OPTIONS** \_\_\_\_\_ Identify all travel mode options that this project provides, enhances, supports, or promotes.
- 33. ACCESSIBILITY IMPROVEMENT** \_\_\_\_\_ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)
- 34a. EQUITY EMPHASIS AREAS** \_\_\_\_\_ Is this project physically in an Equity Emphasis Area (EEA)?
- 34b. ADDITIONAL EQUITY RESPONSE** \_\_\_\_\_ Please provide additional written information that describes how this project further supports or advances equity as described by the TPB [July 2020 resolution](#).
- 35. ACTIVITY CENTERS** \_\_\_\_\_ Indicate if the project begins or ends within an activity center, connects two or more centers, and/ or promotes non-auto travel within one or more centers
- a. BEGINS OR ENDS IN** \_\_\_\_\_ Does this project begin or ends in an Activity Center?
- b. ACTIVITY CENTER WITHOUT** \_\_\_\_\_ Does this project connect two or more Activity Centers?
- c. NON-AUTO TRAVEL WITHIN** \_\_\_\_\_ Does this project promote non-auto travel within one or more Activity Centers?
- d. EEA-ACTIVITY CENTER CONNECT** \_\_\_\_\_ Does this project connect an Equity Emphasis Area to an Activity Center?
- 36. MAINTENANCE** \_\_\_\_\_ Does this project contribute to enhanced system maintenance or preservation?
- 37. OPERATIONS AND TRAVEL DEMAND** \_\_\_\_\_ Does this project reduce travel time on highways and/or transit without building new capacity, (e.g., ITS, bus priority treatments, etc.)?
- 38. SAFETY** \_\_\_\_\_ Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?
- 39. REDUCE EMISSIONS POLLUTANTS** \_\_\_\_\_ Is the project expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS)?
- 40a. REDUCE GREENHOUSE GASES** \_\_\_\_\_ Is this project expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030?

- 40b. ADDITIONAL RESPONSE \_\_\_\_\_ If the answer to question #40 regarding contributing to greenhouse gas emission reductions was yes, then how is this project anticipated to reduce emissions? If 'No', please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.
- 41 PROMOTES FREIGHT \_\_\_\_\_ This project enhances, supports, or promotes the following freight carrier modes (select all that apply):
- 42 PASSENGER CARRIER MODES \_\_\_\_\_ This project enhances supports, or promotes the following passenger carrier modes (select all that apply):
- 43 ASPIRATIONAL INITIATIVES \_\_\_\_\_ Please check each initiative that is implemented by this project. The aspirational initiatives are: (see next page)
- 44a. ADDITIONAL POLICY FRAMEWORK \_\_\_\_\_ Please provide additional written information that describes how this project further supports or advances the TPB Aspirational Initiatives.
- 44 b. Please provide additional written information that describes how this project further supports or advances other regional goals or needs.
- 45 FEDERAL PLANNING FACTORS \_\_\_\_\_ This project supports the following planning factors (select all that apply):

## APPENDIX A

### Additional Financial Analysis Information



## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Revised Work Plan for the Visualize 2050 LRTP Financial Analysis  
**DATE:** May 22, 2023

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This memorandum provides the work plan and revised schedule for conducting the financial analysis of the Visualize 2050 update to the TPB's Long-Range metropolitan Transportation Plan (LRTP), following the TPB's revised schedule for the LRTP adopted on April 19, 2023.

The Visualize 2050 financial plan will cover years 2026 through 2050 (twenty-five years). It will build on work done for the 2022 update of Visualize 2045, with five additional "out" years.

The financial analysis work plan has two components. First, high-level "top-down" projections of revenue and expenditures (by type) are needed from the funding agencies. Second, a "bottom-up" review of project costs in the Project Info Track (PIT) database will need to be conducted to reconcile project costs with the high-level projections. This project cost review will take place in tandem with the Technical Inputs Solicitation and submission of all projects to the Project Info Track (PIT) database which will take place through December 29, 2023. Other financial analysis work includes a forecast of costs and revenues for transit services.

### Respondents

- State DOTs: DDOT, MDOT, VDOT
- Major Transit Agencies: WMATA, PRTC, VRE, MTA, DRPT
- Jurisdictions: Counties and Cities
- Other: NVTA, NVTC, MDTA

### Schedule

#### Phase 1a (October 2022 – February 2023) – High-Level Revenue and Expenditure Projections

- DOTs provided long-term (through 2050) financial projections.
  - Discuss and coordinate on long-term inflation factors
    - Congressional Budget Office (CBO) 2022 Forecast is for **2.3%** Consumer Price Index -Urban Consumers (CPI-U) inflation rate for 2031 through 2052.<sup>1</sup>
  - Projections of revenues: Federal (programmatic and discretionary grant projections), state fuel tax revenues, tolls/fares, sales taxes, and other source projections.
  - Projections of expenditures, by mode and by category:
    - a) Operations and Maintenance
    - b) Capital – State of Good Repair
    - c) Capital – Expansion, and

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<sup>1</sup> Supplement to CBO's July 2022 report *The 2022 Long-Term Budget Outlook* [www.cbo.gov/publication/57971](http://www.cbo.gov/publication/57971)

DOTs Deliverable(s): Submitted by March 1, 2023.

- Revenues and expenditures projected for 2026-2050 for all participants, by category:

**Phase 1b (January – May 2023) – Local Jurisdictions and Agencies High-Level Projections**

- Repeat high-level revenue and expenditure forecast process with local jurisdictions and other agencies for 2026-2050.
- Jurisdiction expenditures – local roadway and locally operated transit systems.
  - MD: Charles, Frederick, Montgomery, Prince George’s Counties
  - VA: City of Alexandria; Arlington, Fairfax, Loudoun, Prince William Counties
  - DRPT, MDTA, NVTC, PRTC, VRE

Local Jurisdictions/Agency Deliverable(s): Due May 1, 2023.

- Revenues and expenditures projected for 2026-2050 for all participants, by category.

**Phase 2a (June – September 2023) – Initial Analysis Results**

- TPB staff work with all agencies to review high-level revenues and expenditures.
- Presentation of initial analysis results to Technical Committee as part of the Visualize 2050 progress updates and to inform Technical Inputs Solicitation project inputs (**September 2023**)

**Phase 2b (September 2023 – January 2024) – PIT Database Project Cost Review**

- Review of Project Info Track project costs (TIP and LRTP) submitted in response to the Technical Inputs Solicitation to validate planned expenditures.
  - Validate cost of all projects in PIT
  - Categorization of expenditures, by mode and by category
    - a. Operating and maintenance
    - b. Capital – State of Good Repair
    - c. Capital – Expansion

All Funding Agencies Deliverable(s): Complete by December 29, 2023.

- Newly inputted project costs in PIT.

**Phase 3 (January – April 2024) – Reconciliation and Preliminary Analysis Results**

- TPB staff work with all agencies to complete reconciling revenues and expenditures.
- Presentation of preliminary financial analysis results to TPB as part of Visualize 2050 AQC Analysis Project Inputs review and approval

TPB Deliverable(s): Preliminary Financial Analysis by March 2024.

- Preliminary Regional Revenues projected for 2026-2050 for all participants, by mode and category:
  - Federal, State, Local, Fares, Tolls, Private/ Other
- Preliminary Regional Expenditures projected for 2026-2050 for all participants, by mode and category:
  - a) Operating and maintenance
  - b) Capital – State of Good Repair
  - c) Capital – Expansion

Deliverable(s):

- Draft Preliminary Tables to Participants by February 23, 2024.
- TPB / Tech Presentations in March (March 1, March 20).

**Phase 4 (May 2024 – January 2025) – Final Revisions, Report Production**

- Incorporate revisions by member agencies.
- Prepare a draft and final Financial Plan report for the Visualize 2050 LRTP.

**Deliverable(s):**

- Draft Report by October 2024.
- Final Report by January 2025.

## APPENDIX B

### Amendment and Administrative Modification Procedures

# **PROCEDURES FOR REVISIONS TO THE LONG-RANGE TRANSPORTATION PLAN AND THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE NATIONAL CAPITAL REGION**

**RESOLUTION ADOPTED SEPTEMBER 2019**

## **Introduction**

On January 16, 2008, the TPB adopted procedures for processing revisions to its Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). A revision is a change to the LRTP or TIP that occurs between scheduled periodic updates. A minor revision is an Administrative Modification and a major revision is an Amendment. These procedures are in accordance with the US DOT planning regulations 23 CFR 450. These procedures were most recently amended by TPB Steering Committee Resolution SR 8-2020 on September 6, 2019.

According to 23 CFR 450.326: TIP Revisions and Relationship to the STIP, the regional TIP projects must be included without change in a federally approved state transportation improvement program (STIP) in order for them to receive federal funding. In the TPB's metropolitan Washington region, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) each provide the project descriptions and funding information for the development of the regional TIP and LRTP. Each DOT has adopted procedures for revising its STIP. When it becomes necessary for a DOT to revise the project information in the TIP, its procedures must be consistent with the TPB procedures for revising its regional TIP.

The TPB procedures are based upon the procedures adopted by DDOT, MDOT and VDOT. The procedures define what Administrative Modifications and Amendments are.

## **Definitions**

Administrative Modifications are minor changes to a project included in the LRTP, TIP or STIP that do any one or combination of the following actions:

1. Revise a project description without changing the project scope or conflicting with the environmental document;
2. Change the source of funds;
3. Change a project lead agency;
4. Split or combine individually listed projects; as long as schedule and scope are unchanged and as long as the funding amounts stay within the guidelines in number seven below.;
5. Change required information for grouped project (lump sum) listings; or,
6. Add or delete projects from grouped project (lump sum) listings as long as the funding amounts stay within the guidelines in number seven below.
7. Revise the funding amount listed for a project's phases subject to the applicable definition of the funding limitations adopted by DDOT, MDOT, and VDOT for their respective STIPs.

- a. For projects to be included in the DDOT STIP, the additional funding is limited to 20% of the *total project cost*\*
- b. For projects to be included in the MDOT STIP, changes to the funding amount 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, an Administrative Modification shall be used for an increase or decrease in cost of up to 50% of the total project cost or \$1 million, whichever is less.
  - If the total project cost is greater than \$3 million but less than \$10 million, an Administrative 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, an Administrative Modification shall be used for an increase or decrease of cost up to 20% of the total project cost.
- c. For projects to be included in the VDOT 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, an Administrative 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, an Administrative 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, an Administrative 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, an Administrative 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, an Administrative 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, an Administrative 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, an Administrative 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, an Administrative Modification shall be used for an increase of up to 10% of the total project cost

An Administrative Modification 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.

Amendments are major changes to a project included in the LRTP, TIP or STIP that are not Administrative Modifications.

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\* See "Defining Total Project Cost" on the next page for further clarification of this term and how it relates to the definitions permitting Administrative Modifications.

## Defining Total Project Cost

One of the TPB's primary roles is to verify the financial constraint of the region's LRTP and TIP. In order to accomplish this, the TPB must have accurate estimates for all expenditures planned in the LRTP and programmed in the TIP. The Project InfoTrak database application is one tool that the TPB uses to meet this requirement. Project InfoTrak includes hundreds of records of projects and programs in the LRTP and TIP and their planned expenditures. Each of these records can be categorized as either a *discrete project* or an *ongoing program*. These two terms are defined below along with an explanation of how the "total project cost" for each type is calculated. These two definitions for the total project cost are what TPB staff will use when determining the threshold between which actions can be performed as Administrative Modifications and which will require

### Total Project Cost for Discrete Projects

Discrete projects are those LRTP or TIP records that have finite total costs and actual projected completion dates. The total project cost is not the same as the total amount of funding programmed in the four years of the TIP and can include funding spent or programmed outside the four years of the TIP.

The total project cost for discrete project records should cover the full scope of work described in the project's description including studies, planning, preliminary engineering, right-of-way acquisition, construction, utilities, and overhead or any other capital expenditures through the expected completion of the project. The TPB's Project InfoTrak database application automatically calculates a total cost for each project by adding together all funds programmed in previous TIPs (shown in TIP tables in the "Prior" column), all funds programmed in the active four years of the TIP, and any funding that the implementing agency has scheduled beyond the final year of the TIP (shown in TIP tables as "Future" funding, sometimes called "balance to build" or "cost to complete"). ***For discrete projects, this calculated "total programmed amount" will serve as the total project cost.*** While the Project InfoTrak system labels all funding entered for a project as "programmed," any future funding amount is provided only for the purpose of calculating the total project cost and does not necessarily represent an agency's programmed funding beyond the TIP, nor shall it be considered a commitment to program those funds. Consistent with practices used in the LRTP financial analysis, all future funding should be provided in Year-of-Expenditure (YOE) dollars.

### Breakouts from Discrete Projects

Sometimes agencies will advance one segment of a larger discrete LRTP project into the TIP to begin programming it for construction. There may also be instances where an agency will begin studying, planning, preliminary engineering or even acquiring rights-of-way for projects that aren't expected to begin construction until much later. This section discusses how breakouts from discrete projects should be handled and what constitutes the "total project cost" for those breakout records.

As stated in the "Definitions" section of this document, a project segment or phase may be broken out in the TIP as an independent discrete project record, so long as there is no change to how the project is reflected in the most recently approved air quality conformity analysis and the action is in compliance with any and all other federal requirements. Discrete projects or any sub-segment or independent phase thereof should be submitted in the Project InfoTrak system as either an LRTP record or a TIP record so as to prevent double counting of projected expenditures. Any breakout record should be titled, categorized (using the Primary Project Type field) and described so that it is

clear the record covers only that specific phase or segment. Break-out records for project segments should include the total projected cost for that segment only, using prior and/or future funding if necessary. Breakout records for any pre-construction phases should capture the projected cost of that entire phase (again using prior and/or future funding if necessary). This will then be considered the “total project cost” for those breakout phases or segments. Whenever a project phase or segment is broken out from a larger LRTP (or another TIP) project, the original project data (title, description, map, and funding, etc.) should also be updated to reflect the removal of that phase or segment. For example, the total project cost of a record that is identified as “Study Only” should only cover the cost of doing the actual study. The full projected cost of constructing the project should remain with the original project record minus the cost of the study, presuming it had previously included that amount.

## **Total Project Cost for Ongoing Programs**

Ongoing programs differ from discrete project records in that they are typically anticipated to continue indefinitely and do not have an estimated completion date. These programs are often funded at or near the same level from year to year. They may be operational programs such as a Commuter Assistance Program or traffic operations. They may focus on roadway, sidewalk, or transit asset maintenance. Ongoing programs also include project groupings which are utilized by every agency. Project groupings may themselves be a collection of smaller-scale discrete projects, however the continuous annual funding and lack of a conclusive date mean they behave more like an ongoing operational program than a discrete project. This continuous nature makes calculating a finite “total project cost” somewhat arbitrary. ***For ongoing program records, the 4-year program total will serve as the total project cost.*** Funds shall be programmed in the active four years of the TIP only. All prior funding will be removed and no future funding should be entered. To account for all expenditures in the LRTP, ongoing programs should have one TIP record to cover the first 4 years, and one LRTP record that reflects the cost of the program beyond the final year of the current TIP through the horizon year of the LRTP.

## **Procedures**

When it becomes necessary for a DOT to revise the information for a project in the LRTP or TIP, the agency will review the type of changes to the project and apply the above definitions to determine if it can be processed by the TPB as an Administrative Modification or an Amendment. The DOT will then submit the project changes to the TPB and request that it take the appropriate action to approve either a project Administrative Modification or a project Amendment.

TPB staff will publish a schedule that announces in advance when submissions for amendments and administrative modifications will be accepted and the associated due dates for data entry and submission of the requests. These dates are subject to change due to unforeseen circumstances, but staff will update the published schedule as far in advance as possible and make every effort to inform the implementing agencies of any such changes. Amendment and administrative modification submissions will not be accepted after the posted due dates, save for extenuating circumstances.

## **Amendments**

At the beginning of each Amendment cycle, TPB staff will issue a call for Amendments. Each agency requesting an LRTP or TIP Amendment must complete their data entry and submit a signed letter addressed to the Chair of the TPB by the specified deadline. The letter must state why the

Amendments are being requested, specify if any funds are simply being advanced and deducted from “future” funding (which would not change the total project cost), identify the source of any new funding that would increase the total project cost, and whether or not that funding was included in the financial analysis of the most recently approved LRTP and TIP.

The requests will be reviewed by TPB staff and those meeting the definition of an Amendment will be presented to the TPB Steering Committee. The Steering Committee will consider and be asked to approve project Amendments that are non-regionally significant†. Under the TPB Bylaws, the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The Steering Committee will consider and place all other project Amendments on the TPB agenda for consideration and approval after meeting the applicable US DOT planning regulations for LRTP and TIP Amendments. For agencies requesting an amendment to update its entire section of the TPB’s TIP, a 30-day public comment period is required. In such instances, agencies must provide TPB staff with notice at least 60 days in advance in order to ensure that the amendment can be given adequate time on the necessary agendas.

All TPB approved requests for LRTP and TIP project Amendments will be forwarded to the requesting DOT and recorded in Project InfoTrak. Upon receipt of the approved amendment, the requesting DOT will transmit it to FHWA and/or FTA (depending on the funding sources involved) along with the request for federal approval of an amendment to its STIP. Agencies may transmit their STIP amendment requests either directly from within Project InfoTrak or via email to the appropriate US DOT agency. Requests sent via Project InfoTrak will alert the federal agency personnel responsible for review of that jurisdiction’s STIP that there is a pending amendment request and provide them with a link to log into the system, review the request and approve it if deemed acceptable. Requests sent via email should include courtesy copies sent to the Director of the Department of Transportation Planning of the Metropolitan Washington Council of Governments and any relevant TPB staff member(s). The DOT is also responsible for ensuring that TPB staff are kept apprised of any federal approvals so that they may be logged in Project InfoTrak. After approval by FHWA and FTA, the Amendment will be incorporated into the DOT’s STIP.

## **Administrative Modifications**

In accordance with the posted schedule, TPB staff will announce the opening of each period for accepting Administrative Modification requests. The TPB has delegated approval of LRTP and TIP project Administrative Modifications to the Director, DTP. Requests for LRTP and TIP project Administrative Modifications will be submitted via email to the Director or their designee. In the Administrative Modification request, the submitting agency must state why each Administrative Modification is needed, the source of any new funds that increase the project cost and whether those funds were included in the most recent financial analysis of the LRTP and TIP, and why the agency believes that the action qualifies as an Administrative Modification, citing the definitions provided above and the agency’s procedures and agreements with FHWA and FTA. The request(s) will be reviewed and those meeting the definition of Administrative Modification will be approved and posted in the Project InfoTrak system. Approved LRTP and TIP project Administrative Modifications will be forwarded to the requesting implementing agency for incorporation into its STIP with no federal action required.

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† The definition of “regionally significant” and “non-regionally significant” used here is not the same as that used in the air quality conformity process (which involves the creation of new movement options within the model used to predict travel patterns from which motor vehicle emissions are calculated). Here, the term is more subjective and factors such as the scale and scope of the project and the additional amount of proposed funding may be considered.

## **Cumulative Administrative Modification Totals**

Since Administrative Modifications are not reviewed and approved by FHWA or FTA, only initial TIP adoptions or subsequent Amendments can provide those agencies with an official change in project or program cost. Therefore, when calculating the percentage increase in a total project cost across successive Amendment Modification requests, the baseline total project cost will always refer back to the total project cost most recently approved by adoption of, or Amendment to the TIP. Once the threshold between an Administrative Modification and an Amendment is reached the next action taken must be by Amendment, regardless of the size of the Administrative Modification requested. This will prevent a scenario where successive Administrative Modification requests would effectively bypass the intended limit to an increase of a project or program's cost.

## **Dispute Resolution**

If a question arises on the interpretation of the definition of an Amendment, the TPB, the requesting DOT, FHWA and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an Amendment, the final decision will rest with the FTA for transit projects and FHWA for highway projects.

# TECHNICAL INPUTS SOLICITATION:

## Instructional Guide Addendum

For the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP), and the Air Quality Conformity Analysis conducted for the plan and TIP

April 2025



National Capital Region  
**Transportation Planning Board**

## **TECHNICAL INPUTS SOLICITATION: INSTRUCTIONAL GUIDE ADDENDUM**

April 2025

### **ABOUT THE TPB**

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. 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, 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).

### **CREDITS**

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Photo Credit: Pavement art DC (Amanda Lau), I-270 looking N from Falls Rd (Flickr), Repaving N Washington St (Rachel Beyerle), Cherry Blossom themed Metrobus (Pierre Gaunaud)

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# INTRODUCTION

The initial Technical Inputs Solicitation (TIS): Policy Guide for Visualize 2050 and the FY 2026-2029 Transportation Improvement Program (TIP) was approved by the TPB in February 2023. Staff from the TPB member implementing agencies responsible for providing project inputs via the TPB's Project InfoTrak (PIT) system were provided a separate Instructional Guide that same month. This Instructional Guide Addendum is a continuation of that initial document, intended for the same audience of Project InfoTrak system users for the purposes of providing inputs to the FY 2026–2029 TIP. It contains no new policy directions or changes from the initial Policy Guide document.

## TIS Instructional Guide: Steps 1-4

The initial TIS Instructional Guide broke down the process by which agencies should submit their project and program information into four simple steps:

1. Financial plan and fiscal constraint analysis
2. Review and update existing projects and air quality conformity inputs
3. New projects and other additional air quality analysis inputs.
4. FY 2026–2029 TIP Development, Performance-Based Planning & Programming (PBPP), and Congestion Management Process (CMP) Documentation Review

Because the first three steps are critical to the air quality conformity analysis, all three had to be largely complete before the analysis could begin. In contrast, because the TIP deals with near-term funding, beginning with either the current or upcoming fiscal year, the fourth step occurs closer to the approval of the Visualize Plan and TIP. When the initial TIS Instructional Guide was written, TPB staff were aware that the consultant that provides the Project Tracker platform on which Project InfoTrak is built would be upgraded. Between the platform upgrade and the need for the latest planned obligation data for TIP programming, staff made the decision to release this supplementary documentation at a later time to provide more information on the TIP development process.

## Training Sessions and Q&A Sessions

This Instructional Guide Addendum is being released in conjunction with two training sessions provided by TPB staff that will cover most of the topics herein. These sessions are recorded and available for later viewing. TPB staff will also be available for two 1-hour unformatted Question & Answer Sessions.

### Trainings

Thursday, March 13 – 10:00 AM  
Friday, March 14 – 2:00 PM

### Question & Answer Sessions

Friday, March 21 – 1:00 PM  
Friday, March 28 – 11:00 AM  
Others TBA, as needed

# FEDERAL REQUIREMENTS FOR THE TIP

While not a comprehensive list, these requirements are proscribed in federal legislation and pertain to some of the data that will be requested during this next phase and analysis done with the financial inputs.

## CMP DOCUMENTATION

When the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** was signed into law in 2005, the Federal Highway Administration (FHWA) began requiring MPOs to develop and document a regional Congestion Management Processes, or CMP. The CMP requires that alternatives to major highway capacity increases be considered and, where reasonable, integrated into capacity-increasing projects. Except if projects fall under at least one of the exemption criteria listed in Table A below, projects in the following categories require a Congestion Management Process Documentation Form:

- New limited access or other principal arterial roadways on new rights-of-way (PIT Project Type: Road – New Construction)
- Additional through lanes on existing limited access or other principal arterial roadways (PIT Project Type: Road – Add Capacity/Widening)
- Construction of grade-separated interchanges on limited access highways where previously there had not been an interchange (PIT Project Type: Road - Interchange Improvements)

**Figure 1: CMP Documentation Exemption Options**

**If a project meets any of the criteria listed below (a–e), it does not need a CMP documentation form:**

- a. Construction cost for the project is less than \$10 million.
- b. The number of lane-miles added to the highway system by the project is less than one lane-mile
- c. The project consists of Study or PE phases only and is not funded for construction in the TIP.
- d. The project is an intersection reconstruction or other traffic engineering improvements, including replacement of an at-grade intersection with an interchange
- e. The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding).
- f. None of the exemption criteria above apply – a CMP Documentation Form is required.

If you have the luxury of having more than one criteria be true, it’s always best to opt for the one that is least likely to change. Projects adding less than a lane mile or undergoing intersection reconstruction are less likely to change scope than those funded with \$9.8 million in state funding that may increase in cost or eventually require federal funding. Currently, the most frequently selected exemption criterion is option **c: the project consists of studies or PE only, and is not funded for construction in the TIP.** This option is almost always bound to expire as projects advance. TPB staff will review all records to verify that projects with this exemption do not have construction funds programmed.

## PERFORMANCE-BASED PLANNING & PROGRAMMING

First mandated by the **Moving Ahead for Progress in the 21st Century Act (MAP-21)** in 2012 and then expanded upon in 2015 by the **Fixing America's Surface Transportation (FAST) Act** state transportation agencies and MPOs agencies have submitted their financial programming, TPB staff will use that data in combination with other data external to the PIT to meet these requirements. There are no special inputs or features in Project InfoTrak that relate specifically to PBPP, but this analysis will be done using the financial inputs provided by each agency.

## REGIONALLY SIGNIFICANT PROJECTS

Regionally significant (for air quality purposes or RSAQ) projects must be included in the TIP, regardless of their funding source. RSAQ projects may not be entered as Component Projects of Project Grouping records; they must be Discrete Project records (these types of records are described in the next section).

Not all RSAQ projects need to be in the TIP. Projects slated for completion in 2035 or later, probably won't have specific funding allocated to them. However, if a project or phase of a project is slated for completion between 2030 and 2035 we might expect to see at least some PE or ROW activity funded in the FY 2026–2029 TIP. *Any project slated for completion by 2029 is federally required to show full funding for completion of construction in the TIP.*

TPB staff will conduct a review with each agency of all records that show a completion year prior to 2030. Staff will assist agencies as needed with converting any CE records into TIP records. Any RSAQ records will be required to demonstrate full funding for completion of construction or implementation and the estimated year of completion cannot be altered. Non-regionally significant records (NRSAQ) should either demonstrate full funding for completion or should revise the expected completion years for those projects.

## FINANCIAL CONSTRAINT

The TPB is required by federal law to demonstrate that the FY 2026–2029 TIP is financially constrained. Meeting this requirement means that the TIP needs to include a financial plan that shows how the projects will be funded using funding sources are reasonably expected to be available. To achieve this, TPB staff need two relatively complex pieces of data: total costs for projects and programs in the TIP and the expected revenue streams from federal-aid programs, state, local, and other funding sources.

### Total Project Cost

To verify that sufficient funding is reasonably expected to be available to afford the projects and programs in the TIP, each record must include a "Total Cost". The Total Cost also plays a critical role in the amendments and administrative modification procedures once the TIP is active. The Total Project Cost is not a single manually entered field in the Project InfoTrak system, rather it is a calculated total cost of programmed funds. These calculations are performed in one of two ways, as discussed in the TIP Data Records definitions in the next section.

### Four-Year Financial Projections

TPB staff will be asking each agency for their four-year projections of estimated revenues from federal-aid programs administered by FHWA and FTA, and other sources such as state, local, and private investments. This will be done in an exercise following the May 9, 2025 deadline for financial inputs.

# THE TIP AND PROJECT INFOTRAK ARCHITECTURE

This section describes how TIP, MTP, and Overarching Project (OAP) records relate to each other within the Project InfoTrak system. MTP record IDs start with “CE” (for “Constrained Element,” a reference to projects included in the financially constrained element of the long-range transportation plan, formerly called the CLRP). TIP record IDs usually start with a “T.” OAP records are multi-record projects containing two or more MTP and/or TIP record IDs that make sense to describe in a single way due to their scope, location, and primary project type. The following section further categorizes TIP records into Discrete, Ongoing, and Grouped projects and programs. and explains their identification and classification.

## TIP, MTP, and Overarching Project Records

TIP records cover projects and programs that are present and active in the first four years of the TPB’s Metropolitan Transportation Plan. MTP records pick up from there and capture capital and operating investments through the 25-year horizon of the Visualize 2050 plan. The data-collection forms for MTP records and TIP records are nearly identical, with the only real difference being found in the Programming Information section, where the TIP asks for much greater detail on funding levels, phases, sources, etc. Essentially, TIP records are MTP records with a little more information about funding.

For the first time, Visualize 2050 and the FY 2026–2029 TIP will utilize a new type of record in the Project InfoTrak system: Overarching Projects (OAP). OAPs are multi-record projects that offer a new way of discussing the “bigger picture” of projects or programs that are conceptually related to each other by contiguity, proximity, chronology, and/or category. Any two or more MTP and/or TIP records can be assigned under an OAP.

OAPs can be thought of as super-projects or super-programs; each record contains some qualitative data, such as project title/program name, a description, and for project-oriented records, a route ID, facility name and limits that capture the breadth of the associated sub-projects. However, unlike their MTP and TIP counterparts, OAP records will aggregate some of the data like cost, completion year, jurisdictions and lead agencies (where applicable), to keep the information associated with these records as up-to-date and accurate as possible. The following are some examples of ways that Overarching Projects may be used:

- Multiple segments along a corridor: may include multiple MTP and/or TIP records and roadway segments may be contiguous or disjointed.
- Interdependent project records where Project B would not be built, but for the implementation of Project A (e.g. a new highway interchange ramp is being constructed because a new infill transit station will require access improvements).
- A TIP record with only PE funding for a discrete project, and its related MTP record covering all remaining phases through construction.
- A TIP record for an ongoing program with funding in each fiscal year of the TIP, and a companion record for the MTP to account for the projected expenditures of that program through the horizon year of the plan.

# Types of TIP Records: Projects, Programs, and Groupings

Records in the TIP generally fall into one of three categories:

- Discrete Projects and Programs
- Ongoing Programs
- Project/Program Groupings

General definitions for these types of records are provided in the sections that follow. How the total cost for these record types is calculated is covered in the next section.

## DISCRETE PROJECTS AND PROGRAMS

Discrete projects are those TIP records that have finite total costs and projected completion dates. Discrete projects will typically program funds for Planning & Engineering, ROW Acquisition, and Construction phases. Funding for these phases will often span fiscal years prior to and beyond the active four-year span of the current TIP of record. Discrete Programs may not follow the same project phase structure, but they are short-term programs that begin and end with a finite total cost. Examples may include replacement of standard diesel buses with electric buses or signal prioritization for transit vehicles. Discrete projects and programs account for the majority of records in the TIP. As such, this is the default record type in Project InfoTrak; there are no field designations that explicitly denote a record as a discrete project or program.

## ONGOING PROGRAMS

Ongoing programs differ from discrete project records in that they are typically anticipated to continue indefinitely and do not have an estimated completion date. These programs are often funded at or near the same level from year to year, typically adjusted to account for inflation. They may be purely operational in nature such as a Commuter Assistance Program or traffic and transit operations. Or they may be more capital in nature, reflecting annual roadway resurfacing, spot improvements, streetlight or signage maintenance, or transit asset maintenance.

## PROJECT GROUPINGS

TIP grouping records program funds for a collection of smaller-scale, non-regionally significant, discrete projects. They can also be used to fund smaller-scale operational programs that don't continue indefinitely. The projects or programs grouped together like this are identified as "Component Projects" in Project InfoTrak, and these sub-projects or sub-programs should be listed individually on the Component Projects tab.

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### NEW FIELD ALERT

There is a new field in the Project Information section labeled "Record Type". Please use the definitions provided on this page to determine which response should be selected for this field. This value determines how the total cost for the record is calculated and whether prior or future funding

# Calculating Total Cost for Projects, Programs, and Groupings

## TOTAL PROJECT COST FOR DISCRETE PROJECTS

- There are two primary reasons that we focus on the definitions of a “total project cost” in the Project InfoTrak system: for the financial analysis of the MTP and TIP, and for Project InfoTrak calculates the total cost of TIP records by summing all amounts included in the Program Information section of each record. This includes:
  - The sum of all funding programmed prior to the first year, or Annual Element of the TIP,
  - The sum of all planned obligation funds programmed in the current four years of the TIP, and
  - The sum of any allocations, planned obligations, or otherwise reasonably anticipated funding that the implementing agency has scheduled beyond the out- year of the TIP.

### About Prior and Future Funding

While funds are shown by fiscal year in the financial programming tables of the PIT, when presented in any formal outward-facing report, any funding prior to the Annual Element is summed up by source and phase and labeled as “Prior Funding.” Likewise, any funding beyond the out- year of the TIP is summed up by source and phase and labeled as “Future Funding”, which should only be used to show remaining funding for a phase that goes beyond the four-year TIP window. A companion, MTP record should be used for project phases not yet programmed in part in the TIP.

### Transitioning from MTP to TIP records for Discrete Projects

This section discusses the mechanics of advancing a segment or a phase of an MTP discrete project into the TIP and what constitutes the “total project cost” and “year of completion” when parts of the full MTP record advance on different timelines.

When an agency wants to advance the first segment of a larger discrete MTP project for construction or to begin planning and engineering for a project expected to be complete in ten years they will need to break out that segment or phase from the MTP record and create a new discrete project record in the TIP. This can be done as long as there is no change to how the project is reflected in the most recently approved air quality conformity analysis of the MTP and TIP. Any breakout TIP record from the MTP project should be clearly titled, properly categorized (using the Project Type field), and described as covering only that specific phase or segment. The funds programmed for a TIP record of this kind should be dedicated solely to that phase or segment, so that the calculated total cost reflects only the breakout phase or segment. If the breakout record is a pre-construction phase, funding for that entire phase should be shown in that record, including the use of prior and/or future funding years where necessary. In addition to the creating of the new TIP record, the MTP record should be adjusted to remove any descriptive and/or monetary references to the phase or segment that has been extracted.

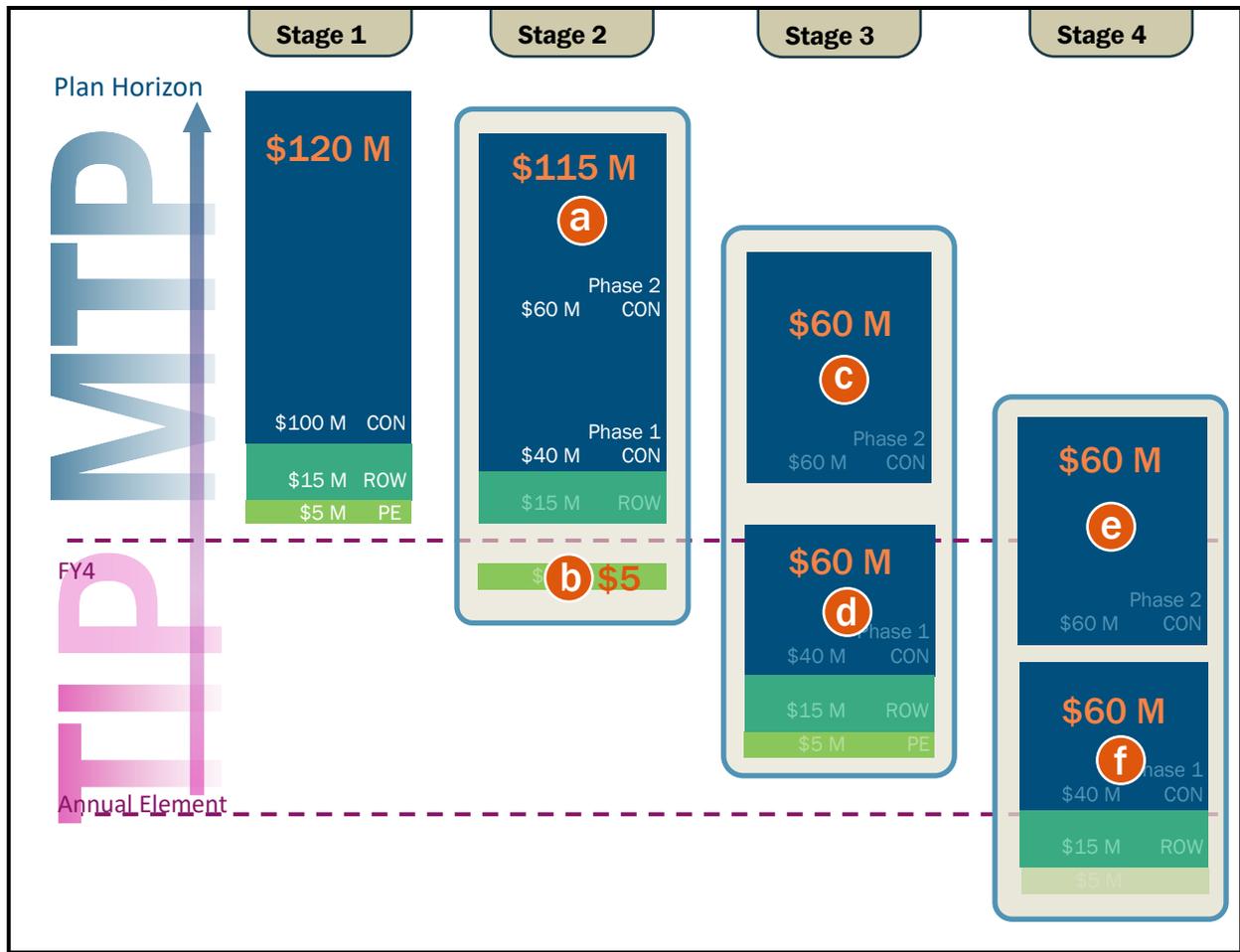
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### WHAT ABOUT CONFORMITY?

**New TIP records can only be created by adoption or amendment. Funding can be programmed in a draft TIP only if it is consistent with the inputs to the draft conformity analysis for that MTP and TIP adoption cycle. Any project being amended into an existing TIP must be in the approved conformity analysis of record and may not make any changes to those details. The examples in this section presume that conformity is not at issue.**

Now that this project requires two records it will also require the establishment of an Overarching Project. This process and organizational schematic is described in more detail in Figure 2 below. For now, TPB staff will be responsible for setting up OAP records.

**Figure 2: Progression of MTP, TIP, and OAP Records**



The following is a hypothetical example of how a project may progress from the MTP to the TIP, based on the illustration in Figure 2.

**STAGE 1**

The process begins with one project record in the Metropolitan Transportation Plan (a CE record). The project is estimated to be complete by 2040 and cost approximately \$120 million. This project is contained entirely within this one record so there is no need for an Overarching Project to be created yet.

**STAGE 2**

Two years later the TPB is in the process of updating the TIP to cover fiscal years 2028 through 2033 and has issued a call for updates to the projects included in the conformity analysis. Based on initial studies the agency has decided to split completion of the project into two segments; one complete in 2035 and the second in 2040. When programming funds for the updated TIP, the agency advances the Planning & Engineering (PE) phase into the TIP with \$5 million. This project must now be accounted for with two records: an MTP record (a) and a TIP record (b).

- a) The original MTP record should now contain two conformity records. The project description should be updated to indicate that it now only covers the right-of-way acquisition (ROW) and construction (CON) phases, and the total project cost should be adjusted to reflect the removal of the PE phase.
- b) The new TIP record should be created using the Duplicate Project tool found in the context menu that opens when you click on the three vertical ellipsis dots (⋮) to the right of the Submit for Review button (see full instructions on page 10). The title of and description should be modified to indicate that this is a PE-only phase record. The project type should be changed to “Study/ Planning/Research” and any conformity records that copied over should be removed. Funding for the entire PE phase should be included on this record, even if that requires using “future funding”. The expected completion year should identify when the PE phase is expected to be complete. Lastly, the agency should contact TPB staff to request that an OAP record be created to hold both project records.

### Stage 3

Several months later, the agency requests an amendment to the TIP to include funding for ROW and CON for Phase 1. Providing there are no changes to the conformity analysis in terms of scope or schedule, the amendment is permissible. In preparing the amendment, the following should take place:

- c) The MTP record should again be adjusted as follows: the title, description, total cost, and map should be updated to reflect the removal of all of Phase 1. The conformity record for Phase 1 should be manually copied from the MTP record to the existing TIP record previously designated as “PE Only”.
- d) The title and description should be edited to remove any reference to “PE Only” and to reflect the full construction of Phase 1 of the project. The conformity record for Phase 1 should be included with this record (TPB staff may need to edit the CON ID field to maintain the same ID from the MTP record). The expected completion year should be changed to 2035 and the Current Implementation Status field updated accordingly. When programming funds for ROW and CON, it is likely that some funding for CON will extend beyond the out-year of the TIP of record (2033). Since construction is already being funded for Phase 1 prior to 2033, the remaining CON funds should be placed in FY 2024 and 2025 to be shown as “Future Funding.” Depending on the alignment of the TPB’s TIP and the agency’s STIP, these funds may already be allocated and planned for obligation in those years, thus the TIP and STIP are in agreement.

### STAGE 4

In another couple of years, the TPB is once again updating the MTP and TIP. The new TIP will cover fiscal years 2030 through 2035. During development of the TIP, the agency advances Phase 2 of the project into the TIP, including funding for construction (additional PE and ROW funding would likely be included with this new TIP record, but for simplicity’s sake it is shown only as CON funding). The following actions must be taken:

- e) The new TIP record should be created using the same Duplicate Record method described above and on page 10 of this document. The conformity record should be copied from the MTP record to the new TIP record. The Change Reason for the MTP record should be set to “Project Changed,” and “Converted to TIP record” should be selected from the additional change details sub-menu. The agency can then save and submit the MTP record and it will effectively be archived. Do not set the Change Reason to “Completed” or “Withdrawn.” Since the original MTP record is being archived and CON funding is being programmed in the new TIP, the remaining CON funding required to complete construction of Phase 2 should be included on this record, using Future Funding years as necessary.

- f) Since the completion year for this segment as shown in the conformity analysis is now within the 4-year span of the TIP, funding for completion of construction of Phase 1 must be fully programmed.

## **TOTAL PROGRAM COSTS FOR ONGOING PROGRAMS AND GROUPED PROJECTS**

Even though they are comprised of multiple discrete projects and programs, the overlapping and continuous funding and the lack of a conclusive date for project grouping records mean that they behave more like ongoing operational programs than discrete projects. Each agency may have different means of determining funding levels for project groupings, but for the purpose of determining a total program cost, they are addressed together in this section.

We cannot use the sum of all prior, current, and future funding to determine total project cost for ongoing programs and project groupings, as we do for discrete projects. For the purposes of a financial analysis of the plan, adding the annual funding in the four-year program of the TIP and the linear projection of that cost through the horizon year provides a valid “total expenditures” amount. But if the prior funding were also to be included, the “total project cost” would very quickly become astronomical. The continuous nature of Ongoing Program and Project Grouping records makes calculating a finite “total project cost” somewhat arbitrary. So, for ongoing program and project grouping records, the four-year program total will serve as the total program cost. Funds shall be programmed in the four active years of the TIP only. All prior funding will be removed and no future funding should be entered. To account for all expenditures in the MTP, ongoing programs should have one TIP record to cover the first four years, and one MTP record that reflects the cost of the program beyond the final year of the current TIP through the horizon year of the MTP.

## **USING PROJECT INFOTRAK FOR YOUR FY 2026–2029 TIP FINANCIAL INPUTS**

### **Preparing for Inputs to the FY 2026-2029 TIP**

Before beginning data entry for their financial inputs to the TIP, TPB staff will meet with each agency to review some preparatory steps that address the following issues:

1. Carry-over of project/program records from 23-xx to 26-00 data sets
2. Conversion of CE records that show completion prior to 2030
3. Removal of all prior funding for ongoing program records (performed by TPB staff and not described in this document)

#### **Step 1: Carry-over any remaining 23-xx records**

The first step in preparing the new TIP is to make sure all relevant records that need to, have been carried over to the 26-00 data set. For the most part, this process has already taken place. TIP records were carried over at the outset of the conformity inputs process, and then again when TPB staff asked agencies to review ongoing program records and all remaining non-regionally significant project records.

## **INSTRUCTIONS: HOW TO CARRY RECORDS OVER TO A NEW CYCLE**

The PIT database includes functionality that can move projects in bulk from plan cycle or revision to another. If, for any reason a record or group of records was not carried over, most users are also able to carry over individual project records.

To carry over one or more records, navigate to the Accepted project list. From here, users will need to click on the vertical ellipsis (:) to the right of the “New Project” button. There will be an option to make “Bulk Actions” that will need to be activated. When activated, checkboxes will appear on the left side of the projects in the list that can be clicked to select the projects that need to be carried over. When all the projects are selected, the top of the project list contains a bulk action tool labeled “Carry-Over” that will need to be clicked. When clicked, the user will be prompted to select the Plan Cycle and Plan Revision. After the selections have been made, users will be prompted to confirm their actions before the projects are carried over.

### **Step 2: Convert Appropriate MTP (CE) Records to TIP (T) Records**

Once the carry-over step is complete, TPB staff will provide your agency with a list of MTP records (both regionally significant or not) that have completion years that fall within the active years of the draft TIP. If no corresponding record exists in the current draft TIP data, then TPB staff will work with the agency to convert the MTP record to a TIP record. If a related record does exist in the draft TIP data, TPB staff will work with agencies to ensure that all critical data from the MTP record is reflected in the TIP record before marking the MTP record for archiving (effectively ending the CE record in the same way that marking it as “complete” or “withdrawn”).

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### **Federal Requirement**

Federal regulations regarding the metropolitan TIP state that all *regionally significant* projects scheduled to be complete by the out-year of the TIP must show full funding for completion of the project.

For regionally significant projects, it is each agency’s responsibility to meet the [federal requirement](#) showing full funding through the completion of construction. The year of completion cannot be adjusted for these records since they are included in the air quality conformity analysis. For non-regionally significant projects, the agency has the option to either show full funding or to modify the estimated year of completion.

## **INSTRUCTIONS: CONVERTING MTP (CE) RECORDS TO TIP (T) RECORDS**

Before converting an MTP (CE) record into a TIP (T) record, please verify that there are no TIP records already associated with the MTP record that cover the scope of work either of the MTP record as a whole or that covers the scope of the proposed new TIP record. If no such record exists, then you may follow the steps described below.

1. Open the version of the MTP record that you wish to convert to a TIP record. For this process, it should be the 50-00 version of the record.
2. Click on the vertical ellipsis (:) located to the right of the blue Save/Submit/Amend button in the upper right corner of the record and select “Duplicate Project”.
3. In the white dialog box that pops up, select the Plan Cycle the duplicate record should be created in. For this process, it should be the TIP / TIP 2026 cycle listed under the Draft cycle options.
4. Select the initial adoption (only option available to select from) 26-00 in the Plan Revision drop-down.

5. For the Relationship Type, select “TIP Project” to indicate that this is a TIP project in relation to the original MTP record, then click “Continue”.
6. On the Confirm Destination Revision to Duplicate panel, leave the default radio button checked indicating that the PIT should assign a new auto-generated ID for the new record, then click “Continue”.
7. Edit the new TIP record as necessary
  - On the IDS/CONTACTS tab, enter the originating MTP (CE) ID under “LRTP ID#” and click “Add ID”
  - When finished with all edits and click “Save Changes”.
8. Return to the original MTP record and click “Edit”.
9. Scroll down to the Change Reason section and select “Project Changed”.
10. A new field labeled “Change Reason Details” will appear. From the drop-down menu provided, select “Converted to TIP Project”.

## Navigating Project InfoTrak

The Project InfoTrak platform gives users a few different ways to find the records they need to update: the Dashboard, the Projects record listing page and Advanced Search Menu, or the Quick Search by ID. This section provides guidance on how to best use these tools to navigate the system and get to the right records as efficiently as possible.

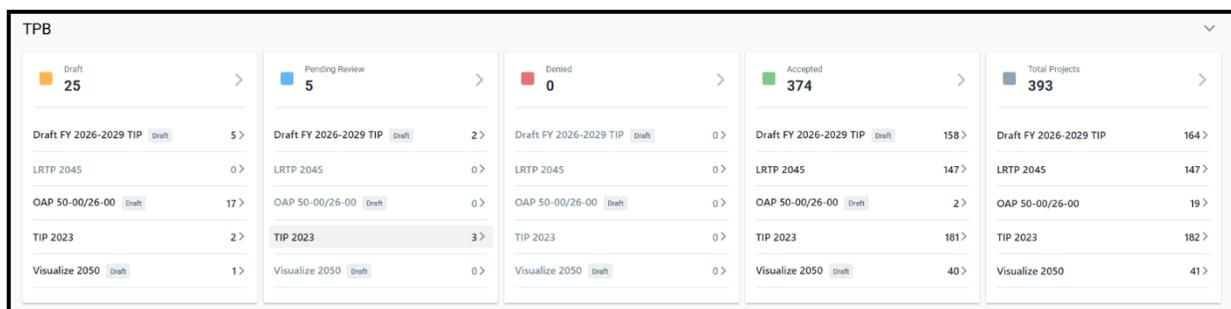
### DASHBOARD

Upon signing into Project InfoTrak, users are presented with the dashboard shown in Figure 3. The dashboard is divided into five “buckets” of records grouped by status: Draft, Pending Review, Denied, Accepted, and Total (explained below). Each bucket lists any active and draft plan cycles like the MTP and the TIP. Click on any of the bucket headers to view a listing of all agency records matching that status, as described below. Click on

**Figure 3: Project InfoTrak Dashboard**

any of the listed plan cycles below a status heading to see only the agency’s records from that plan with the corresponding status.

- Draft – Records in this status may be edited by agency users with their updates or amendments before submitting them to TPB staff for review.



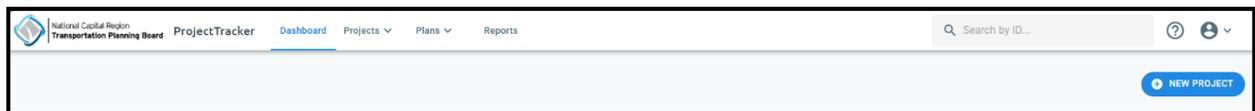
- Pending Review – When users submit their records, the records will move to this status where TPB staff will review the updates for approval or denial.
- Denied – If TPB staff see any reason to not accept the changes that were made to a record, it will show up as denied. Records that appear in this bucket may be edited and re-submitted to TPB staff for another round of review.
- Accepted – Records in this status have been reviewed and accepted by TPB staff. When in the accepted tab, records may be amended or carried over to another plan cycle or revision. Please note that “Accepted” does not mean “Approved”.
- Total Projects – This column provides a cumulative total of all records in a plan cycle across statuses.

The dashboard features an optional banner space that TPB staff may use for posting important announcements or other general information.

## MAIN MENU

The menu shown in Figure 4 is featured at the top of every screen.

**Figure 4: Main Menu Bar**



The primary menu options are:

- Dashboard – returns users to the Dashboard “home page”
- Projects – provides access to the Projects Index and Advanced Search Tool
- Plans – This option is used primarily by TPB staff admins. Documentation of this is not provided in this guide.
- Reports – Provides access to a variety of pre-configured reports, many with a wide variety of customizations available.

The menu bar also includes:

- A “Search by ID” tool for quick access to specific records.
- An email link to our platform provider’s Help Desk service
- An account icon that provides options for users to edit their notification preferences and to log out.

There is also a New Project button that will be covered later in this guide. The following sections will describe actions available under the Projects and Reports menu items. The Plans menu item is primarily for system admins and is not covered in this guide.

### Search by ID Tips

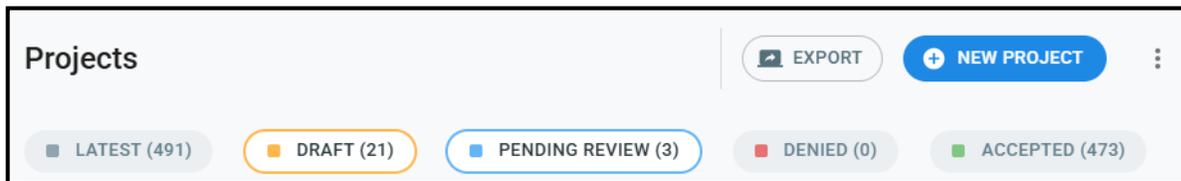
- This search works on any IDs that appear in the Contacts/IDs tab, including Project ID (T, CE, and G records), Agency Project ID/UPC, and Conformity IDs.
- To edit a list of records that start with the same characters (e.g. T3211, T3212, T3215,...) type in those first common characters and wait until a pop-up menu shows the first few records and then click “VIEW ALL RESULTS” to see a full-screen index of those records.

## PROJECTS INDEX AND THE ADVANCED SEARCH TOOL

You can access the Projects index page via the Projects menu or by clicking on one of the specific draft or approved Plan cycles under one of the five buckets described previously. The list of projects here is dynamic and quickly responsive. The Advanced Search panel on the left side of the screen is an incredibly powerful tool with a set of standard filters on plan cycle/revision, project, and funding data, plus a complete set of customizable data filters, and the ability to include as many additional columns of data to the results index as needed

By default, the index displays the first 50 rows of all records under the user's agency's control. At the bottom of the page, users may adjust the number of records shown per page to 100, 200, or ALL. As shown in Figure 5, the top of the Projects index includes a list of record statuses similar to those seen on the Dashboard page, with "Total" being replaced by "Latest," which now appears first. However, these buttons do not behave in the same manner as those on the dashboard – these buttons are actually filters. "Latest" is the default filter which stands alone and always displays all records that meet the search criteria provided. The other four filters can be turned on or off in any combination. For example, in Figure 5, the "Draft" and "Pending Review" are turned on to provide a list of all records matching the search criteria that have not yet been accepted or denied.

**Figure 5: Record Status Filters**



After employing the Advanced Search criteria and desired record status filters and including any additional columns, users can either click on any row to see the detail page for that record or generate an Excel file of the entire resulting index of records by using the "Export" button..

The vertical ellipsis (:) to the right of the "New Project" button allows TPB staff to perform some bulk actions to records, such as deletions, status updates, and the carry-over of records to a new cycle. Aside from the Carry-Over option which has been covered previously, these actions are generally not available to agency users and should not be used unless directed to by TPB staff.

One final note on the Projects Index page: unless filtered out by the Plan Cycle option or by using the "Change Reason" under Custom Filters, the index will include records that the agency has already marked as "Completed" (indicated by a green circled checkmark) or "Removed" (indicated by a red circled slash). Until a cycle has been fully approved, removed and completed records will continue to be available to review

## Editing Records in Project InfoTrak

The Record Detail Page provides access to all data about a project or program and any other versions of that record. If reached by the “Search by ID...” tool or if no specific Plan Cycle was selected, the default version will be the newest version of the record. As mentioned previously, records may describe discrete projects, ongoing programs, or groupings of projects. For the sake of brevity, the instructions in this section will simply use the word “project” as a shorthand for any of these types of records.

To make updates users must click the “Edit” button located at the top right of the record page to the left of the blue “Amend Project” button. While in edit mode, that blue button will read “Save Changes” and users must click that to save their edits. A pop-up window will appear if users try to navigate away from a record while in the edit mode warning the user that changes will be lost. Users may also cancel the edit mode by clicking “Discard.”

Please note that projects can only be edited while the project is in Draft or Denied status. There are some exceptions to this rule:

- Data on the ID/Contacts, Map, and Related Projects tabs can be edited regardless of status.
- Fields in the Project Administration sub-section can only be edited by TPB staff.

### RECORD DETAIL PAGE

At the top of each Record Detail Page are a set of ten tab headings:

- Programming
- Obligation
- Map
- IDs/Contacts
- Attachments
- Revision History
- Project Questions
- CMP Documentation
- Component Projects
- Related Records

#### Programming Tab

The Programming Tab is the main source of information for a project. This tab includes data fields about project administration, general project and schedule information, location information, conformity information, programming information, change reason details, and prior record versions.

There are many instances on this tab where the values entered for a given field will change the options available, requirements, and even visibility of other fields. These will be explained as best as possible in the pages that follow.

#### PROJECT ADMINISTRATION

The first three fields: Plan Revision, Region, and ID are all determined when the record version is established. The TPB Project Title field is added by TPB staff to establish consistent project naming conventions across multiple agencies to be used in Visualize 2050 publications. It has no impact on an agency’s assigned Project Title which may need to remain consistent with other documentation including the US DOT’s Financial Management and Information Systems (FMIS).

## PROJECT INFORMATION

This section contains data details on the project’s title, description, type, agency, jurisdiction(s), schedule, status, and more.

**Figure 6: Project Information Section**

The screenshot shows a 'Project Information' form with the following fields and callouts:

- 1: Project Title (Text field, value: Demonstration Record)
- 2: Project Description (Text area, value: Demonstration of editing record information.)
- 3: Project Type (Dropdown menu, value: Road - New Construction)
- 4: Lead Agency (Dropdown menu, value: District Department of Transportation)
- 5: County (Dropdown menu, value: Select County)
- 6: Municipality (Dropdown menu, value: Select Municipality)
- 7: Secondary Agency (Dropdown menu, value: Select Secondary Agency)
- 8: Record Type (Dropdown menu)
- 9: Source Document (Text field)
- 10: Source Document Page/Record Link (Text field)
- 11: Primary Contact (Text field)
- 12: Phone (10-Digit) (Text field)
- 13: Email (Text field)
- 14: Public Project Website (Text field)
- 15: Bicycle/Pedestrian Accommodations (Dropdown menu)
- 16: Complete Streets (Dropdown menu)
- 17: Estimated Completion Date (Text field)
- 18: Current Implementation Status (Dropdown menu)

1. Project Title ..... Provide a brief, public-friendly name for the project.
2. Project Description ..... Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible. Do not use this field to journal actions taken by amendment or similar processes. These are tracked in the Narrative Description of Changes in the Change Reason Details section below.
3. Project Type ..... Select the most appropriate option to classify the major purpose or nature of the project.
4. Lead Agency ..... The agency that is submitting the project information. This is automatically filled in defined by the user’s agency.
5. County ..... Indicate which county or counties the project is located within. Multiple values may be selected.
6. Municipality ..... Select the municipality(ies) in which the project is located. Multiple values may be selected.
7. Secondary Agency ..... Other agency working in conjunction with primary agency.
8. Record Type ..... Please indicate whether this record is a discrete project, ongoing program, or grouping record. See page 5 for further explanation of these record types.
9. Source Document ..... Provide the name of the official budgetary document that authorizes funds to be expended on the project.
10. Source Document Link ..... Provide a direct link to the project listing in the document referenced above. If a direct link to the individual project is not possible, please provide a reference ID or page number in the Source Document field to aid in its location.

- 11. Primary Contact ..... Name of project manager or point-of-contact for more information.
- 12. Phone ..... Phone number for project manager or point-of-contact for information.
- 13. E-mail..... Email address for project manager or point-of-contact for information
- 14. Public Project Website ..... Public-facing website address for additional information. These are usually established for larger-scale projects and this data may not be available for every project.
- 15. Bicycle/Pedestrian Accommodations . Select the appropriate response to indicate whether bicycle and/or pedestrian accommodations are: Included, Not Included, or Not Applicable.
- 16. Complete Streets..... Use the dropdown menu to indicate if the project: Advances the jurisdiction’s Complete Streets policy goals, is Exempt from the jurisdiction’s Complete Streets policy, or if the Complete Streets policy is not applicable to this type of project.

If the Exempt option is selected, a new field becomes visible asking the user to indicate why the project (which might otherwise advance Complete Streets goals) is exempt: Absence of Need, Accommodation contrary to jurisdiction or agency policies/plans, Environmental, Excessive Cost, Grandfathered, Historic Preservation, or User group prohibited by law.

- 17. Estimated Project Completion ..... Estimated year the project will be open for use or implemented.
- 18. Current Implementation Status ..... Indicate the current status of the project using one of the project milestones or situations in the dropdown menu.

If “Project/Contract Complete” or “Project Close-Out” are selected, a new field titled “Actual Completion Date” will become visible immediately to the left of this field asking for the year that the project was completed.

**CONGESTION MANAGEMENT INFORMATION**

The two fields in this section are only required for roadway capacity-increasing projects.

- 19. Traffic Congestion Conditions..... Indicate if the congestion conditions being addressed by this project are recurring or non-recurring.
- 20. Congestion on Other Facility ..... If the congestion conditions defined above are occurring on a separate facility from the one identified in the project title or location, please identify it here.

## ENVIRONMENTAL INFORMATION

This section asks for the status of NEPA documentation and environmental mitigation activities.

21. Environmental Review Document ..... Select the type of NEPA documentation required, if any.
22. Environmental Review Status..... Select the status of any required NEPA documentation
23. Environmental Mitigation ..... Multi-select to identify any mitigation activities.

## LOCATION INFORMATION

Use this set of fields to identify the facility and limits included in the scope of the project. The fields available will change based on the System and Location Type selected. Figure 7 below shows the most commonly visible fields. Multiple location records may be added, so there is no need to “double-up” facilities into one location record. Use the Conformity Information fields in the next section to define the project for air quality conformity modeling. The table below shows Location Types available for each System.

Roadways	Local Streets	Transit	Non-Infrastructure/NA
<ul style="list-style-type: none"> <li>• Bridge</li> <li>• Intersection</li> <li>• Not Location Specific</li> <li>• Road Segment</li> <li>• Various Locations</li> <li>• Interchange</li> </ul>	<ul style="list-style-type: none"> <li>• Bridge</li> <li>• Intersection</li> <li>• Not Location Specific</li> <li>• Street Segment</li> <li>• Various Locations</li> <li>• Trail/Path Segment</li> </ul>	<ul style="list-style-type: none"> <li>• Not Location Specific</li> <li>• On Road</li> <li>• Own ROW</li> <li>• Point Location</li> </ul>	<ul style="list-style-type: none"> <li>• Other</li> <li>• N/A</li> </ul>

**Figure 7: Location Information (Roadways)**

The screenshot shows a form titled "Location Information" with the following fields:

- 24** System \* (Dropdown menu, currently showing "Roadways")
- 25** Location Type (Dropdown menu, currently showing "Road Segment")
- 26** Route (Dropdown menu)
- 27** Facility Name (Text input field)
- 28** From/Primary (Text input field)
- 29** To/Secondary (Text input field)

24. System ..... Select from the menu to indicate if the project is on: Roadway System (Functional Class 1-3, 5); Local Street System (Functional Class 4); Transit System; or Non-Infrastructure (None of the above)
25. Location Type ..... Select the best option to describe the project from the list made available.
26. Route ..... Identify the interstate, national, or state highway designation from the dropdown menu. The routes are pre-populated based on the county(ies) selected in field 5. This field only appears when “Roadways” or “Transit” are selected for System.
27. Facility Name..... Full name of facility; e.g. “Capital Beltway,” “East Street” or “Red Line”. To the extent possible, this field should be limited to actual street names or transit routes. If the project or program is not road, trail, or transit route-related, the Project

Title and Description fields will be sufficient to identify the project and this field, along with associated limit fields should not be used. Do not re-enter the route ID in this field name or it will appear in documentation as “US 1 US 1 Richmond Highway”. Please don’t do this. Please.

28. From/Primary..... The beginning project limit or location of a spot improvement

29. To/Secondary..... Terminal project limit

**CONFORMITY INFORMATION**

At this time, conformity data may not be edited. More details on this section will be provided later.

**PROGRAMMING INFORMATION**

**Figure 8: Programming Information Block**

The screenshot shows a web interface for 'Programming Information'. At the top, it displays 'Min Match 0%' and 'Effective Match 86.67%'. There are several callout boxes: 30 for 'Show Match Calculator', 31 for 'Choose columns (0)', 32 for 'FY', 33 for 'Fund Type', and 34 for 'AC/CP, STUDY, PLANN...'. The main table has the following data:

FY*	FUND TYPE*	AC/CP	STUDY	PLANNING	PE	ROW	CON	UT	OTHER	TOTAL
2026	NHPP		\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000
2026	LOCAL		\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
FY 2026			\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
LOCAL			\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
NHPP			\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000
GRAND TOTAL			\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

30. Show Match Calculator..... Switch this on to reveal a fund matching calculator. Enter the total amount of funding, the primary source of funding, the match percentage, and the matching source. The calculator will calculate the primary amount and match amount. Next enter the fiscal year and phase. Finally, click the add funding button and those two-line items will automatically be added to the programming block.

31. Choose Columns ..... Check or uncheck options in the dropdown menu to show or hide phase columns in the programming block.

32. FY ..... Enter the federal fiscal year in which the funds are programmed for obligation. You may program funds beyond the window of the current TIP, which will be included in the Grand Total summaries below.

33. Fund Type ..... See the next section for a definition of and links to resources for more information on each funding source.

- 34. AC/CP..... If your agency is programming Advanced Construction (AC) funds on a project the following conditions must be met:
- 35. Any amounts designated as AC must note that in the pull-down menu in this column.
- 36. The source for those funds must be listed as the anticipated federal source that the agency intends to use to pay back the state coffers.
- 37. For any amount of AC programmed, there must be an equal amount of ACCP scheduled in the program. These amounts should be demonstrated within a year or two at most, of the initial AC programming.
- 38. Phase ..... Place the programmed funds in the appropriate column depending on which phase they are programmed for: Study, Planning, PE – Preliminary Engineering, ROW – Right of Way Acquisition, CON – Construction, UT – Utilities, Other – Use for program operations, vehicle or other purchases, construction of maintenance facilities, debt service, or other purposes that don't comport to one of the phases above
- 39. Total..... This is a calculated field, summing the line item.
- 40. Grand Total Block..... This block provides calculated totals by FY, source, and a grand total. Note: this provides a running total of all fiscal years, prior to, including, and beyond the program window of the TIP.

**CHANGE REASON DETAILS**

- 41. Change Reason ..... This field must be updated with each adoption, amendment, or modification. Indicate whether the project is new, changed, completed, or removed. If the Project Changed option is selected, new fields become visible below the row of radio buttons (described below).
- 42. Change Reason Details..... Options available are: Not Active, Cost Change(s), Location/ Limits Change(s), Pending Financial Close Out, Programming Update, Schedule Change(s), and Scope Change(s).
- 43. Other Change Reason Details ..... This provides a “write-in” option for any change reason details that don't match any of the options above.
- 44. Narrative Description of Changes ..... An option for further notes. Use this instead of the Description field if you wish to journal any amendment or modification changes.

## **PRIOR PROJECT REVISION COMPARISON**

The prior project revision comparison box displays any changes that have been made since the previous version of the record. This section summarizes changes made to the current change reason details, project changes, funding changes, federal project cost, and total project cost.

## **Other Tabs**

This section describes the remaining nine tabs atop the Record Detail Page.

## **OBLIGATION**

This tab provides all available federal obligation data obtained from FMIS. This data is only available if a valid FAP ID has been entered on the IDS/Contacts tab.

## **MAP**

Please follow the following guidelines using this GIS-interface tool:

- Any project that can be mapped to a roadway, transit, or bike/ped facility should be mapped.
- Point location identifiers should be used for specific location installations, bridges, interchanges, and intersections.
- Line location identifiers should be used for road, transit, or trail segments. Do not use lines for interchanges, intersections, or bridges unless the scope and limits of the project specify a significant segment adjacent to those points.
- Use the “Snap to Road” feature for roadways, or on-road transit and/or bike/ped facilities.
- Do not map studies that are not included in the conformity analysis for construction.
- Do not use the polygon tool for any jurisdiction-wide programs.

## **IDS/CONTACTS**

The fields on this tab provide information on the record’s relationship with other records. Project ID data on this tab is not connected to the Related Projects tab, but these fields are used in the general Search by ID tool at the top of every screen. Any IDs included on this tab will result in this record returning in the search results when using that tool. IDs available are: Federal Project # (also known as a Federal Aid Project (FAP) ID), TIP ID, LRTP ID, Agency Project ID, Component ID (Agency IDs for sub-projects in Grouped Project records), Conformity ID (numerical IDs only, not the alpha-numeric Conformity Codes), and OAP ID.

## **ATTACHMENTS**

Any desired additional documentation may be uploaded using the tool on this tab. Examples of possible uses include: financial plans, grant award notices, detailed project plans, STIP amendment approval notices, maps or other schematic illustrations, etc.

## **REVISION HISTORY**

This tab provides access to previous versions of this record in past plans or TIPs, or previously amended versions.

## PROJECT QUESTIONS

The questions on this tab address the goals identified in the TPB's Vision, Regional Transportation Priorities Plan (RTPP), Visualize 2045 Aspirational Initiatives and other TPB or COG-identified goals listed in the Technical Inputs Solicitation Policy Guide for Visualize 2050 and the FY 2026–2029 TIP. The 21 questions on this tab are listed below. The default response for unanswered questions is “No Answer”. Please choose Yes or No and/or select the most appropriate response(s) from the drop down menus.

1. This project promotes non-auto travel or can be expected to reduce VMT in the region.
2. Identify all travel mode options that this project provides, enhances, supports, or promotes.
3. This project improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency) Is this project physically in an Equity Emphasis Area (EEA)?
4. Please provide additional written information that describes how this project further supports or advances equity as described by the TPB July 2020 resolution.
5. Indicate if the project begins or ends within an activity center, connects two or more centers, and/ or promotes non-auto travel within one or more centers
6. Does this project begin or ends in an Activity Center?
7. Does this project connect two or more Activity Centers?
8. Does this project promote non-auto travel within one or more Activity Centers?
9. Does this project connect an Equity Emphasis Area to an Activity Center?
10. Does this project contribute to enhanced system maintenance or preservation?
11. Does this project reduce travel time on highways and/or transit without building new capacity, (e.g., ITS, bus priority treatments, etc.)?
12. Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?
13. Is the project expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS)?
14. Is this project expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030?
15. If the answer to the previous question regarding contributing to greenhouse gas emission reductions was yes, then how is this project anticipated to reduce emissions? If 'No', please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.
16. This project enhances, supports, or promotes the following freight carrier modes (select all that apply)
17. This project enhances, supports, or promotes the following passenger carrier modes (select all that apply)
18. Please check each initiative that is implemented by this project.
19. Please provide additional written information that describes how this project further supports or advances the TPB Aspirational Initiatives.

20. Please provide additional written information that describes how this project further supports or advances other regional goals or needs.
21. This project supports the following planning factors (select all that apply).

### **CMP DOCUMENTATION**

This tab appears only for records in the TIP and the questions here must be completed or all projects that increase capacity for single-occupant vehicles on roadways. When required, the questions on this tab address the federal requirement known as the Congestion Management Process (CMP). Please see [www.mwcog.org/CMP](http://www.mwcog.org/CMP) for more information. The initial series of questions determine if complete documentation of the CMP is required, which will be revealed for capacity-increasing roadway projects that are not exempt from the requirement.

1. Does this project increase capacity on a limited access highway or other principal arterial?
  - a. If yes, please move on to the Exemption question that is made visible.
  - b. If no, select “CMP Documentation is not required from the CMP options below, and the tab is complete.”
2. Select as many of the criteria that exempt the project from the CMP requirement (listed below) or indicate that none are applicable. If option f is selected, then select “CMP Documentation is required.” This will make five additional questions appear (3-7 below) that make up the CMP Documentation form.
  - a. Construction costs for the project are less than \$10 million
  - b. The number of lane-miles added to the highway system by the project is less than one
  - c. The project consists of studies, planning, or preliminary engineering activities only and is not funded for construction in the TIP
  - d. The project is an intersection reconstruction or other traffic engineering improvements, including replacement of an at-grade intersection with an interchange
  - e. The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funds only)
  - f. None of the above apply to this project
3. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies.
4. 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.
5. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.
6. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

7. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

## COMPONENT PROJECTS

This tab may be used to list sub-projects of Grouped Project records. Additional details on this feature will be made available in future documentation.

## RELATED PROJECTS

This tab provides connecting links to related projects. The relationships here can either be defined automatically when a record is created from another record or manually by using the “+Link Project” button. When the Link Project dialog box is shown, define the relationship between the records, then search for the record by entering the related Project ID for the related record, and clicking on that ID in the search results. To save the link, click the blue “Link Project” button.

Users can access any related projects by clicking on the record shown.

Please be sure to click “Save changes” when finished editing.

## Reports

There are 29 report and data export options found under the Reports menu. This guide will only provide a brief description and instructions for three of the most common reports that agency users might find helpful. The remainder will be covered in more comprehensive user documentation that will be made available in the future.

## PROJECT LIST

The Project List generates a list of projects including summary funding amounts by phase and fiscal year.

- Format: HTML-based customizable table that can easily be exported to Excel.
- Required filters: Plan Cycle
- Optional filters: Plan Revision, Additional Plan Cycle, Additional Plan Revision, Region, Review Status, Project ID (only one ID per report), Lead Agency, Project Type, County, Municipality, Title/Description (this works with partial word searches like “Purple” to find any projects associated with the Purple Line), Contact Name, Funding Type, Fiscal Year.
- Include Additional Columns allows users to customize the Project List report by adding as many additional fields to the results as desired.
- Custom Filters allows users to apply additional filters using almost every data field available including location data, conformity data, CMP data, schedule information, and much more. These filters look for exact matches and work best for fields that have pre-defined data to select from. Open-ended text box responses can be difficult to match unless the complete wording is always consistent.

## PROJECT OVERVIEW

This report option generates a formatted one-project-per-page report that includes general project and funding information, mapped location (where applicable), and change reason(s). These are primarily used by TPB staff for generating TIP project reports for adoptions, amendments, and administrative modifications.

- Format: HTML-based report that can be printed or exported/saved as a PDF in either portrait or landscape orientation.
- Required filters: Plan Cycle, Order by
- Optional and custom filters behave as listed above for Project List reports. Additional data fields cannot be added to this report.

## PROJECT DESCRIPTION

This report option generates a formatted PDF that includes most data fields.

- Format: Pre-defined PDF with a Visualize 2050 header. This report cannot be customized.
- Required filters: Plan Cycle, Order by
- Optional and custom filters behave as listed above for Project List reports. Additional data fields cannot be added to this report.

APPENDIX D  
Glossary of Federal and Other  
Funding Sources  
**Fiscal Year 2026-2029**  
**Transportation**  
**Improvement Program**



# Funding Sources

## Federal Highway Administration

### **BFP - Bridge Formula Program**

BFP funds may be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.

<https://www.fhwa.dot.gov/bridge/bfp/20220114.cfm>

### **BIP - Bridge Investment Program**

The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs.

<https://www.fhwa.dot.gov/bridge/bip/index.cfm>

### **BUILD - BUILD Discretionary Grants Program**

The U.S. Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

<https://www.transportation.gov/BUILDgrants>

### **CFI - Charging and Fueling Infrastructure Discretionary Grant Program**

The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a grant program created by the Infrastructure Investment and Jobs Act (IIJA) and is codified at 23 U.S.C. § 151. CFI Program investments will make infrastructure available to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants: (1) Community Charging and Alternative Fueling Grants (Community Program); and (2) Charging and Alternative Fuel Corridor Grants (Corridor Program). The IIJA provides \$2.5 billion over five years for this program.

<https://www.fhwa.dot.gov/environment/cfi/>

### **CMAQ - Congestion Mitigation and Air Quality Improvement Program**

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments and is codified at 23 USC Sec 149. CMAQ funds support state- and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency

(EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter.

[https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/)

### **CRP - Carbon Reduction Program**

The Infrastructure Investment and Jobs Act (IIJA) established the Carbon Reduction Program (CRP) to provide funds for projects designed to reduce transportation emissions from on-road highway sources (§ 11403; [23 U.S.C. 175](#)). CRP is a [formula program](#) with funds apportioned directly to states. CRP funding is further suballocated based on population.

<https://www.fhwa.dot.gov/environment/crp/>

### **DEMO - Accelerated Innovation Deployment Demonstration Program**

The AID Demonstration provides funding as an incentive for eligible entities to accelerate the implementation and adoption of innovation in highway transportation.

<https://www.fhwa.dot.gov/innovation/grants/#:~:text=The%20Accelerated%20Innovation%20Deployment%20%28AID%29%20Demonstration%20Program%20provides,implementation%20and%20adoption%20of%20innovation%20in%20highway%20transportation.>

### **EB/MG - Equity Bonus Program**

The Equity Bonus provides funding to States based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21.

<https://www.fhwa.dot.gov/safetealu/factsheets/equitybonus.htm#:~:text=The%20Equity%20Bonus%20provides%20funding%20to%20States%20based,the%20average%20dollar%20amount%20of%20apportionments%20under%20TEA-21>

### **FHWA-OJT - FHWA On the Job Training Grant**

The Federal Highway Administration (FHWA) On-the-Job Training (OJT) Program is a part of FHWA's Equal Employment Opportunity (EEO) policies and procedures as set forth in FHWA regulations at 23 CFR Part 230, Subpart A. The successful implementation of OJT by a State Department of Transportation (State DOT) helps develop a competent and diverse workforce to meet current and future hiring needs for highway construction.

<https://highways.dot.gov/civil-rights/programs/on-the-job-training>

### **FLAP - Federal Lands Access Program**

The Federal Lands Access Program (Access Program) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Funds will be allocated among the States using a statutory formula based on road mileage, number of bridges, land area, and visitation.

<https://highways.dot.gov/federal-lands/flap#:~:text=The%20Federal%20Lands%20Access%20Program%20%28Access%20Program%29%20was,adjacent%20to%2C%20or%20are%20located%20within%20Federal%20lands.>

### **FLTP - Federal Lands Transportation Program**

The BIL continues to allocate FLTP funds for projects on Federal lands transportation facilities, which are facilities within or adjacent to, or that provide access to, Federal lands (national forests, national parks, national wildlife refuges, national recreation areas, and other Federal public lands) which are owned and maintained by the Federal government, and which appear in the national Federal Lands transportation inventory.

<https://highways.dot.gov/federal-lands/transportation>

### **HBP-Off System - Highway Bridge Program – Off System**

To maximize the benefits of the program with respect to off-system bridges, the FHWA encourages States to use BFP funding on off-system bridges in proportion to the scale of each State’s off-system bridge needs—particularly in relation to localities that historically have lacked resources for such projects. States are required to set aside 15 percent of their BFP funding to address off-system bridge needs. There is no provision authorizing States to reduce the minimum 15 percent set-aside amount, and the 15 percent set-aside is a minimum, not a maximum.

<https://www.fhwa.dot.gov/bridge/bfp/20220114.cfm>

### **HBRRP - Bridge Replacement and Rehabilitation Program**

Agencies participate in the bridge program by conducting bridge inspections and submitting Structure Inventory and Appraisal (SI&A) sheet inspection data. Federal and local governments supply SI&A sheet data to the State agency for review and processing. Funds authorized for carrying out the Highway Bridge Replacement and Rehabilitation Program are available for obligation at the beginning of the fiscal year for which authorized and remain available for expenditure for the same period as funds apportioned for projects on the Federal-aid primary system.

<https://www.fhwa.dot.gov/bridge/hbrrp.cfm>

### **HIP – Highway Infrastructure Program**

Highway Infrastructure Projects are capital projects eligible under title 23 of the United States Code.

### **HPP - High Priority Project**

The High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU.

<https://www.fhwa.dot.gov/safetealu/factsheets/highpriproj.htm>

### **HSIP - Highway Safety Improvement Program**

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.

<https://highways.dot.gov/safety/hsip>

### **INFRA - The Nationally Significant Multimodal Freight & Highway Projects Discretionary Grant Program**

INFRA (the Nationally Significant Multimodal Freight & Highway Projects program) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

<https://www.transportation.gov/grants/infra-grant-program>

### **NEVI - National Electric Vehicle Infrastructure Formula Program**

The Infrastructure Investment and Jobs Act established the National Electric Vehicle Infrastructure (NEVI) Formula Program and was the first major Federal funding program that focuses on a nationwide deployment of EV charging infrastructure.

Ten percent of the NEVI Formula Program is set-aside for the Secretary of Transportation "to make grants to States and localities that require additional assistance to strategically deploy electric vehicle charging infrastructure."

[https://www.fhwa.dot.gov/environment/nevi/evc\\_raq/](https://www.fhwa.dot.gov/environment/nevi/evc_raq/)

### **NHCBP - National Historic Covered Bridge Preservation Program**

This program was established by Section 1224 of the Transportation Equity Act for the 21st Century (TEA21). The program provides funding to assist the States in their efforts to preserve, rehabilitate, or restore the Nation's historic covered bridges. For the purposes of this program, the term "historic covered bridge" means a covered bridge that is listed or eligible for listing on the National Register for Historic Places

<https://www.fhwa.dot.gov/bridge/covered.cfm>

### **NHFP - National Highway Freight Program**

The BIL continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167(a) and (b)]

<https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/nhfp.cfm>

### **NHPP - National Highway Performance Program**

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The NHPP funding is made available through the State transportation agencies. NHPP is an apportioned (formula) program, which means the funds are only made available to the States by a formula contained in law, which is different than a discretionary grant program where eligible applicants may competitively seek funding through a Notice of Funding Opportunity (NOFO).

<https://www.fhwa.dot.gov/specialfunding/nhpp/>

### **NSBP - National Scenic Byways Program**

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. Established in [Title 23, Section 162 of the United States Code](#) under the Intermodal Surface Transportation Efficiency Act of 1991 and reauthorized and expanded significantly in 1998 under TEA-21 and again under [SAFETEA-LU](#) in 2005, the program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States.

[https://www.fhwa.dot.gov/hep/scenic\\_byways/](https://www.fhwa.dot.gov/hep/scenic_byways/)

### **PL/MPP - Metropolitan Planning Program**

The BIL continues the Metropolitan Planning Program, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

[https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro\\_planning.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm)

### **PRIIA - Passenger Rail Investment and Improvement Act**

PRIIA authorizes the appropriation of funds to the US DOT for fiscal years 2009-2013 to award grants to Amtrak to cover operating costs, capital investments, including in part, efforts to bring the NEC to a state-of-good-repair, and repayment of Amtrak's long-term debt and capital leases [§101, §102].

<https://railroads.dot.gov/elibrary/overview-highlights-and-summary-passenger-rail-investment-and-improvement-act-2008-priia>

### **PROTECT-F - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Formula Funding**

The Bipartisan Infrastructure Law established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program with funds apportioned directly to State departments of transportation to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

<https://www.fhwa.dot.gov/environment/protect/formula/>

## **PROTECT-G - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Discretionary Grant**

The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program is a competitive grant program created by the Bipartisan Infrastructure Law to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. The Bipartisan Infrastructure Law provides over \$1.4 billion over five years through this program to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.

<https://www.fhwa.dot.gov/environment/protect/discretionary/>

## **RCP - Reconnecting Communities Pilot Grant Program**

The Infrastructure Investment and Jobs Act established the Reconnecting Communities Pilot (RCP) Program to advance community-centered transportation connection projects, with a priority for projects that benefit low-capacity communities. RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further these goals.

<https://www.transportation.gov/reconnecting>

## **RTP-NPS - Recreational Trails Program**

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

[https://www.fhwa.dot.gov/environment/recreational\\_trails/](https://www.fhwa.dot.gov/environment/recreational_trails/)

## **SRTS - Safe Routes to School Program**

The SRTS Program was established in August 2005 as part of SAFETEA-LU. Section 1404 of this legislation provided funding (for the first time) for State Departments of Transportation to create and administer SRTS programs. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

[https://www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school/](https://www.fhwa.dot.gov/environment/safe_routes_to_school/)

## **STBG - Surface Transportation Block Program**

The Surface Transportation Block Grant (STBG) program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBG program funding is made available through the State transportation agencies. STBG is an apportioned (formula) program, which means the funds are only made available to the States by a formula contained in law, which is different than a discretionary grant program where eligible applicants may competitively seek funding through a Notice of Funding Opportunity (NOFO).

<https://www.fhwa.dot.gov/specialfunding/stp/#:~:text=The%20Surface%20Transportation%20Block%20Grant%20%28STBG%29%20program%20provides,on%20any%20public%20road%2C%20pedestrian%20and%20bicycle%20infrastru>

### **STIC - State Transportation Innovation Council**

The Federal Highway Administration (FHWA) State Transportation Innovation Council (STIC) Incentive program provides resources to help STICs foster a culture of innovation and make innovation standard practice in their States. The program funds up to \$125,000 per STIC per Federal fiscal year to support or offset the costs of standardizing innovative practices in a State transportation agency (STA) or another public-sector STIC stakeholder.

<https://www.fhwa.dot.gov/innovation/stic/guidance.cfm>

### **SMART - Strengthening Mobility and Revolutionizing Transportation Grant Program**

The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.

<https://www.transportation.gov/grants/SMART>

### **TAP - Transportation Alternatives Program**

The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

[https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/)

### **TID - Technology and Innovation Deployment Program**

The FAST Act continues the Technology and Innovation Deployment Program, funding efforts to accelerate the implementation and delivery of new innovations and technologies that result from highway research and development to benefit all aspects of highway transportation.

<https://www.fhwa.dot.gov/fastact/factsheets/technologyinnovationfs.cfm>

### **TIFIA - Transportation Infrastructure Finance and Innovation Deployment Program**

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Many surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance.

[https://www.fhwa.dot.gov/ipd/finance/tools\\_programs/federal\\_credit\\_assistance/tifia/](https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_credit_assistance/tifia/)

Earmark-CPF – Earmark-Community Project Funding

FEDERAL – Federal

NRPP-NPS – National Park Roads and Parkways (NPS)

RTPFED – Federal

SP – Special Project

SPR – State Planning & Research Program

### **Federal Transit Administration**

#### **ICAM - Sect. 3006 (b) – Innovative Coordinated Access and Mobility Program**

Access and Mobility Partnership Grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers. This program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.

<https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants#:~:text=Section%203006%20%28b%29%20of%20the%20Fixing%20America%E2%80%99s%20Surface,population%20that%20improve%20the%20coordination%20of%20transportation%20services>

#### **s.20005(b) - Pilot Program for Transit-Oriented Development Planning**

The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

<https://www.transit.dot.gov/TODPilot>

#### **Sect. 5303 - Metropolitan Transportation Planning Program & Sect. 5304 - Statewide Transportation Planning Grant**

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

<https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304>

#### **Sect. 5307 - Urbanized Area Formula Program**

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more.

<https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

### **Sect. 5308 - Clean Fuels Grant Program**

Section 3010 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. No. 109-59, 119 Stat. 1144, 1572 (2005), amended section 5308 of title 49 United States Code, commonly referred to as the Clean Fuels Grant Program, from a formula-based to a discretionary grant program.

The program has a two-fold purpose. First, the program was developed to assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide (CO). Second, the program supports emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.

<https://www.transit.dot.gov/funding/grants/clean-fuels-grant-program-5308>

### **Sect. 5309 - Capital Investment Grant**

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years.

Each type of CIG project has a unique set of requirements in the law, although many similarities exist among them. To be eligible to receive a CIG construction grant, all proposed projects must go through a multi-year, multi-step development process outlined in the law. FTA is required to evaluate and rate CIG projects on statutorily defined project justification and local financial commitment criteria that differ by project type, and a project must receive at least a "Medium" overall rating to advance through the steps in the process and receive a construction grant award.

<https://www.transit.dot.gov/CIG>

### **Sect. 5309B - Bus**

The Bus and Bus Related Equipment and Facilities program (Bus program) provides capital assistance for new and replacement buses, related equipment, and facilities. It is a discretionary program to supplement formula funding in both urbanized and rural areas.

<https://www.transit.dot.gov/funding/grants/bus-and-bus-facilities-5309-5318>

### **Sect. 5309FG - Fixed Guideway**

The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities: Modernization of existing rail systems (Fixed Guideway Modernization program), New and replacement buses and facilities ([Bus and Bus Related Equipment and Facilities program](#)), and New fixed guideway systems ([New Starts program](#) and Small Starts).

Eligible activities are capital projects to modernize or improve existing fixed guideway systems, including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance.

<https://www.transit.dot.gov/funding/grants/grant-programs/fixed-guideway-modernization-5309-b2>

#### **Sect. 5309 - New Starts**

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement: Project Development and Engineering.

<https://www.transit.dot.gov/CIG>

#### **Sect. 5310 - Elderly and Persons with Disabilities Program**

This program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. Formula funds are apportioned to direct recipients; for rural and small urban areas, this is the state Department of Transportation, while in large urban areas, a designated recipient is chosen by the governor.

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

#### **Sect. 5311 - Non-urbanized Area Formula Program**

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

<https://www.transit.dot.gov/rural-formula-grants-5311>

#### **Sect. 5312 - Public Transportation Innovation**

Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

<https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312>

#### **Sect. 5324 - Emergency Relief Program**

Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. It provides

authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.

<https://www.transit.dot.gov/funding/grants/grant-programs/public-transportation-emergency-relief-program-5324>

#### **Sect. 5333 (b) – Labor Protection Certifications**

<https://www.dol.gov/agencies/olms/compliance-assistance/mass-transit-employee-protections>

#### **Sect. 5337-SGR - State of Good Repair Program**

The formula component of the State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas. Additionally, State of Good Repair formula grants are eligible for developing and implementing Transit Asset Management plans. An urbanized area is one that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census, as an 'Urban Area' with a population of 50,000 or more.

<https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337>

#### **Sect. 5339 - Bus and Bus Facilities Formula Program**

Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two competitive components: the [Bus and Bus Facilities Competitive Program](#) and the [Low or No Emissions Bus Vehicle Program](#). Please see the program [fact sheet](#) for additional information.

<https://www.transit.dot.gov/funding/grants/busprogram>

#### **Sect. 5339 (b) - Bus and Bus Facilities Discretionary Program**

The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

<https://www.transit.dot.gov/bus-program>

#### **Sect. 5339 (c) - Low or No Emissions Vehicle Program**

The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

<https://www.transit.dot.gov/lowno>

TIIF - Transit Infrastructure Investment Funding

### Other Federal

DHS - Department of Homeland Security

DOD - Department of Defense

DOI - Department of the Interior – Public Lands

FRA EARMARK - Federal Railroad Administration

NPS - National Park Service

### State

DC/STATE - State or District Funding

SBD - State Bonds

State (NM) - State (Non-Match)

URBAN FLEX - State Urban funding flexed to FTA projects

### Local

#### **NVTA - Northern Virginia Transportation Authority**

The Authority's primary function is to develop and update a regional transportation plan for Northern Virginia, conduct project planning, prioritization and funding of transportation projects for counties and cities embraced by the Authority. All moneys received by the Authority and the proceeds of bonds and other debt instruments are required to be used solely for transportation purposes benefiting the member jurisdictions. Of the HB 2313 revenues received, 30% are distributed to member jurisdictions on a pro rata basis (based on contributions to total revenue) for transportation projects and purposes authorized under § 33.2-2510 and selected by the Member Jurisdiction. 70% of the HB 2313 revenues are pledged to the payment of bonds and other debt instruments and will otherwise be available to fund regional transportation projects contained in the regional transportation plan in accordance with § 33.2-2500 and that have been rated in accordance with § 33.2-257.

<https://thenovaauthority.org/funding/>

LBD - Local Bonds

Local - Local

Local NM - Local (Non-Matching)

TD - Tax District

### Other

#### **AMTRAK – AMTRAK**

<https://www.amtrak.com/grants?msockid=2baee7cc3df360c43160f2493cf461af>

**BAB - Build America Bureau**

The Bureau offers several programs to provide project finance assistance to State, local, and private project sponsors. These are customizable credit instruments that reduce project costs and increase flexibility. With our credit programs, State and local project sponsors have the ability to accelerate delivery of needed infrastructure projects, often in partnership with private sector investors.

<https://www.transportation.gov/buildamerica/financing>

### **DAR - Defense Access Road Program**

The Defense Access Road (DAR) Program provides a means for the military to pay their share of the cost of public highway improvements necessary to mitigate an unusual impact of a defense activity. An unusual impact could be a significant increase in personnel at a military installation, relocation of an access gate, or the deployment of an oversized or overweight military vehicle or transporter unit.

<https://highways.dot.gov/federal-lands/defense-access>

### **GARVEE - Grant Anticipation Revenue Vehicles (Bonds)**

GARVEE is a type of anticipation vehicle, which are securities (debt instruments) issued when moneys are anticipated from a specific source to advance the upfront funding of a particular need. In the case of transportation finance the anticipation vehicles' revenue source is expected Federal-aid grants.

[https://www.fhwa.dot.gov/ipd/finance/tools\\_programs/federal\\_debt\\_financing/garvees/](https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_debt_financing/garvees/)

### **HSIPR - High Speed Intercity Passenger Rail Program**

The Federal Railroad Administration (FRA) periodically solicits applications and proposals for the High-Speed Intercity Passenger Rail (HSIPR) Program.

<https://railroads.dot.gov/grants-loans/high-speed-intercity-passenger-rail-program-hsipr>

### **P3 - Public-Private Partnership**

P3s can be used to procure new-build facilities, including developing new transportation assets; or the upgrading or expanding an existing facility. These may be structured as a design-build-finance (DBF), design-build-finance-maintain (DBFM), design-build-finance-operate-maintain (DBFOM), or any other delivery method that combines design, construction, operations, or maintenance functions with a private finance component. A P3 concession can also be used to lease existing publicly financed, revenue-generating facilities to private sector investor operators for a specified period of time. During this time, the lessee has the right to collect revenues such as tolls on the facility in return for bearing operations and maintenance responsibilities and in select instances receive a lump-sum or periodic payment from the public owner.

[https://www.fhwa.dot.gov/ipd/p3/toolkit/publications/other\\_guides/p3\\_procurement\\_guide\\_0319/ch\\_1.aspx#s11](https://www.fhwa.dot.gov/ipd/p3/toolkit/publications/other_guides/p3_procurement_guide_0319/ch_1.aspx#s11)

### **PPTA - Public-Private Transportation Act**

The Public-Private Transportation Act of 1995, Va. Code Ann. §§ 56-556, et seq. (the "PPTA") as amended, grants responsible public entities the authority to create public-private partnerships for the development of transportation facilities for public use ("qualifying transportation facilities") if the public entity determines that it serves the public purposes of the PPTA.

<https://www.arlingtonva.us/Government/Programs/Budget-Finance/Purchasing/Public-Private-Transportation-Act-PPTA>

**PTF - Priority Transportation Fund (VA)**

<https://law.lis.virginia.gov/vacode/title33.2/chapter15/section33.2-1527/>

BOA – Bonus Obligation Authority

BONDS - Bonds

CONCESSION - Concession Funds

DEFICIT - Payout Deficit

Earmark-GSA - Earmark – General Services Administration

FBE - Fair Box Escrow

GSA EARMARK - General Services Administration

OC - Open Container

P - Proffers

PRIVATE - Private

REVSH - Revenue Sharing

RTPBND - Bonds

SR - Surplus Toll Revenues

TBD - Future-TBD

TF - Toll Financing

APPENDIX E  
Statement of Self Certification  
Fiscal Year 2026-2029  
Transportation  
Improvement Program



TPB R5-2026  
December 17, 2025

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

**RESOLUTION ENDORSING THE 2025 CERTIFICATION OF THE METROPOLITAN  
TRANSPORTATION PLANNING PROCESS 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 that "the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable requirements..."; and

**WHEREAS**, the Statement of Certification documenting how the TPB's planning process is being carried out and how the process is compliant with all of the applicable requirements is appended to this resolution; and

**WHEREAS**, a Statement of Certification has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the TPB and is appended to this resolution.

**NOW, THEREFORE BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board does hereby certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements:

The appended Statement of Certification, dated December 17, 2025, finds that the transportation planning process is addressing the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements, is hereby endorsed and the Chair of the TPB is authorized to sign it.

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